

Legislative Summary Report



2007 Legislative Year

The 2007 Legislative Session Affecting the California Environmental
Protection Agency

STATE OF CALIFORNIA

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Introduction

The California Environmental Protection Agency (Cal/EPA) was created by Governor Pete Wilson in 1991 and combined environmental programs previously administered in six separate state agencies. The six environmental agencies within Cal/EPA include the State Air Resources Board, the Integrated Waste Management Board, the Department of Pesticide Regulation, the Department of Toxic Substances Control, the Office of Environmental Health Hazard Assessment, and the State Water Resources Control Board.

The mission of Cal/EPA is to restore, protect, and enhance the environment, to ensure public health, environmental quality and economic vitality. This mission will help to ensure that California enjoys a clean, healthy, sustainable environment that enhances the quality of life for current and future generations, and protects our diverse natural resources.

ACRONYMS

AB	Assembly Bill
AJR	Assembly Joint Resolution
ACR	Assembly Concurrent Resolution
AQMD	Air Quality Management District
ARB	Air Resources Board
BAAQMD	Bay Area Quality Management District
BAR	Bureau of Automotive Repair
BT&H	Business, Transportation, and Housing Agency
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CAT	Climate Action Team
CDFA	California Department of Food and Agriculture
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CLERRA	California Land Environmental Restoration and Reuse Act
CIWMB	California Integrated Waste Management Board
CPUC	California Public Utilities Commission
CUPA	Certified Unified Program Agency
DGS	Department of General Services
DHS	Department of Health Services
DFG	Department of Fish and Game
DMV	Department of Motor Vehicles
DOF	Department of Finance
DOT	Department of Transportation (Cal/TRANS)
DPR	Department of Pesticide Regulation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
FY	Fiscal Year
GHG	Greenhouse Gas
HOV	High Occupancy Vehicle
LNG	Liquefied Natural Gas
MOU	Memorandum of Understanding
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PIER	Public Interest Energy Research
PM	Particulate Matter
RPS	Renewable Portfolio Standard
SB	Senate Bill
SCR	Senate Concurrent Resolution
SJR	Senate Joint Resolution
SWRCB	State Water Resources Control Board
TRI	Toxic Release Inventory
U.S. EPA	United States Environmental Protection Agency
ZEV	Zero Emission Vehicle



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Major Environmental
Accomplishments
2007**

TABLE OF CONTENTS

MAJOR ACCOMPLISHMENTS 2007	1
BILLS BY SUBJECT 2007-2008.....	13
ENVIRONMENTAL LEGISLATION: CHAPTERED 2007.....	39
ENVIRONMENTAL LEGISLATION: VETOED 2007.....	91
ENVIRONMENTAL SIGNING MESSAGES 2007.....	113
ENVIRONMENTAL VETO MESSAGES 2007.....	121
ENVIRONMENTAL EXECUTIVE ORDERS 2007.....	159
ENVIRONMENTAL PRESS RELEASES 2007.....	165

Major Accomplishments in 2007

AIR QUALITY

Emission Reduction Measures for Composite Wood Products

The Air Resources Board (ARB) adopted regulations that require the manufacturers of composite wood products, such as hardwood plywood, particleboard and fiberboard to reduce formaldehyde emissions, a toxic pollutant, to protect public health. The measure establishes two phases of formaldehyde emission standards. Phase 1 (2009) will bring California in line with European and Japanese standards. Phase 2 (2010-2012) will establish standards that will be among the most stringent in the world. To ensure compliance, foreign and domestic manufactures must certify their products by a "third party" lab approved by ARB and clearly label the items as meeting California's emission requirements. Distributors, contractors, panel manufactures, and imports will be held responsible for assuring their products comply with the standards.

Goods Movement Emission Reduction Measures

The ARB adopted measures that significantly reduce the public's exposure to toxic diesel particulate matter in and around ports and intermodal rail yards. These measures require operators of certain types of ocean-going vessels to shut down their diesel auxiliary engines while docked at the state's busiest ports in favor of using shore-based power. The second regulation is aimed at cleaning up emissions from the aging fleet of dirty diesel trucks that haul goods around the clock to and from ports and rail yards throughout the State. The third measure will require cleaner engines for the many ferries, excursion vessels, tugboats, and towboats that operate in and around the ports. Combined with other measures already approved by the Board, these measures will reduce diesel emissions by almost two-thirds by 2010 and by an estimated 75 percent by 2014. In addition, the measures will reduce the emissions of smog-forming compounds and greenhouse gases and are major elements of the State's Goods Movement Emission Reduction Plan.

Off-Road Diesel Vehicle Emission Reduction Regulation

In July 2007, the ARB approved a regulation to reduce emissions from existing off-road diesel vehicles used in California in construction, mining, and other industries. The regulation requires fleets to apply exhaust retrofits that capture pollutants before they are emitted to the air and to accelerate turnover of fleets to newer, cleaner engines. The regulation is expected to significantly reduce emissions of NOx and PM. In total, the regulation is expected to reduce 187,000 tons of NOx emissions and 33,000 tons of PM emissions between 2009 and 2030. These expected emissions reductions will help California meet federal clean air standards. The regulation is also expected to prevent about 4,000 premature deaths over its course, while the associated health benefits would translate to significant health cost savings, an expected \$18 to \$26 billion in total.

BORDER ENVIRONMENTAL PROGRAM

The California - Baja California border region is a dynamic, ever-changing region with remarkable environmental challenges, cultural diversity, sensitive natural resources, and differences in technology. To address these environmental challenges that affect both sides of the border, a concerted and collaborative effort is required. This coordinated effort addresses issues with a multi-media basis that involves air, water, waste, and public health issues and is led and implemented by the Cal/EPA Border Affairs Unit (BAU).

Air Quality

In an effort to protect and improve the air quality in shared air basins, the Air Resources Board (ARB) has inspected heavy-duty vehicles at the Otay Mesa and Calexico international ports of entry since 1998, as required by SB 270 (Peace; Chapter 727, Stats of 1998). In view of the recent court rulings by the United States federal courts to allow Mexican trucks to roam freely throughout the U.S., the ARB is conducting heightened enforcement activities through additional personnel when inspecting North American Free Trade Agreement trucks to reduce the number of high polluting trucks entering California. The Board has alerted Mexico's Secretary of Transportation and Communications of these enforcement activities.

Border 2012 Program

Cal/EPA is a full-fledged partner in this United States-Mexico Environmental Program, which aims to protect the environment and public health of the border region, consistent with the principles of sustainable development. The Secretary of Cal/EPA co chairs a Regional Work Group that coordinates activities at the local level and supports the efforts of several Task Forces aimed at addressing region-specific problems (e.g., enforcement, tires, water quality, etc).

Waste Tires

Mexico purchases over 3 million waste tires from California vendors to re-sell to their general public. These tires have a short life span and end up in illegal dumps, which pose a threat to California residents. The BAU, the California Integrated Waste Management Board (IWMB) and the U.S. Environmental Protection Agency are developing alternatives to rid the tire piles and assist Baja California in developing a regulatory program for waste tires. The IWMB and the BAU are currently undertaking a Tire Flow Study that will identify and help determine several aspects of tire economics, waste tire flow and environmental, and public health impacts. Additionally, in an effort to ensure compliance with state law, Cal/EPA and the IWMB conducted outreach workshops in Mexico in 2007 to train and educate Mexican would-be-tire-haulers. The goal is to certify, train and permit all individuals engaging in tire hauling activities within California, regardless of their origin.

BROWNFIELDS AND SITE CLEANUP

Angora Wild Fire Cleanup

In the wake of the June 24th Angora Wild Fire, the Integrated Waste Management Board (IWMB) with the on-site assistance of DTSC to oversee the collection of household hazardous waste removed nearly 60,000 tons of ash and rubble, allowing residents to begin to rebuild and bring a sense of normalcy back to their lives.

The model created for Angora (a comprehensive, unified approach to private property cleanup) was recognized nationally as a means to address the aftermath of devastating disasters such as wildfires. Even as fires engulfed major communities in Southern California in the fall of 2007, the Angora model was discussed with each affected jurisdiction. Many of the local jurisdictions with burned areas in Southern California have begun to implement the Angora model to address debris removal and cleanup.

Brownfield Cleanup in the Los Angeles Region

The Los Angeles Regional Quality Control Board has cleaned up 56 Brownfield sites resulting in the removal and proper disposal of 21,000 tons of contaminated soils, the extraction of 527,000 pounds of petroleum hydrocarbons from subsurface soils and the treatment of 367,000 gallons of tainted groundwater in the Los Angeles Basin, San Fernando Valley, San Gabriel Valley, San Pedro, Long Beach and Santa Clarita. Additionally, significant progress has been achieved at the 261-acre Douglas Park project in Long Beach and the 55-acre Honeywell site in El Segundo, the two sites will become mixed-use developments, and generate approximately 12,000 jobs and over \$4 million in annual revenue. DTSC cleaned up 196 brownfields sites, totaling 4,423 acres returning to safe reuse.

Schools Program

In 2007, DTSC cleared 117 school construction sites allowing the construction of 3,801 classrooms on 1,909 acres of property.

Military Base Reuse

DTSC has facilitated the return of over 112,000 acres of California's closed military bases to productive use, returning 67% of the jobs and economic revenue lost by the 1991 base closures back to California communities.

CALIFORNIA GREEN CHEMISTRY INITIATIVE

In April 2007, Secretary Adams launched the California Green Chemistry Initiative to consider a fundamentally new approach to protecting the public health and environment from harmful chemicals. DTSC Director Maureen Gorsen initiated the innovative and inclusive Conversation with California process to engage broad participation, generate ideas, set goals, and identify policy options to close information and safety gaps about chemicals. Over 600 participants joined the Conversation with California, attending public meetings, participating at several symposia and conferences, contributing via an

Internet-based "blog," and providing more than 400 pages of written comments with more than 800 options.

Business and industry, environmental, community, and labor organizations, scientists and experts, international and other government representatives, and the general public were actively involved. The Air Resources Board, California Integrated Waste Management Board, Department of Pesticides, Office of Environmental Health Hazard Assessment, State Water Resources Control Board, and Department of Public Health staff members worked collaboratively on the respective Green Chemistry teams. DTSC is now compiling all of the submitted ideas, comments, and options into a summary report.

In January 2008, DTSC is embarking on the second phase of the Green Chemistry Initiative and will invite comments and participation. DTSC will gather detailed input on how options submitted during the Conversation with California might be implemented, by whom, in what manner, and over what time-period.

Through a public process, DTSC will seek advice and comment; and, it will evaluate different frameworks to select an appropriate portfolio of options with effective enforcement and compliance provisions. DTSC will present to the Secretary for Environmental Protection recommended integrated policy solutions, including voluntary, regulatory, and incentive-based measures, by July 1, 2008.

CLIMATE CHANGE

The Secretary for Environmental Protection is designated as the coordinator of state climate change activities under state law. The Secretary coordinates the activities of the Climate Action Team which is comprised of 12 state agencies collaborating on efforts to mitigate and adapt to climate change. The Secretary also coordinates the efforts to combat climate change on the regional, national and international level.

California Global Warming Solutions Act

The landmark California Global Warming Solutions Act of 2006 (AB 32, Nunez and Pavley; Chapter 488, Stats of 2006) has shaped many of the state's climate change activities over the past year and will continue to be the primary climate policy driver. Accomplishments under the California Global Warming Solutions Act include:

- ARB adopted nine Discreet Early Action measures that must be enforceable by January 2010.
- ARB adopted a regulation to require mandatory reporting and verification of greenhouse gas emissions.
- ARB defined the 1990 statewide greenhouse gas emissions level and adopted it as the target limit to be achieved by 2020.

Intra and Intergovernmental Activities

The Secretary for Environmental Protection has overseen a number of cross-governmental efforts which are vital to the state's goals to reduce greenhouse gas emissions as well as to adapt to climate change. Under the direction of the Secretary, 11 sub-groups of the Climate Action Team have been collaborating on mitigation, adaptation and assessment activities. Over the past year these efforts have begun to focus on the development of mitigation strategies that will contribute to the Air Resources Board's Scoping Plan under the California Global Warming Solutions Act. Other accomplishments include:

- The Secretary coordinated the membership of all cabinet level agencies and departments in the California Climate Action Registry.
- The Secretary's Market Advisory Committee presented its recommendations to the Air Resources Board.
- The Climate Action Team and Air Resources Board reported on their early actions to mitigate greenhouse gas emissions.

The Secretary has also led efforts to facilitate integrated and consistent approaches to combat global climate change through regional, national and international partnerships, as required by the California Global Warming Solutions Act. These initiatives include:

- The Western Climate Initiative, which currently has 8 member states and provinces in the U.S. and Canada.
- The Climate Registry, which will provide consistent greenhouse gas accounting metrics for its members (currently 39 U.S. states, 4 Canadian provinces and 2 Mexican states).
- The International Carbon Action Partnership, the membership of which includes U.S. states and Canadian provinces and countries in the European Union.

Waste Management in Support of Climate Change

IWMB climate change efforts focus on reducing greenhouse gas emissions through increasing diversion from landfills and mitigating the greenhouse gas emissions from the remaining waste that is being disposed in landfills. Through waste diversion and recycling efforts already underway, California has reduced annual greenhouse gas emissions related to manufacturing and disposal by almost 4 million metric tons. IWMB is working to further reduce greenhouse gas emissions by developing strategies aimed toward dramatically increasing commercial recycling efforts and diverting organic materials from landfills. IWMB staff has worked closely with Air Resources Board staff to develop new regulations to require methane control measures at smaller landfills where control systems are not currently installed and to maximize methane capture efficiencies at landfills with control systems already in place.

CONSUMER PROTECTION

Angora Fire Operation

To protect homeowners from fraudulent contractors following the Angora Fire and in cooperation with the El Dorado District Attorney, DTSC undercover officers posed as homeowners and arrested eight people in two days for hauling hazardous waste without a license.

Protecting Children from Lead in Jewelry

The Department of Toxic Substances Control began enforcing a new California law (AB 1681, Pavley; Chapter 415, Stats of 2006) that went into effect this year on September 1, 2007 to protect young Californians from excessive exposure to lead in children's jewelry that is sold to state residents. This enforcement effort reinforces CalEPA's Green Chemistry Initiative to explore a different approach to environmental protection that transitions away from managing toxic chemicals at the end of the lifecycle, to reducing or eliminating their use altogether.

DTSC investigators purchased approximately 375 pieces of children's jewelry from a broad cross section of California stores. Laboratory results on more than a third of the samples tested so far found a third of the children's jewelry items have higher lead content than the law allows. In one example, a children's jewelry pendant purchased out of a vending machine at a restaurant in Oakland was determined to contain 368,000 parts per million of lead – 613 times more than what the law allows.

Toxics in Packaging Prevention Act Certificates of Compliance

Over one million lead contaminated totes were removed from grocery stores as a result DTSC implementing its new authority under the toxics in packaging requirements. The Toxics in Packaging Prevention Act limits the use of toxics metals (lead, mercury, chromium and cadmium) in consumer packaging. DTSC also requested written Certificates of Compliance from over 2,000 manufacturers, suppliers and purchasers of packaging or packaging components.

ENVIRONMENTAL HEALTH

Biomonitoring

OEHHA organized and conducted the first meeting of the Scientific Guidance Panel of the California Contaminant Biomonitoring Program, authorized by SB 1379 (Perata; Chapter 599, Stats of 2006).

Oil Spill Response

OEHHA fulfilled its role under Governor's Executive Order S-14-07, by completing expeditious testing and evaluation of marine life from the area impacted by the November San Francisco Bay oil spill, which determined that it was safe to resume fishing and human consumption of fish caught from the oil spill area.

Proposition 65

The Office of Environmental Health Hazard Assessment (OEHHA) developed and implemented the new prioritization process that led to identification of 11 chemicals that will have Hazard Identification Materials developed to inform possible future listing decisions under Proposition 65.

ENVIRONMENTAL JUSTICE

Cal/EPA's Environmental Justice Action Plan – Pilot Projects

In 2007, Board and Departments in Cal/EPA continued to implement and complete the pilot projects under the Agency's Environmental Justice Action Plan (e.g., a project regarding air monitoring for pesticide emissions in Parlier, California). In 2008, the Agency will focus on the development of guidance in two areas – cumulative impacts and precautionary approaches.

Cal/EPA's Environmental Justice Small Grants Program

In February of 2007, Cal/EPA announced that it was granting approximately \$300,000 in environmental justice grants to eligible projects. This program assists eligible community-based, non-profit entities and federally recognized tribal governments in addressing environmental justice issues.

Cal/EPA's Tribal Policy

In 2007, Cal/EPA developed a draft policy entitled Communication and Collaboration with California Indian Tribes. Cal/EPA released this draft in October, and Secretary Adams made a related formal presentation at U.S. EPA's annual tribal conference in October in Elko, Nevada. The draft policy includes a set of principles and an action plan for achieving those principles. Cal/EPA plans on finalizing the draft policy in 2008 after receiving comments from tribal stakeholders.

GOODS MOVEMENT ACTION PLAN

In January of 2007, Secretary Linda Adams (along with the Acting Secretary for the Business, Transportation and Housing Agency (BTH)), approved the State's Goods Movement Action Plan. This plan sets forth actions to address goods movement infrastructure needs in a manner that improves air quality and protects public health and improves California's quality of life. Cal/EPA and BTH finalized this plan after an extensive public process that included multiple work groups and meetings in affected communities. A key component of the plan is the Air Resources Board's Emission Reduction Plan for Ports and Goods Movement in California.

INNOVATIONS IN GOVERNMENT

DTSC has improved its permitting and site cleanup processes to better serve both the public and businesses it regulates.

Brownfield Cleanup Process

DTSC process improvement teams put in place measures to reduce the total time to cleanup Brownfield sites by 40% to speed up urban renewal and reduce sprawl. The target completion time for small voluntary cleanups is two years, and the target for complex cleanups is under 4 years.

Hazardous Waste Permit Innovations

DTSC has reduced permit renewal time from an average of 4.2 years to 2.8 years in 2007 with an ultimate goal of 1.5 years. Current and updated permits provide a higher level of public and environmental protection and address changing California business needs.

Permit Appeals Process

DTSC has instituted a timely and transparent process for responding to appeals on a final permit determination. All permit appeals are reviewed within 90 days with an appeals conference available to present the issues and concerns to the Appeals Officer.

Site Cleanup Process Innovations

DTSC formed multi-disciplinary technical teams to streamline the complex remedy selection phase of site cleanup and reduce site cleanup time by an average of 15 - 20%.

PESTICIDE RISK REDUCTION GRANTS

In 2007, the Department of Pesticide Regulation awarded \$585,000 in grants to reduce pesticide risks and support sustainable pest management in agricultural and urban settings. The Alliance grants program promotes Integrated Pest Management to minimize the need for chemicals in favor of preventive strategies that work with the environment. The grants are the first to be awarded since state budget cuts temporarily suspended the program in 2002.

POLLUTION PREVENTION

Partnership with Department of Conservation – Plastic Pollution Reduction

A \$6.6 million multi-year Interagency Agreement was finalized by DTSC and the Department of Conservation to reduce plastic pollution. The scope of work includes ways to reduce the impacts of plastic container manufacturing, plastic container recycling, and plastic containers disposed of in the environment. It also includes funding university research to develop biodegradable bioplastic materials.

SCIENCE REPORT

In November of 2007, Cal/EPA issued a report from Cal/EPA's Steering Committee for Science to the Secretary for Environmental Protection entitled The Quality and Role of Science in Cal/EPA. This is a report that the prior Secretary (Dr. Alan Lloyd) initiated and staff completed under the leadership of Secretary Adams. The Committee

considered results from questionnaires and an agency-wider survey. The report gives recommendations to the Secretary in the areas of consistency, leadership, organizational structure, staffing issues, communication, transparency, scientific advice and environmental indicators. The Secretary is already working to implement report recommendations, and this work will continue in 2008.

WASTE REDUCTION

Waste Diversion Continues to Rise

Californians kept more materials out of solid waste disposal facilities than ever before and reached an estimated statewide diversion rate of 54%. A successful partnership between state and local government and the solid waste industry increased California's diversion rate by 2%, or approximately 4 million tons over the previous year. Californians now divert an estimated 50 million tons of material per year, which is ten times the 5 million tons that the state diverted in 1989 when AB 939 was signed into law.

California Take It Back! Partnership

Over 600 members including Wal-Mart; IKEA; Pacific Gas and Electric; Southern California Edison and Ace Hardware participated to provide free; local and convenient locations for California residents to recycle their Household Universal Wastes.

E-Waste Compliance

DTSC adopted regulations and registered over 1000 e-waste collectors and nearly 200 e-waste recycling facilities. DTSC inspected approximately half of the e-waste recyclers and found that the rate of their compliance is increasing from last year.

E-waste Recycling

The Electronic Waste Recycling Act of 2003 established a comprehensive program to finance the end-of-life management of certain covered electronic wastes (CEW). The CEW recovery and recycling system administered jointly by the IWMB, DTSC, and Board of Equalization has been a resounding success in terms of fostering a robust collection and processing infrastructure for a problematic waste stream. Since its inception in January 2005, the program has fielded payment claims totaling over \$165 million, representing the handling and recycling of approximately 340 million pounds. The program continues to exceed projected quarter-to-quarter growth in the volume of CEW recovered.

Financial Assurances

In response to AB 2296 (Montanez, Chapter 504, Stats of 2006), the IWMB adopted regulations that require closure and post-closure maintenance cost estimates for solid waste landfills. These estimates are to be based on reasonably foreseeable costs that the state may incur if it is required to assume responsibility for the closure and post-closure maintenance, in the event that the owner/operator failed to live up to that responsibility.

WATER QUALITY

California Integrated Water Quality System (CIWQS)

The Water Boards CIWQS system successfully completed its first full year of receiving electronic submittal of Storm Water Annual reports. Online submittal is still voluntary, but approximately 800 reports were submitted using the online system. This equates to about 10 percent of the total reports received.

Central Coast Groundwater Cleanup of the Llagas Groundwater Basin

In the last year the number of households requiring replacement (bottled) water supply, due to supply well perchlorate concentrations above six parts per billion, decreased approximately 80%. This decrease in contaminated groundwater reflects recent and ongoing perchlorate soil and groundwater cleanup efforts.

Central Valley Mercury Cleanup

The Central Valley Regional Board, working with US EPA, CALFED, Fish and Game, Fish and Wildlife Service and other stakeholders, is developing a control program for the Delta and has already adopted control programs in Cache Creek and Clear Lake. Cache Creek is the most significant source of mercury to the Delta. A local stakeholder group has been formed to address mercury concerns in Clear Lake.

Confined Animal Feeding Operations (CAFOs)

In 2007, the Central Valley and Santa Ana Regional Boards adopted General Waste Discharge Requirements for CAFOs. In the Santa Ana Region, this order covers all of the nearly 200 dairies and related facilities within the Santa Ana Region. In the Central Valley Region, the General Order will require significant improvements in waste management practices at many of the 1,600 dairies located throughout the Central Valley. The California Dairy Quality Assurance Program started workshops in the fall of 2007 to help dairymen comply with the General Order. The regional board conducted 21 workshops in 10 counties, 1,700 dairymen, consultants, and representatives of the dairy industry and governmental agencies attended.

The Delta Watershed

In recent years there has been a marked decline in numerous pelagic fishes in the Delta. The on-going decline of the delta smelt, a federal and state threatened species, is of particular concern. To address the problem, the State Water Board and Central Valley and San Francisco Bay Regional Water Board have formed a Delta team to develop a comprehensive framework for correcting impairments to aquatic life in the Delta. A strategic work plan is scheduled to be completed in June 2008 that will outline how corrective actions can be implemented.

Groundwater Ambient Monitoring and Assessment (GAMA) Program

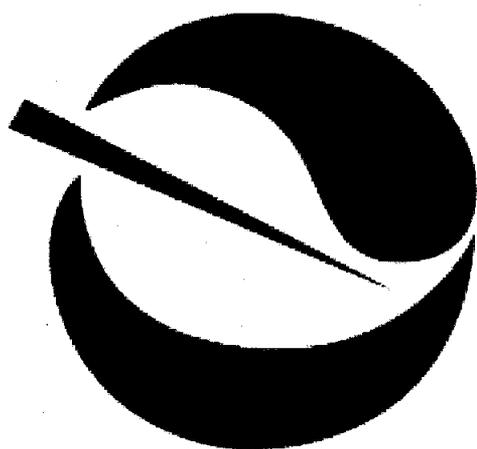
In 2007, the State Water Board's statewide GAMA Program had sampled over half (1,300) of the wells intended for sampling. These wells also cover over half of the 116 priority groundwater basins.

Infrastructure

The State Water Resources Control Board awarded more than \$1.1 billion dollars in loans or grants to help fund over 400 clean water infrastructure projects. These projects include the construction of municipal sewage and water recycling facilities, replacement or removal of leaking underground petroleum storage tanks, watershed protection and restoration projects, storm water pollution control projects, and clean beaches projects.

Total Maximum Daily Loads (TMDLs)

During 2007, the Regional Boards adopted 18 TMDLs, which include one for pesticide compounds for the San Diego Creek Watershed, a tributary to Newport Bay, one for sediment in the Napa River, and several for trash in the Los Angeles Region. Of these 18 TMDLs, 14 have been approved by the State Board, 12 have been approved by the Office of Administrative Law, and 16 have been approved by the United States Environmental Protection Agency.



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Bills By Subject
2007-2008

Administrative

<u>AB 299(Tran)</u> Maintenance of the codes	Ch. 130
<u>AB 309(Tran)</u> State boards and commissions: salaries: suspension	Dead
<u>AB 655(Swanson)</u> Public contracts: Bond Acts of 2006	Dead
<u>AB 721(Maze)</u> Public records: request from Legislature	Dead
<u>AB 865(Davis)</u> State agencies: live customer service agents	Vetoed
<u>AB 933(Jeffries)</u> Exempt employee salaries	Ch. 142
<u>AB 1135(Strickland)</u> State government: reports: declarations	Vetoed
<u>AB 1170(Krekorian)</u> State mandates	Dead
<u>AB 1267(Feuer)</u> Civic service: Civic Service Loan Assumption Program	Dead
<u>AB 1393(Leno)</u> Public records	Vetoed
<u>AB 1579(Lieber)</u> Information technology goods and services: requests for proposals	Dead
<u>AB 1742(Committee on Environmental Safety and Toxic Materi)</u> State Water Pollution Control Revolving Fund: administrative costs	Dead
<u>SB 144(Committee on Local Government)</u> Local Government Omnibus Act of 2007	Ch. 343
<u>SB 417(Cogdill)</u> Corporation tax: credit: sales and use taxes	Dead
<u>SB 618(Alquist)</u> State agencies: electronic records	Dead
<u>SB 695(Wiggins)</u> Public employee health benefits: retirees	Dead
<u>SB 721(Ashburn)</u> State agencies: succession plans	Dead
<u>SB 784(Torlakson)</u> State General Obligation Bond Law: reports	Dead

Air Quality

<u>AB 233(Jones)</u> Diesel vehicles and engines: Healthy Heart and Lung Act	Ch. 592
<u>AB 294(Adams)</u> Air pollution: manganese	Ch. 680
<u>AB 391(Lieu)</u> Air quality: South Coast Air Quality Management District: board membership	Dead
<u>AB 444(Hancock)</u> Congestion management: motor vehicle registration fees	Dead
<u>AB 630(Price)</u> Air emissions standards: EPA waiver	Dead

<u>AB 680(Wolk)</u> Income and corporation tax credits: rice straw	Dead
<u>AB 695(Karnette)</u> Vessels: registration	Dead
<u>AB 700(Lieu)</u> Santa Monica Airport	Dead
<u>AB 829(Duvall)</u> Vehicles: aftermarket parts: motorcycles: air pollution	Ch. 325
<u>AB 846(Blakeslee)</u> Sales and use taxes: exemptions: Clean Marine Fuels Tax Incentive Act	Dead
<u>AB 1119(Fuller)</u> Air pollution: diesel emission control devices	Dead
<u>AB 1455(Arambula)</u> California Air Quality Zones	Dead
<u>AB 1675(Nunez)</u> Greenhouse gas emissions: Department of Transportation: purchasing specifications	Dead
<u>SB 24(Torlakson)</u> Tobacco product environmental smoke: fee	Dead
<u>SB 65(Cedillo)</u> Public postsecondary education: San Jose State University-National Hispanic University Collaboration	Vetoed
<u>SB 155(Cox)</u> Gasoline: vapor recovery systems	Ch. 702
<u>SB 240(Florez)</u> San Joaquin Valley Unified Air Pollution Control District	Dead
<u>SB 509(Simitian)</u> Hazardous materials: toxic substances	Ch. 560
<u>SB 531(Oropeza)</u> Emissions	Dead
<u>SB 587(Runner)</u> Air quality: permit requirement: exemptions	Dead
<u>SB 742(Steinberg)</u> Off-highway motor vehicle recreation	Ch. 541
<u>SB 857(Correa)</u> Taxation: credits: air pollution	Dead
<u>SB 886(Negrete McLeod)</u> Management districts: district board	Ch. 664
<u>SB 1028(Padilla)</u> State Air Resources Board: regulations: ambient air quality standards: vehicles 2007	Ch. 669

Air Quality: Local

<u>AB 934(Duvall)</u> State Air Resources Board: air districts: mobile nonvehicular regulations	Dead
<u>AB 1138(Brownley)</u> Air districts: boundary disputes	Dead
<u>SB 719(Machado)</u> San Joaquin Valley Unified Air Pollution Control District: district board membership	Ch. 728

Alternative Fuel

<u>AB 99</u> (Feuer) Vehicular air pollution control: clean alternative fuels	Dead
<u>AB 118</u> (Nunez) Alternative fuels and vehicle technologies: funding programs	Ch. 750
<u>AB 255</u> (De Leon) Air pollution: Clean Air and Energy Independence Fund: smog abatement fee	Dead
<u>AB 307</u> (Hayashi) Sales and use taxes: exemptions: fuel passenger transit buses	Dead
<u>AB 631</u> (Horton) Air pollution: fueling stations: ethanol blends	Dead
<u>AB 1083</u> (Huffman) Automotive insurance: mileage-based incentives	Dead
<u>AB 1190</u> (Horton) Taxation: fuel tax: exemptions and credits	Dead
<u>SB 76</u> (Florez) Local agencies: ethics training	Dead
<u>SB 1174</u> (Lowenthal) Vehicles: hybrid and electric vehicles: visually impaired pedestrians	Vetoed

Bond

<u>AB 784</u> (Karnette) Transportation bonds	Dead
<u>ABX2 1</u> (Laird) Water bond	Ch. 1
<u>ABX2 4</u> (Villines) Water resources: bond funds	Active
<u>SB 1052</u> (Perata) Water Supply Reliability Bond Act of 2008	Dead
<u>SBX2 4</u> (Cogdill) Water resources: bond funds	Active

Border

<u>AB 89</u> (Garcia) California and Mexico border infrastructure: study	Vetoed
<u>AB 141</u> (Saldana) Water quality: California-Baja California border region	Dead
<u>AB 1719</u> (Hancock) Recycling: beverage containers: plastic bags	Dead

Brownfield

<u>AB 29(Hancock)</u> Infill development: incentive grants	Dead
<u>AB 274(Coto)</u> Taxation: credit: brownfield cleanup	Dead
<u>AB 600(Garcia)</u> Housing: homebuyer assistance	Dead
<u>AB 1053(Nunez)</u> Regional Planning, Housing, and Infill Incentive Account: programs	Ch. 692
<u>AB 1231(Garcia)</u> Infill development: incentive grants	Dead
<u>AB 3077(Committee on Environmental Safety and Toxic Materi)</u> Hazardous materials: brownfield cleanup: loan or grant program	Dead
<u>SB 46(Perata)</u> Housing and Emergency Shelter Trust Fund Act of 2006: Regional Planning, Housing, and Infill Incentive Account	Dead
<u>SB 522(Dutton)</u> Infill housing: incentives	Dead
<u>SB 545(Cox)</u> Affordable Housing Innovation Fund	Dead
<u>SB 546(Ducheny)</u> Department of Housing and Community Development: bond fund expenditures: report	Dead
<u>SB 763(Ridley-Thomas)</u> Economic development programs: Business, Transportation and Housing Agency	Dead

Budget

<u>AB 78(Torrico)</u> Political Reform Act of 1974	Dead
<u>AB 120(Laird)</u> 2007-08 Budget	Dead
<u>AB 199(Committee on Budget)</u> State government	Ch. 186
<u>AB 201(Committee on Budget)</u> Transportation bonds: implementation	Ch. 187
<u>AB 1770(Laird)</u> 2008-09 Budget	Dead
<u>SB 54(Ducheny)</u> 2007-08 Budget	Dead
<u>SB 78(Ducheny)</u> Budget Act of 2007	Ch. 172
<u>SB 85(Committee on Budget and Fiscal Review)</u> Environment	Ch. 178
<u>SB 86(Committee on Budget and Fiscal Review)</u> State government	Ch. 179
<u>SB 88(Committee on Budget and Fiscal Review)</u> Highway Safety	Ch. 181

SB 97(Dutton) CEQA: greenhouse gas emissions Ch. 185
SB 98(Committee on Budget and Fiscal Review) Taxation Dead

CEQA

AB 862(Wolk) Public resources: information Dead
AB 872(Davis) CEQA: urban infill affordable housing developments: exemption Dead
AB 985(Saldana) Environment: judicial review Dead
AB 1096(DeVore) California Environmental Quality Act: housing exemptions Dead
SB 245(Aanestad) Environment: CEQA Dead
SB 341(Lowenthal) Enterprise zones: environmental impact reports Ch. 643
SB 427(Harman) California Environmental Quality Act: short form environmental impact reports Dead
SB 455(Denham) Water: Salinas Valley State Prison wastewater treatment plant Vetoed
SB 947(Hollingsworth) California Environmental Quality Act: consultation: transportation facilities Ch. 707
SB 1046(Committee on Environmental Quality) California Environmental Quality Act: fees and notices: recreational uses of reservoirs Ch. 253
SB 1210(Dutton) Environmental quality: short form environmental impact report Dead

Chemical

AB 109(Nunez) Air pollution: alternative fuels and vehicle technologies Ch. 313
AB 513(Lieber) PBDE: prohibition Dead
AB 559(Ruskin) Public water systems: investigation: affects of drinking water disinfectants Dead
AB 706(Leno) Fire retardants Dead
AB 1108(Ma) Children's products: phthalates Ch. 672
SB 291(Simitian) Beverage containers: labeling Dead
SB 456(Simitian) Diacetyl Dead

<u>SB 578(Simitian)</u> Oil spill contingency plan	Dead
<u>SB 973(Simitian)</u> California Health Benefits Service Program	Vetoed

Climate Change

<u>AB 6(Houston)</u> Income and corporation taxes: deductions: depreciation	Dead
<u>AB 109(Nunez)</u> Air pollution: alternative fuels and vehicle technologies	Ch. 313
<u>AB 114(Blakeslee)</u> Public resources: carbon dioxide containment program	Dead
<u>AB 224(Wolk)</u> Water supply planning	Dead
<u>AB 242(Blakeslee)</u> Land use: annexation: housing	Ch. 11
<u>AB 493(Ruskin)</u> Motor vehicle greenhouse gas emissions: incentive program	Dead
<u>AB 657(Jeffries)</u> Greenhouse gas emissions	Dead
<u>AB 722(Levine)</u> Energy: general service lamp	Dead
<u>AB 747(Levine)</u> Greenhouse gas emissions: fuel standard	Dead
<u>AB 1066(Laird)</u> Coastal: sea level rise	Dead
<u>AB 1285(Parra)</u> Taxation: credits: research and development	Dead
<u>AB 1613(Blakeslee)</u> Energy: Waste Heat and Carbon Emissions Reduction Act	Ch. 713
<u>AB 1851(Nava)</u> Greenhouse gas credits	Dead
<u>SB 210(Kehoe)</u> Greenhouse gas emissions: fuel standard	Vetoed
<u>SB 572(Cogdill)</u> California Global Warming Solutions Act of 2006: carbon sequestration	Dead

Drinking Water

<u>AB 783(Arambula)</u> Public water systems	Ch. 614
<u>AB 1127(Carter)</u> Perchlorate drinking water standards: Cities of Colton, Fontana, and Rialto	Dead
<u>SB 651(Calderon)</u> Drinking water: pipes and fittings: lead content	Dead
<u>SB 1029(Ducheny)</u> Drinking water standards	Ch. 725

E-coli

<u>AB 1024</u> (Caballero) Food safety	Dead
<u>AB 1026</u> (Caballero) Water quality: treatment: leafy green vegetables	Dead
<u>AJR 13</u> (Caballero) Food safety	Ch. 55
<u>SB 201</u> (Florez) Dairy farms: raw milk: testing: standards	Vetoed
<u>SB 358</u> (Maldonado) Field crops: leafy greens: foodborne illness	Dead

E-Waste

<u>AB 48</u> (Saldana) Hazardous waste: electronic equipment	Vetoed
<u>AB 546</u> (Brownley) Electronic waste	Vetoed
<u>AB 729</u> (Mullin) Recycling: e-waste	Dead
<u>AB 1391</u> (Brownley) Electronic waste	Vetoed
<u>AB 1535</u> (Huffman) Electronic waste: fee payment	Dead
<u>SB 233</u> (Cox) Public contracts: design-build contracting	Ch. 584

Emergency Response

<u>AB 38</u> (Nava) State agencies: California Emergency Management Agency	Ch. 372
<u>AB 401</u> (Benoit) Transportation infrastructure emergencies	Dead
<u>AB 587</u> (Karnette) Antiterrorism: training courses and activities	Ch. 392
<u>AB 693</u> (Plescia) California Emergency Services Act	Dead
<u>AB 1220</u> (Laird) Oil spill response fund	Ch. 373
<u>AB 1595</u> (Lieber) Disaster mitigation and emergency services	Dead
<u>SB 45</u> (Perata) Private postsecondary education	Ch. 635

Energy

<u>AB 94</u> (Committee on Utilities and Commerce) Renewable energy	Dead
<u>AB 153</u> (Blakeslee) University of California: Energy Biosciences Institute	Dead
<u>AB 578</u> (Blakeslee) Energy: distributed energy generation: study	Ch. 627
<u>AB 609</u> (Eng) State building construction: energy conservation	Ch. 600
<u>AB 719</u> (DeVore) Energy: electrical generation: zero carbon dioxide emissions	Dead
<u>AB 769</u> (Aghazarian) Sales and use taxes: exemptions: fuel to transport biomass	Dead
<u>AB 809</u> (Blakeslee) Energy: renewable energy resources	Ch. 684
<u>AB 1064</u> (Lieber) Energy: self-generation incentive program	Dead
<u>AB 1428</u> (Galgiani) Energy: agricultural byproducts customer-generator program	Dead
<u>AB 1714</u> (Levine) Energy: solar energy systems	Ch. 11
<u>AB 1920</u> (Huffman) Solar and wind generating resources	Dead
<u>SB 411</u> (Simitian) Energy: renewable energy resources	Dead
<u>SB 412</u> (Simitian) State Energy Resources Conservation and Development Commission: natural gas	Dead
<u>SB 451</u> (Kehoe) Energy: renewable electric generation facilities	Vetoed
<u>SB 463</u> (Negrete McLeod) Energy: biogas digester customer-generator pilot program	Dead
<u>SB 660</u> (Perata) Strategic Clean Technology and Climate Change Research, Development, and Demonstration Program	Vetoed
<u>SB 871</u> (Kehoe) Public resources: expedited siting of electrical generation	Dead
<u>SB 1012</u> (Kehoe) Electricity: self-generation incentive program	Dead
<u>SB 1036</u> (Perata) Energy: renewable energy resources	Ch. 685
<u>SB 1040</u> (Kehoe) Telecommunications: Emergency Telephone Users Surcharge Act	Ch. 17

Environmental Ed

<u>AB 999</u> (Hancock) Career technical education: partnership academies: green technology and goods movement	Dead
<u>SB 207</u> (Padilla) Parks and recreation: Outdoor Environmental Education and Recreation Program	Dead
<u>SB 1269</u> (Wyland) Science education: experimental science curriculum.	Dead

Flood

<u>AB 669</u> (Parra) State Highway Route 269	Dead
<u>SB 17</u> (Florez) Flood protection	Ch. 365
<u>SB 378</u> (Steinberg) Disaster Preparedness and Flood Prevention Bond Act of 2006	Dead
<u>SB 732</u> (Steinberg) Environment	Ch. 729

Flood Prevention Bond

<u>AB 162</u> (Wolk) Land use: water supply	Ch. 369
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Flood/Clean Water Bond

<u>AB 41</u> (La Malfa) Water resources: Temperance Flat Surface Water Storage Project and Sites Reservoir: California Environmental Quality Act	Dead
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Forestry

<u>SB 466(Steinberg)</u> Forest resources	Dead
<u>SB 701(Wiggins)</u> Forest legacy program	Ch. 657
<u>SB 849(Margett)</u> Forest practices: burning of brush-covered lands	Dead

Fuels

<u>AB 236(Lieu)</u> Public resources: state and local motor vehicle fleets	Ch. 593
<u>AB 1552(Feuer)</u> Petroleum products: information	Dead
<u>AB 1610(Nunez)</u> Fuels: refineries	Dead
<u>SB 70(Florez)</u> Biodiesel	Vetoed
<u>SB 71(Florez)</u> Alternative fuels: biodiesel	Dead
<u>SB 72(Florez)</u> Schoolbuses: fuel	Dead
<u>SB 73(Florez)</u> Income and corporation taxes: credit: biodiesel fuel	Dead
<u>SB 74(Florez)</u> Sales and use tax: exemptions: equipment: fuel: income and corporation taxes: credits: biodiesel	Dead
<u>SB 75(Florez)</u> Alternative fuels: biodiesel	Dead
<u>SB 140(Kehoe)</u> State property: City of San Diego	Ch. 513
<u>SB 705(Kehoe)</u> Petroleum: information reports	Dead

Green Buildings

<u>AB 35(Ruskin)</u> Environment: state buildings: sustainable building standards	Vetoed
<u>AB 80(Krekorian)</u> School facilities: energy efficiency	Dead
<u>AB 100(Mullin)</u> Education facilities: per-unhoused-pupil grants	Vetoed

<u>AB 564</u> (Brownley) Los Angeles County Flood Control District: fees and charges	Dead
<u>AB 642</u> (Wolk) Design-build: counties, cities, and special districts	Ch. 314
<u>AB 785</u> (Hancock) Energy efficiency measures	Vetoed
<u>AB 792</u> (Garcia) Environmentally Sustainable Affordable Housing Program	Dead
<u>AB 888</u> (Lieu) Green building standards	Vetoed
<u>AB 1058</u> (Laird) Green building construction: best practices	Vetoed
<u>AB 1065</u> (Lieber) Public resources: building standards: greenhouse gas	Dead
<u>AB 1327</u> (Ma) Energy: Energy Conservation Assistance Act of 1979: repayment	Dead
<u>AB 1560</u> (Huffman) Public resources: building standards	Ch. 532
<u>AB 1602</u> (Nunez) Environment: Sustainable Communities and Urban Greening Program	Dead
<u>SB 324</u> (Migden) Electricity: private energy producers: Hetch Hetchy Water and Power solar generation	Dead
<u>SB 794</u> (Maldonado) Personal income and corporation taxes: credit: environmental building expenses	Dead
<u>SB 1278</u> (Maldonado) Building standards: green building construction	Dead

Green Chemistry

<u>AB 218</u> (Saldana) Hazardous waste: electronic waste	Dead
<u>AB 1879</u> (Feuer) Hazardous materials: toxic substances	Ch. 559
<u>SB 509</u> (Simitian) Hazardous materials: toxic substances	Ch. 560

Greenhouse gases

<u>AB 786</u> (Lieu) Financial institutions: greenhouse gas emissions	Dead
<u>AB 1506</u> (Arambula) Greenhouse gas emissions	Dead
<u>AB 2045</u> (De La Torre) California Urban Forestry Act of 1978	Ch. 438

<u>SB 247(Ashburn)</u> Greenhouse gases	Dead
<u>SB 469(Runner)</u> Environment: energy	Dead

Hazardous Waste

<u>AB 422(Hancock)</u> Hazardous substances: water quality	Ch. 597
<u>AB 558(Feuer)</u> Chemical substances: testing	Dead
<u>AB 656(Plescica)</u> Hazardous waste: alkaline batteries	Dead
<u>AB 833(Ruskin)</u> California Toxic Release Inventory Program	Ch. 616
<u>AB 1098(Saldana)</u> Hazardous materials: administrative: penalties: liability	Ch. 623
<u>AB 1109(Huffman)</u> Energy resources: lighting efficiency: hazardous waste	Ch. 534
<u>AB 1130(Laird)</u> Aboveground storage tanks	Ch. 626
<u>AB 1183(Committee on Budget)</u> Health	758
<u>AB 1193(Ruskin)</u> Mercury-added thermostats: collection program	Dead
<u>AB 1195(Torrico)</u> Recycling: used oil: incentive payments	Dead
<u>AB 1257(Caballero)</u> Rural CUPA reimbursement	Dead
<u>AB 1359(Parra)</u> Hazardous materials: dielectric mineral oil	Ch. 704
<u>AB 1371(Ruskin)</u> Hazardous waste: civil penalty	Ch. 705
<u>AB 1437(Aghazarian)</u> Petroleum underground storage tanks: claims	Ch. 282
<u>AB 1447(Calderon, Charles)</u> Hazardous waste: major appliances	Ch. 709
<u>SB 329(Dutton)</u> Hazardous materials: business plans	Dead
<u>SB 429(Ducheny)</u> Land use controls	Dead
<u>SB 774(Ridley-Thomas)</u> Hazardous packaging	Ch. 659
<u>SB 817(Ducheny)</u> Hazardous waste: treatment: silver	Dead
<u>SB 899(Simitian)</u> Fishing gear	Vetoed
<u>SB 932(Ashburn)</u> Hazardous waste: listings	Dead
<u>SB 958(Margett)</u> Hazardous Waste Control Law	Dead

<u>SB 966</u> (Simitian) Pharmaceutical drug waste disposal	Ch. 542
<u>SB 990</u> (Kuehl) Hazardous waste: Santa Susana Field Laboratory	Ch. 729

HOV

<u>AB 1954</u> (Jeffries) High-occupancy toll (HOT) lanes	Ch. 421
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Job Killer

<u>AB 493</u> (Ruskin) Motor vehicle greenhouse gas emissions: incentive program	Dead
<u>AB 904</u> (Feuer) Recycling: food containers	Dead
<u>AB 1065</u> (Lieber) Public resources: building standards: greenhouse gas	Dead
<u>AB 1201</u> (Leno) Collective bargaining: direct care registered nurses	Dead
<u>SB 464</u> (Kuehl) Rental property: public entity restrictions	Dead
<u>SB 466</u> (Steinberg) Forest resources	Dead
<u>SB 622</u> (Padilla) Employment: misclassification of employees as independent contractors	Vetoed
<u>SB 840</u> (Kuehl) Single-payer health care coverage	Vetoed

Land use

<u>AB 3</u> (Bass) Physician assistants	Ch. 376
<u>AB 27</u> (Parra) California Partnership for the San Joaquin Valley	Dead
<u>AB 188</u> (Aghazarian) Conservation easement registry	Ch. 229
<u>AB 373</u> (Wolk) Local government: community facilities improvement	Ch. 670

<u>AB 665(DeSaulnier)</u> Growth management	Vetoed
<u>AB 704(Eng)</u> Public contracts: metropolitan water districts: design-build	Dead
<u>AB 842(Jones)</u> Regional plans: traffic reduction	Vetoed
<u>AB 1074(Houston)</u> California State Conservation Permit	Dead
<u>AB 1246(Blakeslee)</u> Land use: natural resources: transfer of property interests	Ch. 330
<u>ABX2 5(DeVore)</u> Water: electricity for desalination: nuclear energy	Active
<u>SB 375(Steinberg)</u> Transportation planning: travel demand models: sustainable communities strategy: environmental review	Ch. 728
<u>SB 517(Maldonado)</u> Agriculture	Dead
<u>SB 562(Wiggins)</u> Public resources: salmon and steelhead: protection: fishery restoration	Ch. 4
<u>SB 781(Correa)</u> Environmental quality: mitigation measures	Dead
<u>SB 951(Wyland)</u> School facilities: schoolsites	Dead

Low Carbon Fuel Standard

<u>AB 1532(Parra)</u> Public utilities: crude oil imports	Dead
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Marine Debris

<u>AB 258(Krekorian)</u> Water quality: plastic discharges	Ch. 735
<u>AB 820(Karnette)</u> Recycling polystyrene: state facilities	Dead
<u>AB 904(Feuer)</u> Recycling: food containers	Dead

Methamphetamine

<u>SB 591(Cogdill)</u> Controlled substances: Methamphetamine	Dead
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<u>SB 592(Cogdill)</u> Methamphetamine: liable party: property owner reimbursement	Dead
<u>SB 628(Correa)</u> Controlled substances	Dead

Military

<u>AB 579(Swanson)</u> Military base recovery areas	Dead
<u>AB 1088(Carter)</u> Surplus line brokers: taxation	Ch. 654
<u>SB 834(Correa)</u> Local agency military base recovery area (LAMBRA)	Dead

Occupational Safety

<u>AB 514(Lieber)</u> Workplace safety and health	Dead
<u>AB 515(Lieber)</u> Occupational safety and health	Dead
<u>AB 1467(DeSaulnier)</u> Worker safety	Vetoed

Oceans

<u>AB 1056(Leno)</u> California Ocean Protection Act	Ch. 372
<u>AB 1280(Laird)</u> Ocean resources: California Ocean Protection Trust Fund	Ch. 374
<u>AB 1355(Houston)</u> State hospitals for the mentally disordered: liability for patient costs of care	Dead
<u>SB 333(Ackerman)</u> Marine resources: Marine Life Protection Act	Dead

Orange County Sanitation District: Design-Build Contracts

SB 645(Correa) Design-build contracts: cities: counties Ch. 473

Pesticides

AB 126(Beall) Structural Fumigation Enforcement Program Ch. 379

AB 1530(Lieber) Pesticide poisoning Dead

AB 1604(Parra) Market milk: raw milk: standards Dead

AB 1713(Committee on Agriculture) Agriculture Ch. 421

AB 1717(Committee on Agriculture) Pesticides Ch. 338

Ports

AB 412(Smyth) Transportation: project deadlines Dead

AB 568(Karnette) Port Community Advisory Committee Dead

AB 575(Arambula) The Highway Safety Traffic Reduction, Air Quality, and Port Security Fund of 2006: emission reductions Dead

AB 899(Parra) Transportation facilities: public-private partnerships Dead

AB 995(Krekorian) Parks and nature education facilities Dead

AB 1000(Smyth) Vessels: operation and equipment: regulation Dead

AB 1209(Karnette) Vehicles: HOV lanes Ch. 429

AB 1351(Levine) Transportation: state-local partnerships Dead

SB 19(Lowenthal) Trade corridors: projects to reduce emissions: Goods Movement Emission Reduction Program Dead

SB 47(Perata) Transportation bonds Dead

SB 262(Runner) Transportation : trade corridors improvement Dead

SB 307(Dutton) Goods movement Dead

SB 532(Oropeza) Air pollution: ports Dead

SB 743(Kuehl) Hospitals: medical errors Dead

SB 745(Oropeza) Transportation funding: part security Dead

SB 974(Lowenthal) Ports: congestion relief: air pollution mitigation: regulatory fee Vetoed

Procurement

AB 994(Parra) Health care: nurse training scholarship pilot program Ch. 426

Public Health

AB 354(Hernandez) Cremation: pacemakers Vetoed

AB 501(Swanson) Pharmaceutical devices Vetoed

AB 541(Huffman) Liability: genetically engineered plants Ch. 424

AB 1472(Leno) Public health: California Healthy Places Act of 2008 Dead

SB 775(Ridley-Thomas) Childhood lead poisoning Vetoed

SB 790(Torlakson) Children's health: medical treatment Dead

Railroad

AB 660(Galgiani) Railroad-highway grade separations Ch. 315

SB 861(Wiggins) North Coast Railroad Authority Vetoed

Recycled Water

AB 1406(Huffman) Recycled water: toilet and urinal flushing: condominiums Ch. 537

AB 1481(De La Torre) Waste discharge and water reclamation requirements:
recycled water: landscape irrigation uses. Ch. 535

Recycling

<u>AB 484(Nava)</u> Landfill disposal: concrete	Vetoed
<u>AB 548(Levine)</u> Solid waste: multifamily dwellings	Vetoed
<u>AB 844(Berryhill)</u> Junk dealers and recyclers: nonferrous material	Ch. 731
<u>AB 1023(DeSaulnier)</u> Recycling: compostable and biodegradable plastic trash bags	Ch. 143
<u>AB 2058(Levine)</u> Recycling: plastic carryout bags	Dead
<u>SB 529(Cedillo)</u> Private employment: meal periods	Dead
<u>SB 585(Lowenthal)</u> Farmworker housing assistance tax credits	Ch. 382
<u>SB 697(Yee)</u> Health care coverage: provider charges	Ch. 606
<u>SB 735(Wiggins)</u> Recycling: paving materials: tracking	Vetoed
<u>SB 896(Negrete McLeod)</u> Solid waste: beverage container recycling: expenditure of funds	Dead
<u>SB 898(Simitian)</u> Personal income tax return: voluntary contributions	Ch. 665
<u>SB 1021(Padilla)</u> Beverage containers: grants	Ch. 724

Smog Check

<u>AB 616(Jones)</u> Smog check: annual inspection: repair assistance program	Dead
<u>AB 1488(Mendoza)</u> Air pollution: smog check program: diesel-powered vehicles	Ch. 739
<u>AB 2063(Parra)</u> Smog check program: biennial inspection	Dead
<u>SB 876(Calderon)</u> Heavy-duty motor vehicles: retrofit and replacement: small businesses	Dead

Solar

<u>AB 532(Wolk)</u> State property: solar energy	Ch. 598
<u>AB 940(Krekorian)</u> Energy: solar energy	Dead
<u>AB 1470(Huffman)</u> Solar energy: Solar Water Heating and Efficiency Act of 2007	Ch. 536

Solid Waste

<u>AB 47(Smyth)</u> Mining	Dead
<u>AB 679(Benoit)</u> Illegal dumping: assessments	Ch. 394
<u>AB 712(De Leon)</u> Off-road solid waste, composting, and recycling vehicle clean air program	Dead
<u>AB 1048(Richardson)</u> Illegal dumping enforcement officers	Ch. 201
<u>AB 1150(Lieu)</u> Health care coverage: underwriting practices	Ch. 188
<u>AB 1207(Smyth)</u> Solid waste: biosolids	Dead
<u>AB 1237(Hancock)</u> Solid waste: solid waste facilities	Dead
<u>AB 1352(Berryhill)</u> Animals: rendering	Dead
<u>AB 1473(Feuer)</u> Solid waste facility: temporary permits	Ch. 547
<u>AB 1610(Nunez)</u> Fuels: refineries	Dead
<u>AB 1621(Smyth)</u> Agricultural wastes	Dead
<u>SB 447(Maldonado)</u> Junk dealers	Ch. 732
<u>SB 470(Ashburn)</u> Agriculture: dead animals	Vetoed
<u>SB 577(Oropeza)</u> State highways: litter cleanup and abatement	Dead
<u>SB 826(Padilla)</u> Native American education	Vetoed
<u>SB 842(Scott)</u> Integrated waste management: definitions: gasification	Dead
<u>SB 1016(Wiggins)</u> Diversion: compliance: per capita disposal rate	Ch. 343
<u>SB 1020(Padilla)</u> Solid waste: diversion	Dead

Solid Waste: Local

<u>AB 646(Wolk)</u> Public resources: Cache Creek Resource Management Plan	Ch. 604
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Technology

<u>AB 1527(Arambula)</u> Income and corporation taxes: credits: California Cleantech Advantage Act of 2008	Dead
<u>AB 1620(Arambula)</u> California Clean Technology Services Unit	Dead
<u>AB 1651(Arambula)</u> Taxation: tax credits: qualified capital equipment	Dead

Transportation

<u>AB 505(Plescia)</u> Income and corporation taxes: credits: hybrid vehicles	Dead
<u>AB 744(Parra)</u> Off-highway motor vehicles: highways	Dead
<u>AB 746(Krekorian)</u> Public resources: energy conservation assistance: local governments and public institutions	Dead
<u>AB 901(Nunez)</u> High-occupancy toll (HOT) lanes	Dead
<u>AB 1037(Feuer)</u> Transit-oriented developments: zoning variances	Dead
<u>AB 1055(Blakeslee)</u> Environment: mitigation: Highway 99	Ch. 503
<u>AB 1091(Bass)</u> Transit-Oriented Development Implementation Program	Vetoed
<u>AB 1107(Arambula)</u> Unemployment compensation benefits: drought-related unemployment	Vetoed
<u>AB 1672(Nunez)</u> California Transportation Commission	Ch. 717
<u>SB 9(Lowenthal)</u> Trade corridor improvement: transportation project selection	Dead
<u>SB 286(Lowenthal)</u> Transportation enhancement funds: conservation corps.	
<u>SB 748(Corbett)</u> Transportation: state-local partnerships	Dead
<u>SB 872(Ackerman)</u> State-Local Partnership Program	Dead

Transportation Bond

<u>AB 784(Karnette)</u> Transportation bonds.	Dead
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Vehicles

<u>AB 619(Emmerson)</u> Vehicle registration amnesty program: specially constructed vehicles	Dead
<u>AB 1077(Lieber)</u> State Air Resources Board: plug-in hybrid electric vehicles	Dead
<u>AB 1225(DeSaulnier)</u> Ocean resources: California Ocean Protection Trust Fund	Ch. 656
<u>AB 1412(Duvall)</u> Off-highway motor vehicles	Dead
<u>AB 1440(Wolk)</u> Hybrid trucks: grants	Dead
<u>SB 23(Cogdill)</u> San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles	Ch. 634
<u>SB 308(Margett)</u> Taxation: deductions: qualified vehicle transaction	Dead
<u>SB 494(Kehoe)</u> Vehicular air pollution control: clean alternative fuels	Dead
<u>SB 613(Simitian)</u> Local governments: vehicle fee for congestion and stormwater management	Vetoed
<u>SB 956(Correa)</u> Neighborhood electric vehicles	Ch. 442
<u>SB 970(Ridley-Thomas)</u> Rental vehicles	Ch. 667

Water Policy

<u>AB 715(Laird)</u> Water conservation: low-flush water closets and urinals	Ch. 499
<u>AB 1489(Levine)</u> Public Utilities: procurement: persons with developmental disabilities business enterprises. Utilities: Public Utilities Commission: renewable energy resources	Dead

Water Quality

<u>AB 19(DeVore)</u> Water quality: Santa Ana region	Dead
<u>AB 453(Strickland)</u> Publicly owned treatment works	Dead
<u>AB 739(Laird)</u> Stormwater discharge	Ch. 610
<u>AB 740(Laird)</u> Vessels: invasive species	Ch. 370
<u>AB 800(Lieu)</u> Discharge of hazardous substance or sewage	Ch. 371
<u>AB 822(Levine)</u> Solid waste: multifamily dwellings	Dead

<u>AB 885</u> (Calderon, Charles) Metropolitan Water District of Southern California	Vetoed
<u>AB 909</u> (Wolk) Mercury monitoring and remediation	Dead
<u>AB 938</u> (Calderon, Charles) Regional water management	Dead
<u>AB 992</u> (Brownley) Roads: stormwater containment	Dead
<u>AB 1018</u> (Emmerson) Porter-Cologne Water Quality Control Act: waste cleanup	Dead
<u>AB 1032</u> (Wolk) Dredging: closed waters: wild trout: endangered or threatened species	Vetoed
<u>AB 1114</u> (Eng) San Gabriel Basin Water Quality Authority	Dead
<u>AB 1250</u> (Parra) Project solicitation and evaluation guidelines	Dead
<u>AB 1253</u> (Caballero) Water: Salinas Valley State Prison wastewater treatment plant	Ch. 695
<u>AB 1284</u> (Eng) Geologists and geophysicists	Ch. 488
<u>AB 1297</u> (Arambula) Water: regional water management plans	Dead
<u>AB 1338</u> (Committee on Budget) Public resources	Ch. 760
<u>AB 1380</u> (Ruskin) Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006	Dead
<u>AB 1420</u> (Laird) Water demand management measures: water management grant or loan funds	Ch. 628
<u>AB 1641</u> (Huff) Natural resources	Dead
<u>AB 1664</u> (Strickland) State bond funds: public water systems or publicly owned treatment works	Dead
<u>AB 1703</u> (La Malfa) Water: storm water monitoring requirements	Dead
<u>AB 1946</u> (Nava) Hazardous materials: water quality: enforcement	Vetoed
<u>SB 8</u> (Kuehl) California Bay-Delta Authority Act	Vetoed
<u>SB 27</u> (Simitian) Sacramento-San Joaquin Delta Emergency Preparedness Act of 2008	Ch. 608
<u>SB 55</u> (Florez) Water quality: sewage sludge	Dead
<u>SB 167</u> (Negrete McLeod) General plans: planning grants and incentives	Dead
<u>SB 187</u> (Ducheny) Salton Sea Restoration Fund: restoration project	Ch. 374
<u>SB 292</u> (Wiggins) Seriously emotionally disturbed children: out-of-home placement	Dead
<u>SB 334</u> (Ackerman) State water policy	Dead
<u>SB 399</u> (Dutton) Sacramento-San Joaquin Delta: water infrastructure	Dead
<u>SB 444</u> (Committee on Local Government) Local government: standby charges	Ch. 27

<u>SB 584</u> (Corbett) San Francisco Bay Area Conservancy Program	Dead
<u>SB 589</u> (Correa) Mobilehome and special occupancy parks: sewage disposal	Ch. 557
<u>SB 616</u> (Margett) Waste discharge requirements: horse racing facilities	Dead
<u>SB 631</u> (Ashburn) State Water Resources Control Board: California regional water quality control boards	Dead
<u>SB 683</u> (Runner) Design-build: City of Santa Paula	Dead
<u>SB 699</u> (Ducheny) Developer fees: water rights and supply	Ch. 94
<u>SB 799</u> (Dutton) Water: California Bay-Delta Act	Dead
<u>SB 939</u> (Wiggins) Klamath River: hydropower	Dead
<u>SB 1001</u> (Perata) California regional water quality control boards: membership and program withdrawal	Vetoed
<u>SB 1002</u> (Perata) Water quality, flood control, water storage, and wildlife preservation	Vetoed
<u>SB 1176</u> (Perata) Water quality	Dead
<u>SBX2 1</u> (Perata) Water quality, flood control, water storage, and wildlife preservation	Ch. 1
<u>SCA 2</u> (Simitian) Clean Drinking Water, Water Supply Security, and Environmental Improvement Bond Act of 2007	Dead

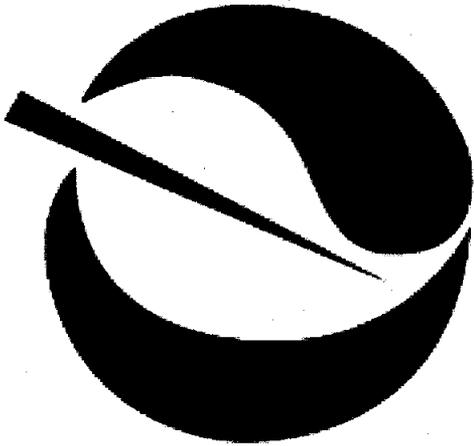
Water Supply

<u>AB 41</u> (La Malfa) Water resources: Temperance Flat Surface Water Storage Project and Sites Reservoir: California Environmental Quality Act	Dead
<u>AB 690</u> (Jones) Social services: childhood poverty	Dead
<u>AB 1376</u> (Berryhill) Urban water management plan: comments	Ch. 64
<u>AB 1404</u> (Laird) Water measurement information	Ch. 675
<u>SB 59</u> (Cogdill) Reliable Water Supply Bond Act of 2008	Dead
<u>SB 178</u> (Steinberg) Groundwater	Vetoed
<u>SB 258</u> (Ducheny) Water use fees	Dead
<u>SB 326</u> (Aanestad) Water resources	Dead
<u>SB 395</u> (Cox) Water supply: groundwater aquifers	Dead
<u>SB 825</u> (Padilla) Public health: shaken baby syndrome	Dead

<u>SB 847(Margett)</u> Water Resources: The California Water Plan	Dead
<u>SB 862(Kuehl)</u> Water resources	Vetoed
<u>SB 1052(Perata)</u> Water Supply Reliability Bond Act of 2008	Dead
<u>SBX2 2(Perata)</u> Safe Drinking Water Act of 2008	Active
<u>SBX2 3(Cogdill)</u> Water Supply Reliability Bond Act of 2008	Active
<u>SBX2 4(Cogdill)</u> Water resources: bond funds	Active

Water: Local

<u>AB 140(Garcia)</u> Desert Water Agency	Ch. 29
<u>AB 640(De La Torre)</u> Water replenishment districts	Dead
<u>AB 738(Strickland)</u> Ojai Basin Groundwater Management Agency	Ch. 551
<u>AB 902(Plescia)</u> County water authorities: board of directors	Dead
<u>AB 928(Solorio)</u> Water: Orange County Water District	Dead
<u>AB 1010(Hernandez)</u> San Gabriel Basin Water Quality Authority Act	Ch. 404
<u>SB 419(Kehoe)</u> San Diego River Conservancy	Ch. 646
<u>SB 480(Aanestad)</u> Water: Shasta County Watermaster District	Dead
<u>SB 516(Aanestad)</u> Shasta-Tehama County Watermaster District	Ch. 434
<u>SB 1050(Committee on Natural Resources And Water)</u> Water meters	Ch. 157
<u>SCA 12(Perata)</u> California State Lottery.	Ch. 143
<u>SJR 4(Wiggins)</u> Klamath River salmon: Congressional relief	Dead



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Environmental
Legislation: Chaptered
2007**

AB 3 (Bass) Physician assistants, Chapter 376

Will authorize a physician assistant to administer, provide, or issue a drug order for these classes of controlled substances without advance approval by a supervising physician and surgeon if the physician assistant completes specified educational requirements. The bill would require a physician assistant and his or her supervising physician and surgeon to establish written supervisory guidelines and would specify that this requirement may be satisfied by the adoption of specified protocols. The bill would increase to 4 the number of physician assistants a physician and surgeon may supervise and would make related changes. This bill contains other related provisions and other existing laws.

AB 5 (Wolk) Flood management, Chapter 366

Will rename the Reclamation Board the Central Valley Flood Protection Board. The bill would require the board to act independently of the department. The bill would state the intent of the Legislature to transfer the duties and corresponding funding allocated to the Reclamation Board as it exists on December 31, 2007, together with all necessary positions, to the board as it is reconstituted on and after January 1, 2008. The bill would prohibit the department from overturning any action or decision by the board. The bill would increase the membership of the board from 7 to 9 members. The bill would require 7 members to be appointed by the Governor, subject to Senate confirmation, 4 of whom would be required to meet specified eligibility requirements and 3 of whom would be designated as public members. The bill would require one board member to be the Chair of the Senate Committee on Natural Resources and Water and one board member to be the Chair of the Assembly Committee on Water, Parks and Wildlife, and would designate those 2 members as nonvoting ex officio members. The bill, with a certain exception, would require the board members to serve 4-year terms. The bill would require the board members to receive a salary identical to that received by members of the State Air Resources Board and would incorporate additional changes made by AB 933, which has been chaptered. The bill would require the Governor to select one of the board members as president. The bill would repeal provisions relating to the appointment or employment of specified personnel and, instead, authorize the board to appoint an executive officer and chief engineer and to employ legal counsel and other necessary staff. This bill contains other related provisions and other existing laws.

AB 38 (Nava) State agencies: California Emergency Management Agency, Chapter 372

Will delete the provisions of law governing the Office of Homeland Security, establishing the Office of Emergency Services, and providing for the appointment of their respective directors. It would instead establish, under the provisions of the California Emergency Services Act, the California Emergency Management Agency (Cal EMA), in the office of the Governor, which would succeed to and be vested with the duties, powers, purposes, responsibilities, and jurisdiction vested with the Office of Homeland Security and the Office of Emergency Services. The bill would specify that the agency would be under the supervision of the Secretary of California Emergency Management appointed by the Governor, who would succeed to and be vested with the duties, powers, purposes,

responsibilities, and jurisdiction of the directors of the respective offices. It would additionally set forth the duties and authority of the agency and the secretary with respect to specified homeland security activities in the state. It would make various conforming changes. This bill contains other related provisions and other existing laws.

AB 109 (Nunez) Air pollution: alternative fuels and vehicle technologies, Chapter 313

Will require ARB to provide a report to the legislature annually on the implementation of Assembly Bill 32 (Nunez, Chapter 488, Statutes of 2006), the California Global Warming Solutions Act of 2006.

AB 118 (Nunez) Alternative fuels and vehicle technologies: funding programs, Chapter 750

Will express the legislature's intent to fund air quality improvement projects, upon appropriation, relating to fuel and vehicle technologies. This bill also names several new programs related to vehicle and fuel research, incentives and infrastructure. No funding mechanisms or program specifics are provided in the bill language.

AB 126 (Beall) Structural Fumigation Enforcement Program, Chapter 379

Will apply these provisions to the Santa Clara County Agricultural Commissioner and to Santa Clara County. Under existing law, the Structural Fumigation Enforcement Program (Program) provides the county agricultural commissioners (CACs) for Orange and Los Angeles counties with additional resources to provide increased enforcement of state structural pesticide fumigation requirements. This bill extends the provisions of the Program to Santa Clara County, and establishes a sunset for the Program of January 1, 2010.

AB 140 (Garcia) Desert Water Agency, Chapter 29

Will expand the authority of the Desert Water Agency (DWA). This bill would authorize the DWA to develop energy for the construction, treatment, and disposal of sewage.

Existing law authorizes the DWA to develop hydroelectric energy for use by the agency to construct, operate, and maintain its project for the control, conservation, diversion, and transmission of water, but not for sewage.

AB 156 (Laird) Flood control, Chapter 368

Will authorize the department to provide meals and other necessary support to any person engaged in emergency flood fight activities, as defined, on behalf of, or in cooperation with, the department. The bill would require the department, on or before December 31, 2008, to prepare, and the board to adopt, a schedule for mapping areas at risk of flooding in the Sacramento River and San Joaquin River drainage. The bill would authorize the board or the department to establish a program of mitigation banking for the activities of the board or the department and for the benefit of local districts in the discharge of specified flood control responsibilities. This bill contains other related provisions and other existing laws.

AB 162 (Wolk) Land use: water supply, Chapter 369

Will require the land use element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by flood plain mapping prepared by the Federal Emergency Management Agency or the Department of Water Resources. The bill also would require, upon the next revision of the housing element, on or after January 1, 2009, the conservation element of the general plan to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. By imposing new duties on local public officials, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 188 (Aghazarian) Conservation easement registry, Chapter 229

Will change that date to January 1, 2000, and would modify the information that is required to be included in the registry. The bill would further limit the information that the secretary is required to post on the Internet to specified information regarding conservation easements held or required by the state, or purchased with state grant funds provided by an agency, department, or division of the state on or after January 1, 2006.

AB 199 (Committee on Budget) State government, Chapter 186

Will delete the amendments to this provision proposed by SB 86, if those amendments are enacted and become effective on or before January 1, 2008. This bill contains other related provisions and other existing laws.

AB 201 (Committee on Budget) Transportation bonds: implementation, Chapter 187

Will delete the amendments to this provision proposed by SB 86, if those amendments are enacted and become effective on or before January 1, 2008. This bill contains other related provisions and other existing laws.

AB 233 (Jones) Diesel vehicles and engines: Healthy Heart and Lung Act, Chapter 592

Will require the Air Resources Board (ARB) to develop a comprehensive plan for reducing diesel emissions from on-road and off-road vehicles and engines. It increases the fine for violating ARB's diesel engine idling requirements to a minimum of \$300; and it requires the California Department of Motor Vehicles (DMV) to refuse first-time registration of any diesel commercial motor vehicle if it was manufactured before January 1, 1994, or if it has an outstanding ARB violation.

AB 236 (Lieu) Public resources: state and local motor vehicle fleets, Chapter 593

Will require State Energy Resources Conservation and Development Commission (CEC), in conjunction with the Air Resources Board (ARB) and Department of General Services (DGS) by December 31, 2008, to revise the existing vehicle procurement policy and to rank the environmental and energy benefits and costs of motor vehicles for potential purchase by state and local governments. Additionally, this bill underscores

existing policies promoting the use of alternative-fueled vehicles in state and local government fleets, specifically requiring DGS to (1) maximize the purchase or lease of alternative-fueled vehicles, (2) keep closer accounting of the fuels used in alternative fueled vehicles, and (3) annually report to the Governor and Legislature regarding the compiled information. Also, the bill requires the Secretary of the State and Consumer Services Agency, in consultation with other appropriate state agencies, to develop, implement, and submit a plan to the Governor and Legislature by December 31, 2008, to improve the overall state fleet's use of alternative fuels, reducing consumption of petroleum products by an initial 10 percent by 2012 and an overall 20 percent by 2020.

AB 242 (Blakeslee) Land use: annexation: housing, Chapter 11

Will revise provisions governing the process for making the transfer of the county's regional housing needs allocation to the city. This bill contains other existing laws.

AB 258 (Krekorian) Water quality: plastic discharges, Chapter 735

Will require the state board and the regional boards, by January 1, 2009, to implement a program for the control of discharges of preproduction plastics from point and nonpoint sources, including waste discharge, monitoring, and reporting requirements that, at a minimum, target plastic manufacturing, handling, and transportation facilities, and the implementation of specified minimum best management practices for the control of discharges of preproduction plastic. The bill would require the state board to determine the appropriate regulatory methods to address the discharges from point and nonpoint sources. The state board would be required, when developing the program, to consult with any regional board with plastic manufacturing, handling, and transportation facilities located within the regional board's jurisdiction that have already voluntarily implemented a program to control discharges of preproduction plastic. The state board would also be required to include criteria for submitting a no exposure certification in all NPDES permits regulating plastic manufacturing, handling, or transportation facilities. The bill would provide that facilities that meet the no exposure certification criteria are conditionally exempt from NPDES permitting requirements.

AB 268 (Committee on Budget) Transportation, Chapter 756

Will require the commission to evaluate the potential costs and benefits of the TCIF program on the economy, environment, and public health, and would require collaboration with the State Air Resources Board in that regard. The bill would set forth a minimum allocation schedule for approved TCIF projects, and would make the Colton Crossing project ineligible for TCIF funding under specified circumstances. The bill would require the commission and local transportation agencies to collaborate to select new projects upon the deprogramming of any TCIF project, as specified. The bill would also require the Department of Transportation, by February 18, 2009, to report to the Legislature regarding specified TCIF railroad agreements. This bill contains other related provisions and other existing laws.

AB 294 (Adams) Air pollution: manganese, Chapter 680

Will require the California Environmental Protection Agency to conduct a study of manganese levels in the state and to report its findings to the Legislature by January 1, 2010.

AB 299 (Tran) Maintenance of the codes, Chapter 130

Will make numerous technical corrections to multiple statutes, among them, two that are in ARB's portion of the Health and Safety Code.

AB 373 (Wolk) Local government: community facilities improvement, Chapter 670

Will conform, except for specified differences, the requirements for bonds, including the process through which those bonds are ultimately issued, for SFIDs to the requirements for bonds for school districts and community college districts, including, but not limited to, authorizing the governing board of the school district or community college district that formed the SFID to issue bonds on behalf of that SFID. The prohibition on the boundaries of a SFID including all or part of the territory of a specified community facilities district would be deleted. The board of supervisors of a county in which a SFID is located would be required to file the resolution adopted by that board that made specific provisions related to a SFID applicable with the California Debt Investment Advisory Commission. The requirement that notice of a hearing of the governing board of a school district or community college district on the establishment of a SFID be posted in 3 public places within the proposed SFID for at least 14 days prior to the time of the hearing would be deleted. The governing board of a school district or community college district that has established a SFID would be authorized to amend the resolution it adopted to establish the SFID in specified ways. This bill contains other related provisions and other existing laws.

AB 422 (Hancock) Hazardous substances: water quality, Chapter 597

Will require that the exposure assessment of any health or ecological risk assessment prepared in conjunction with a response action taken or approved pursuant to the California Superfund Act include the development of reasonable maximum estimates of exposure to volatile organic compounds that may enter structures that are on the site or that are proposed to be constructed on the site and may cause exposure due to accumulation of those volatile organic compounds in the indoor air of those structures. This bill contains other related provisions and other existing laws.

AB 470 (DeSaulnier) Electric personal assistive mobility devices, Chapter 106

Will delete the repeal of those provisions, thereby extending them indefinitely. The bill also would change the definition of EPAMD to require the maximum speed of an EPAMD to be no more than 12.5 miles per hour, rather than less than 12.5 miles per hour, and to require an EPAMD to be no greater than 20 inches deep and 25 inches wide. This bill contains other related provisions and other existing laws.

AB 519 (Committee on Budget) Education finance, Chapter 757

Will reduce the revenue limit for each county superintendent of schools for the 2008-09 fiscal year by a deficit factor of 4.396%. This bill contains other related provisions and other existing laws.

AB 532 (Wolk) State property: solar energy, Chapter 598

Will require the department to ensure that solar energy equipment is installed no later than January 1, 2009, on these buildings and facilities, as well as state-owned swimming pools that are heated with fossil fuels or electricity, where feasible. This bill contains other related provisions and other existing laws.

AB 541 (Huffman) Liability: genetically engineered plants, Chapter 424

Will provide a protocol for obtaining and testing a crop sample to determine whether a contract has been breached or a patent on a genetically engineered plant has been infringed by a farmer who is planting, managing, or harvesting a crop, as specified. The bill would provide for agreed or court-ordered sampling, with provisions relating to notice to the parties of sampling and results, protective orders against intentional destruction or damage to crops, and fees for sampling by or under agreement with the Secretary of Food and Agriculture. The bill would provide that a farmer is not liable based on the presence or possession of a patented genetically engineered plant when the farmer did not knowingly buy or otherwise knowingly acquire the genetically engineered plant, acted in good faith and without knowledge of the genetically engineered nature of the plant, and when the genetically engineered plant is detected at a de minimis level, as specified. This bill would limit the applicability of its liability provision, as specified. This bill would state the intent of the Legislature, as specified, in enacting this act.

AB 578 (Blakeslee) Energy: distributed energy generation: study, Chapter 627

Will delete this requirement. This bill contains other related provisions and other existing laws.

AB 587 (Karnette) Antiterrorism: training courses and activities, Chapter 392

Will appropriate \$5,000,000 from the fund. Two million five hundred thousand dollars of that money would be appropriated to the Office of Emergency Services for disbursement in the 2007-08, 2008-09, and 2009-10 fiscal years to the California Fire Fighter Joint Apprenticeship Program. The program would be required to expend that money to develop, in cooperation with the State Fire Marshal, antiterrorism training courses and reimburse fire agencies for antiterrorism training activities. The remaining \$2,500,000 would be appropriated to the Commission on Peace Officer Standards and Training for expenditure in the 2007-08, 2008-09, and 2009-10 fiscal years. The commission would be required to expend that money to develop antiterrorism training courses and reimburse local law enforcement agencies and eligible state law enforcement agencies for antiterrorism training activities.

AB 609 (Eng) State building construction: energy conservation, Chapter 600

Will instead require the equipment, conservation measures, or energy service contracts to be anticipated to provide cost savings to the state during the useful life of the equipment or conservation measure.

AB 619 (Emmerson) Vehicle registration amnesty program: specially constructed vehicles, Chapter 420

Would require the Department of Motor Vehicles to develop and administer a vehicle registration amnesty program which would be in effect from January 1, 2010, until December 31, 2010, for vehicles that were previously registered or classified incorrectly and that, pursuant to the program, become correctly registered, as defined. The department would be required to grant amnesty to a vehicle owner if all of the specified conditions are met by December 31, 2010, including, but not limited to, the owner filing a completed application, signed under penalty of perjury, with the department. Because a violation of this provision would expand the scope of the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 642 (Wolk) Design-build: counties, cities, and special districts, Chapter 314

Will authorize any city, with the approval of the appropriate city council, to enter into design-build contracts, as defined, in accordance with specified provisions. The bill also would extend these provisions until January 1, 2016. This bill contains other related provisions and other existing laws.

AB 646 (Wolk) Public resources: Cache Creek Resource Management Plan, Chapter 604

Will extend these provisions until December 31, 2012. By extending the duties of the board of supervisors of the county in which the Cache Creek Resource Management Plan is to be implemented, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 660 (Galgiani) Railroad-highway grade separations, Chapter 315

Will revise the program to delete funding eligibility for a new grade separation to eliminate a proposed grade crossing or for removal or relocation of highways or railroad tracks to eliminate existing grade crossings. The bill would provide for a maximum allocation of 80% of project costs for all projects funded but would modify the provisions limiting the maximum amount that may be allocated to a single project to \$5,000,000, unless there is specific legislative authorization. The bill would redefine the terms "grade separation" and "project" for these purposes. The bill would set a railroad's contribution for a project, if state funds are used, to a percentage of the cost of the grade separation, but not including the cost of any other part of the project. The bill would also modify the calculation of the amount of funds deducted from the apportionments of the fuel tax revenues, and delete provisions requiring the reduction of cost to a party to a grade separation project when the National Railroad Passenger Corporation (Amtrak) contributes towards a specified amount of the project.

AB 679 (Benoit) Illegal dumping: assessments, Chapter 394

Will require any person found guilty of illegal dumping to pay the cleanup cost associated with the violation(s), in addition to other fines and penalties imposed. This bill would also require that the amount assessed for cleanup be used by the city or county where the violation occurred for illegal dumping enforcement.

AB 695 (Karnette) Vessels: registration, Chapter 609

Will require a certificate of compliance with California emission standards to be provided with new 2008 or later spark-ignition marine engines and requires vessel owners to submit the certificates upon registration with the Department of Motor Vehicles (DMV). The bill also makes it a misdemeanor for a person to purchase a vessel in another state for in-state use that does not meet California emission standards.

AB 715 (Laird) Water conservation: low-flush water closets and urinals, Chapter 499

Will require that all water closets sold or installed in this state shall use no more than an average of 1.6 gallons per flush and that all urinals sold or installed in this state use no more than an average of one gallon per flush. It would require that, on and after January 1, 2014, all water closets and all urinals, other than blow-out urinals, sold or installed in this state shall be high-efficiency water closets and urinals. These provisions would remain operative only until January 1, 2014, or until the date on which the California Building Standards Commission includes standards in the California Building Standards Code that conform to these requirements, whichever date is later. This bill contains other related provisions and other existing laws.

AB 738 (Strickland) Ojai Basin Groundwater Management Agency, Chapter 551

Will authorize the board of directors of the agency to establish a groundwater extraction charge maximum limitation that exceeds that \$7.50 per acre-foot amount pumped per year if that action is approved by a majority vote of the operators of extraction facilities that are subject to the charge, with votes weighted based on the volume of water extracted by each operator, and the charge does not exceed \$25 per acre-foot pumped per year.

AB 739 (Laird) Stormwater discharge, Chapter 610

This bill will: (1) require the State Water Resources Control Board (State Water Board) and the Department of Water Resources (DWR) to develop a coordinated approach for the expenditure of Proposition 84 and Proposition 1E stormwater grant funding; (2) require that funds designated for stormwater grants meet certain criteria including sustainable, long-term water quality improvements; (3) clarify that the design and construction of combined municipal sewer and stormwater systems are eligible for funding under Proposition 1E, provided the projects meet certain criteria; (4) require the State Water Board to develop a comprehensive framework for assessing the effectiveness of municipal stormwater management programs; and (5) require that municipal stormwater permits include requirements for evaluating and reporting on program effectiveness.

AB 740 (Laird) Vessels: invasive species, Chapter 370

This bill will (1) expand provisions of existing law requiring vessel owners to remove and properly dispose of the marine organisms that attach to the vessel, (2) require that inwater cleaning of the submerged portion of vessels be conducted using the "best available technologies economically achievable" and designed to minimize releases to the surrounding waters, and (3) require the State Lands Commission (SLC), in consultation with the United State Coast Guard (USCG) to adopt regulations by January 1, 2012, governing the management of marine organisms that attach to the submerged portion of vessels arriving in California ports.

AB 771 (De Leon) Agricultural industry, Chapter 324

Will authorize the secretary, when conflicts arise between sectors of agriculture, to designate agricultural working groups to work toward conflict resolution. Members of the working groups would be appointed by and serve at the pleasure of the secretary, in accordance with specified procedures. This bill contains other related provisions and other existing laws.

AB 783 (Arambula) Public water systems, Chapter 614

Will require the department, in administering programs to fund improvements and expansions of small community water systems, as defined, to award funds using specified priorities. This bill contains other related provisions and other existing laws.

AB 800 (Lieu) Discharge of hazardous substance or sewage, Chapter 371

Will provide that notification pursuant to these provisions does not nullify a person's responsibilities pursuant to (1) above. This bill contains other existing laws.

AB 809 (Blakeslee) Energy: renewable energy resources, Chapter 684

Will expand the eligibility of hydroelectric power within the state's Renewables Portfolio Standard (RPS), which is currently limited to 30 megawatt facilities (MW) or less, to include new incremental increases in electricity production from facilities over 30 MW, if the increases result from efficiency improvements initiated after July 1, 2008, and meet specified water quality criteria. This bill would also expand eligibility for conduit hydroelectric facilities.

AB 829 (Duvall) Vehicles: aftermarket parts: motorcycles: air pollution, Chapter 325

Will allow a motorcycle dealer to sell a motorcycle equipped with aftermarket and performance parts that satisfy Air Resources Board (ARB) aftermarket parts requirements. Currently, aftermarket parts can be installed after the purchaser takes possession of a new unmodified motorcycle.

AB 833 (Ruskin) California Toxic Release Inventory Program, Chapter 616

Will require the California Environmental Protection Agency (Cal/EPA) to establish a California Toxic Release Inventory (TRI) program that is the same as the federal TRI program, if Cal/EPA determines that federal government actions repeal or diminish the

stringency of the federal program as it existed January 1, 2006. The bill requires Cal/EPA to adopt regulations to implement the program.

AB 844 (Berryhill) Junk dealers and recyclers: nonferrous material, Chapter 731

Will require a junk dealer or recycler to report the information included in those written records to the chief of police or sheriff, as specified, upon request and on a monthly basis. The bill would authorize the chief of police or sheriff to request weekly reports for no more than a 2-month period, except as specified, if there is an ongoing investigation of the junk dealer or recycler concerning possible criminal activity. This bill contains other related provisions and other existing laws.

AB 868 (Davis) Gasoline dispensing: weights and measures, Chapter 398

Will require the California Energy Commission, in partnership with the Department of Food and Agriculture and the State Air Resources Board, to conduct a cost-benefit analysis and survey, as specified, and to make recommendations to the Legislature regarding future legislation and regulations, regarding the reference temperature for fuel dispensation, as specified, not later than December 31, 2008.

AB 933 (Jeffries) Exempt employee salaries, Chapter 142

Will revise these provisions. The bill would also delete obsolete statutory provisions relating to the Governor, Members of the Legislature, and other statewide elected officers.

AB 946 (Krekorian) Electricity: renewable energy resources, Chapter 112

Will amend the definition of an "electric generation facility" to require that the facility be owned and operated by a public water or wastewater agency that is a retail customer of an electrical corporation, that the facility have an effective capacity of not more than one megawatt, and that the facility is located on property owned or under the control of the public water or wastewater agency. This bill contains other related provisions and other existing laws.

AB 981 (Leno) Treasure Island Transportation Management Act, Chapter 317

Will enact the Treasure Island Transportation Management Act and would authorize the Board of Supervisors of the City and County of San Francisco to designate a board or agency to act as the transportation management agency for Treasure Island, defined to also include Yerba Buena Island. The bill would authorize the transportation management agency, pursuant to the terms of a resolution or ordinance adopted by the board of supervisors, to recommend an initial fee structure for congestion pricing fees to be adopted by the board of supervisors and the San Francisco County Transportation Authority, and to adopt on-street and off-street parking fees, fines, and penalties, and other parking-related revenues and a transit pass fee structure for Treasure Island. The bill would specify the powers and duties of the agency on these and other related matters, including adoption and administration of a transportation program, collection and use of revenues generated from those fees, and coordination with the San

Francisco Municipal Transportation Agency. This bill contains other related provisions and other existing laws.

AB 994 (Parra) Health care: nurse training scholarship pilot program, Chapter 426
Will extend the operative date of the pilot program to January 1, 2014.

AB 1010 (Hernandez) San Gabriel Basin Water Quality Authority Act, Chapter 404
Will extend the July 1, 2010, date of repeal of the act to July 1, 2017, thereby imposing a state-mandated local program by extending the period of time in which the authority and other local public entities are required to carry out various duties under the act. This bill contains other related provisions and other existing laws.

AB 1023 (DeSaulnier) Recycling: compostable and biodegradable plastic trash bags, Chapter 143

Will exempt, from those requirements for plastic trash bags, a plastic bag that is labeled with one of those terms and meets the ASTM standard specification for that term. This bill contains other existing laws.

AB 1048 (Richardson) Illegal dumping enforcement officers, Chapter 201

Will correct an erroneous cross-reference on the illegal dumping enforcement officers' authority to enforce provisions of law relating to solid waste disposal and provide that the Attorney General may furnish illegal dumping enforcement officers state summary criminal history information upon the showing of a compelling need.

AB 1053 (Nunez) Regional Planning, Housing, and Infill Incentive Account: programs, Chapter 692

In addition to other things related to the Department of Housing and Community Development, Assembly Bill (AB) 1053 will appropriate \$100 million to the California Pollution Control Financing Authority's (CPCFA) California Recycle Underutilized Sites (CALReUSE) program for brownfield cleanup that promotes infill housing development, and for other, related development.

AB 1055 (Blakeslee) Environment: mitigation: Highway 99, Chapter 503

Will authorize the department to communicate, coordinate, and consult with the Resources Agency, Wildlife Conservation Board, Department of Fish and Game, Department of Conservation, and other appropriate federal, state, or local governments, to consider and implement mitigation requirements on a regional basis for the projects covered by that master environmental impact report. The bill would authorize the department to execute an agreement, memorandum of understanding, or other similar instrument to memorialize its understanding of any communication, coordination, or implementation activities with other state agencies for the purpose of meeting mitigation requirements on a regional basis. This bill contains other existing laws.

AB 1056 (Leno) California Ocean Protection Act, Chapter 372

Will require the Ocean Protection Council (OPC) to establish a science advisory team and would authorize the Council to contract with the California Ocean Science Trust.

The bill would also revise legislative findings to expand the purpose of the OPC to include (1) "providing guidance" to state and local agencies on water quality issues and priorities and (2) identifying scientific research and planning that is useful for protecting and conserving coastal waters and ocean ecosystems and to coordinate and assist state agencies in addressing those needs. The bill would also specify that expenditures approved by the OPC, except for block grants, do not require the subsequent approval of the State Coastal Conservancy.

AB 1062 (Ma) School facilities: uniform standards: solar design plans, Chapter 653

Will require the Division of the State Architect in the Department of General Services, on or before January 1, 2010, to develop uniform criteria for precheck approval processes for solar design plans for a school facility that comply with the rules and regulations adopted by the department and the applicable requirements of the California Building Standards Code. The Department of General Services would be required to complete review of solar design plan applications submitted by a school district that conform with the standards within 45 calendar days of the receipt of a complete application and to act on corrected complete applications within 10 calendar days of their submission for approval.

AB 1088 (Carter) Surplus line brokers: taxation, Chapter 654

Will also exempt the risk portion of any blended finite risk product used in the financing element of state or federal Superfund environmental settlements, as specified, from the 3% gross premium tax on surplus line brokers. This bill contains other related provisions.

AB 1098 (Saldana) Hazardous materials: administrative: penalties: liability, Chapter 623

Will remove the requirement that the amount of the administrative penalty be set by the governing board of the administrative agency. This bill contains other related provisions and other existing laws.

AB 1108 (Ma) Children's products: phthalates, Chapter 672

Assembly Bill (AB) 1108 will prohibit the manufacture, sale, or distribution of certain toys and child care articles if the products have been made with or contain phthalates.

AB 1109 (Huffman) Energy resources: lighting efficiency: hazardous waste, Chapter 534

This bill creates the California Lighting Efficiency and Reduction Act that (1) requires the State Energy Resources Conservation and Development Commission (CEC) to adopt new minimum energy efficiency standards for lighting by 2018, (2) requires the Department of Toxic Substances Control (DTSC) to adopt regulations that reduce the content of mercury and lead in lighting and to oversee manufacturer plans to collect and recycle light bulbs and (3) requires the Department of General Services (DGS) to purchase compliant lighting for state facilities within two years of new standards being adopted. This bill is similar to AB 722.

AB 1130 (Laird) Aboveground storage tanks, Chapter 626

This bill will shift the responsibility for the inspection of above ground petroleum storage tanks (ASTs) from the State Water Resources Control Board (State Water Board) and Regional Water Quality Control Boards (Regional Water Boards) to Unified Program Agencies (UPAs) which are local agencies that currently inspect underground petroleum storage tanks, hazardous materials storage, and hazardous waste disposal programs on behalf of the State.

AB 1150 (Lieu) Health care coverage: underwriting practices, Chapter 188

Will prohibit the compensation of a person or entity employed by, or contracted with, a health care service plan or disability insurer from being based on, or related to, the number of health care service plan or health insurance contracts, policies, or certificates that the person has caused or recommended to be rescinded, canceled, or limited, or the resulting cost savings to the plan or insurer. The bill would also prohibit a plan or insurer from setting performance goals or quotas, or providing compensation to any person or entity employed by or contracted with the plan or insurer, based on the number of persons whose health coverage is rescinded or any financial savings to the plan or insurer associated with rescission of coverage. Because this bill would create a new prohibition applicable to health care service plans, the willful violation of which would be a crime, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1183 (Committee on Budget) Health, Chapter 758

Assembly Bill (AB) 1183 will modify the Cortese List statute to eliminate references to outdated or obsolete lists; include in the list those sites with institutional controls; and require the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) to post their Cortese Listed sites on their respective websites.

AB 1209 (Karnette) Vehicles: HOV lanes, Chapter 429

Will authorize the Department of Motor Vehicles to issue additional distinctive decals, labels, or other identifiers for certain hybrid or alternative fuel vehicles that satisfy specified conditions.

AB 1220 (Laird) Oil spill response fund, Chapter 373

Will specify the procedures for the purchase and repayment of that financial security when moneys are borrowed by the Treasurer or the administrator. The bill would authorize the Treasurer to obtain financial security in a form which, in the event of an oil spill, may be drawn upon immediately by the administrator, upon making certain determinations. The bill would additionally impose the uniform oil response spill fee when the administrator determines that revenue is necessary to repay those borrowings or repay any draw on a financial security obtained by the Treasurer. The administrator would instead be authorized to increase the fee upon a finding that there are existing demands for expenditures from the fund that will deplete the fund. The Treasurer would be additionally authorized to enter any financial arrangement necessary or appropriate to refund any draw by the administrator, and the bill would require that borrowing to be

reimbursed or repaid from the fund. This bill contains other related provisions and other existing laws.

AB 1225 (DeSaulnier) Ocean resources: California Ocean Protection Trust Fund, Chapter 656

Will include within the council's grant and loan authority, projects to provide funding for adaptive management, planning, coordination, monitoring, research, and other necessary activities to minimize the adverse impacts of climate change on California's ocean ecosystem. The bill would require, as appropriate, that the information or activities developed under these projects be used to provide guidance to the State Air Resources Board on the adoption of early action measures relating to greenhouse gas emissions.

AB 1246 (Blakeslee) Land use: natural resources: transfer of property interests, Chapter 330

Will authorize a state or local public agency that, in the development of its own project, is required to transfer an interest in real property to mitigate an adverse impact upon natural resources, to transfer the interest to a nonprofit organization that meets the specified requirements.

AB 1253 (Caballero) Water: Salinas Valley State Prison wastewater treatment plant, Chapter 695

This bill will establish the Integrated Sustainable Planning Implementation Council (Council). The Council would be responsible for administering grant and loan programs under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 to (1) encourage the development of sustainable communities, (2) enhance urban greening, and (3) encourage the development of regional and local land use plans designed to promote water conservation, infill, transportation, protection of agriculture and natural resources and revitalization of urban communities.

AB 1280 (Laird) Ocean resources: California Ocean Protection Trust Fund, Chapter 374

Will include the development and implementation of fishery management plans pursuant to a part of the Marine Life Management Act of 1998, as a project or activity for which the council may expend trust funds. Eligible projects and activities would include, but not be limited to, innovative community-based or cooperative management and allocation strategies that create incentives for ecosystem improvement. Eligible expenditures would include, but not be limited to, certain costs. This bill contains other related provisions and other existing laws.

AB 1284 (Eng) Geologists and geophysicists, Chapter 488

Will delete the exemption from the written examination for any person with an equivalent certificate of registration. The bill would also require each applicant for registration to pay an examination fee fixed by the board at an amount, up to \$450, equal to the actual cost to the board to administer the written examination.

AB 1338 (Committee on Budget) Public resources, Chapter 760

Will require the Director of Pesticide Regulation to pay from that revenue in the fund an amount not to exceed the revenue derived from 0.5 mill per dollar of sales for all pesticide sales for use in this state to counties in nonattainment areas to assist those counties in the administration and enforcement of restrictions on the use of field fumigants, as specified. The bill would specify how those funds are to be apportioned based on certain criteria. By authorizing money in the Department of Pesticide Regulation Fund to be used for a new purpose, the bill would make an appropriation. This bill contains other related provisions and other existing laws.

AB 1359 (Parra) Hazardous materials: dielectric mineral oil, Chapter 704

Will provide that a generator of dielectric fluid, derived from highly refined mineral oil, from oil-filled equipment is not required to test the dielectric fluid for specified purity levels before transporting the fluid if the generator has certified, based on prior tests, that dielectric fluid from similar equipment subject to similar operations conditions did not exhibit the characteristic of toxicity. The generator would be required to include the certification with each shipment of used oil that the generator claims is exempted, and to maintain the records of prior tests on which the certification is based and the certification, which are subject to audit and verification by the department, the unified program agency, or the California Integrated Waste Management Board.

AB 1371 (Ruskin) Hazardous waste: civil penalty, Chapter 705

Assembly Bill (AB) 1371 will establish statutory authority for the Department of Toxic Substances Control (DTSC) to pursue civil or administrative penalties against hazardous waste violators for storing or treating hazardous waste at unauthorized facilities or locations, including locations that are not owned or not under the control of the violator.

AB 1376 (Berryhill) Urban water management plan: comments, Chapter 64

Will require each urban water supplier to notify the planning departments of any city or county within which the supplier provides water with at least 60 days prior notice that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

AB 1389 (Committee on Budget) State government, Chapter 751

Will reduce the continuous appropriation from the General Fund, described above, by specified amounts. The bill would require that the transfers to the Supplemental Benefit Maintenance Account be made on November 1 and April 1 of each fiscal year, with each transfer to equal 1/2 the amount appropriated. The bill, until 2013, would also make a series of appropriations from the General Fund for the purpose of paying interest on the judgment in a specified case related to the account. The bill would state the intent of the Legislature that certain information be included in the annual Budget Act. This bill contains other related provisions and other existing laws.

AB 1404 (Laird) Water measurement information, Chapter 675

This bill will establish a water use reporting database where measurement data are compiled using standardized forms and are made available through the Internet. The bill would require the Department of Water Resources (DWR), the State Water Resources Control Board (State Water Board), and the Department of Public Health to coordinate water use reporting and to develop a database to support water management planning and decision making. The bill would provide lead agency oversight to DWR.

AB 1406 (Huffman) Recycled water: toilet and urinal flushing: condominiums, Chapter 537

Will include condominium projects within the meaning of "structure" for the purposes of those provisions. This bill contains other related provisions.

AB 1420 (Laird) Water demand management measures: water management grant or loan funds, Chapter 628

This bill will require the Department of Water Resources (DWR), State Water Resources Control Board (State Water Board) and California Bay Delta Authority (CALFED) to condition the terms of, and eligibility for, a water management grant or loan to an urban water supplier on the applicant's implementation of the water demand management measures (also known as Best Management Practices (BMPs)) for Urban Water Management Plans (UWMPs). These BMPs are designed to promote water conservation.

AB 1437 (Aghazarian) Petroleum underground storage tanks: claims, Chapter 282

The bill will make various clarifying changes to existing law pertaining to the Petroleum Underground Storage Tank Cleanup Fund (USTCF), and would allow the State Water Resources Control Board (State Water Board) to waive certain requirements in current law for people to qualify for reimbursement from the USTCF.

AB 1447 (Calderon, Charles) Hazardous waste: major appliances, Chapter 709

Will revise those requirements to instead allow an appliance service technician to remove refrigerant from a major appliance. The bill would delete the provisions prohibiting the transportation, delivery, or sale of discarded major appliances by a person who is not a certified appliance recycler to a scrap recycling facility, and would allow a person who is not a certified appliance recycler to transport, deliver, or sell a discarded major appliance to a certified appliance recycler under revised conditions. A scrap recycling facility accepting an appliance from a person who is not certified as an appliance recycler would be required to submit a monthly report to the department and the local CUPA. The bill would revise the application for a certified appliance recycler to require the telephone number, the physical address and mailing address, if different, of the business, and a technical description of how each material requiring special handling will be removed and managed. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.

AB 1451 (Leno) Property tax: exclusion from newly constructed: active solar energy system, Chapter 538

Will modify this exclusion to specify that "the construction or addition of an active solar energy system" includes the construction of an active solar energy system in a new building in which the owner-builder incorporated an active solar energy system in the initial construction of the new building and the owner-builder does not intend to occupy or use the new building. This bill would provide this exclusion to the initial purchaser of the new building, but only if the owner-builder did not receive the exclusion for the same system and the initial purchaser purchased the new building prior to that building becoming subject to reassessment to the owner-builder, as provided. This bill would require the State Board of Equalization, in consultation with the California Assessors' Association, to prescribe the manner, documentation, and form for a taxpayer to claim this exclusion. This bill would require the county assessor to reduce the base year value of these residences by the value of the active solar energy system, less the total amount of any rebates for the active solar energy system received by either the owner-builder or the initial purchaser of the new building, as specified. This bill contains other related provisions and other existing laws.

AB 1470 (Huffman) Solar energy: Solar Water Heating and Efficiency Act of 2007, Chapter 536

This bill establishes a \$250 million subsidy program funded by higher natural gas rates to encourage the installation of solar water heating systems.

AB 1473 (Feuer) Solid waste facility: temporary permits, Chapter 547

This bill will allow enforcement agencies the ability to stay the issuance of a cease and desist order to operators of non-compliant, solid waste facilities that handle only source-separated material intended for recycling. In addition, this bill would require the IVMB to conduct a study to determine if regulations regarding the issuance of a solid waste permit for facilities that handle such material should be revised.

AB 1481 (De La Torre) Waste discharge and water reclamation requirements: recycled water: landscape irrigation uses, Chapter 535

Will require the state board, on or before July 31, 2009, to adopt a general permit for landscape irrigation uses of recycled water for which the State Department of Public Health has established uniform statewide recycling criteria. The bill would require the state board to establish a reasonable schedule of fees to reimburse the state board for the costs it incurs in implementing, developing, and administering these provisions. The bill would prescribe the manner in which an applicant may become subject to the general permit. The bill would require the state board to designate an ombudsperson to coordinate and facilitate communication on recycled water, on the issuance of specified water reclamation and waste discharge requirements, and on the promotion of water recycling while ensuring reasonable protection of water quality.

AB 1488 (Mendoza) Air pollution: smog check program: diesel-powered vehicles, Chapter 739

This bill will add diesel vehicles that weigh less than 14,000 pounds to the Smog Check Program through a two-year pilot program.

AB 1515 (La Malfa) Public resources: forest resources, Chapter 412

Will extend this exemption until January 1, 2013. The bill also would revise the requirements that must be met for the exemption, including requiring the board to adopt regulations to implement some of those revisions. This bill contains other related provisions and other existing laws.

AB 1560 (Huffman) Public resources: building standards, Chapter 532

Will require the Energy Commission to prescribe, by regulation, water efficiency and conservation standards for those buildings. The Energy Commission would be required to demonstrate that the adopted water efficiency or conservation standards are necessary to save energy. Before adopting a water efficiency or conservation standard for residential buildings, the Energy Commission and the Department of Housing and Community Development would be required to issue jointly specified findings regarding the standards. In the development of the standards, the Energy Commission would be required to consult with members of a specified coordinating council and to involve parties subject to the proposed standards in public meetings and an opportunity to provide written or oral comments on the proposed regulations. The standards adopted would be required to be cost effective when taken in their entirety and when amortized over the economic life of the structure compared with historic practices. This bill contains other related provisions and other existing laws.

AB 1580 (La Malfa) Scott Valley and Shasta Valley Watermaster District, Chapter 416

Will create a watermaster district to be known as the Scott Valley and Shasta Valley Watermaster District. The bill would generally specify the powers and purposes, as well as the boundaries, of the district. The bill would prescribe the composition of the board of directors of the district. The bill would require the district to provide watermaster service on behalf of water right holders whose place of use under an appointed decree, as defined, is a parcel of real property within the district. The bill would authorize the district to enter into an agreement to provide watermaster service to water right holders whose place of use is an eligible parcel, as defined. The bill would require the board of directors of the district to provide for the preparation of regular audits of the district's accounts and records and specified annual financial reports. By imposing duties on the district and Siskiyou County in connection with the operation of the district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1612 (Nava) Vehicles: hazardous materials: permits, Chapter 514

Will prohibit a motor carrier of hazardous materials from being granted administrative review in lieu of those inspections at any terminal from which specified hazardous

materials carrying vehicles are operated. This bill contains other related provisions and other existing laws.

AB 1613 (Blakeslee) Energy: Waste Heat and Carbon Emissions Reduction Act, Chapter 713

Will enact the Waste Heat and Carbon Emissions Reduction Act. The bill would provide that it is the policy of the state that the conversion of waste heat to electricity or other useful energy applications be the preferred generation measure immediately following renewables for purposes of the loading order. The bill would state the intent of the Legislature: (A) to dramatically advance the efficiency of the state's use of natural gas by capturing unused waste heat, (B) to reduce wasteful consumption of energy through improved residential, commercial, institutional, industrial, and manufacturer utilization of waste heat whenever it is cost effective, technologically feasible, and environmentally beneficial, particularly when this reduces emissions of carbon dioxide and other carbon-based greenhouse gases, and (C) to support and facilitate both customer-owned and utility-owned combined heat and power systems. This bill contains other related provisions and other existing laws.

AB 1654 (Committee on Budget) California State Lottery, Chapter 764

Will provide instead that the purpose of the act is support for preservation of the rights, liberties, and welfare of the people by providing additional moneys to benefit education either directly or indirectly by providing funds to pay the General Fund and infrastructure bond obligations without the imposition of additional or increased taxes. The bill would provide that the act may be changed for the purposes of modernizing the lottery or to further the purpose of the act. The bill would provide that specified provisions regarding General Fund appropriations and California State Lottery Fund appropriations may only be amended by a vote of the people. The bill would state the intent of the People of California to permanently secure the contribution that the California State Lottery has made to funding public education, as specified. Specified provisions of the bill would become effective only upon approval by the voters at the next statewide election. The bill would set forth the language to be used for the ballot label and the ballot title and summary relating to these measures in a supplemental state ballot pamphlet. This bill contains other related provisions and other existing laws.

AB 1672 (Nunez) California Transportation Commission, Chapter 717

This bill will expand the California Transportation Commission from 11 to 13 members by adding two voting members appointed by the Speaker of the Assembly and the Senate Rules Committee from their respective houses. These appointees would not require Senate confirmation and would hold their appointment for four years. Additionally, the bill would require the Commission to consult with the chairs of the appropriate legislative policy committees prior to changing fund expenditure guidelines for infrastructure projects associated with Proposition 1B monies.

AB 1713 (Committee on Agriculture) Agriculture, Chapter 421

Under existing law, a Motor Vehicle Fuel Tax is levied on the sale of gasoline sold in the state. Gasoline used for agricultural off-road use qualifies for an exemption from the

tax. In order to receive a refund for this tax, an individual must request their fuel taxes for exempt fuel be returned each year. A small amount of the exempt taxes are refunded to agriculture users.

AB 1714 (Levine) Energy: solar energy systems, Chapter 11

Will authorize the PUC to delay implementation of time-variant pricing for ratepayers with a solar energy system, until the effective date of the rates established in the next general rate case of the state's 3 largest electrical corporations. If the commission delays implementation of time-variant pricing, the bill would require that ratepayers required to take service under time-variant pricing between January 1, 2007, and January 1, 2008, and that would otherwise qualify for flat rate pricing, be given the option to take service under flat rate or time-variant pricing. This bill contains other related provisions.

AB 1717 (Committee on Agriculture) Pesticides, Chapter 338

This bill addresses two distinct issues--the statute of limitations for misbranding of pesticides, and the registration of structural pest control operators (SPCOs) with county agricultural commissioners (CACs) including notifying the CACs of pending structural fumigations. These issues will be addressed separately below. Existing law sets a four-year statute of limitations for certain pesticide use and sale violations, and a two-year statute of limitations for the sale and use of misbranded and/or adulterated pesticide products. The technical clean-up portion of this bill would amend the four-year statute of limitations to include violations for the sale of adulterated and/or misbranded pesticide products. Existing law generally regulates pest control operators. This bill would require Branch 2 and 3 SPCOs to register with the CAC prior to operating a structural pest control business within a county. The bill would also make it unlawful for Branch 1 pest controllers to conduct fumigations unless registered with the CAC. Prior to conducting fumigation operations, the Branch 1 SPCO must notify the CAC at least 24 hours prior to commencing the fumigation. The bill would allow the CAC to levy a civil penalty against any person who violates the aforementioned provisions.

AB 1741 (Committee on Budget) California State Lottery, Chapter 765

Will upon a filing by the Director of Finance of a designation of portions of the lottery revenue assets to be sold, permit the Infrastructure and Economic Development Bank to sell on behalf of the state those lottery revenue assets to a special purpose trust, which would be established as a not-for-profit corporation by the bill for the purpose of purchasing the assets. The bill would define lottery assets for these purposes as revenues of the state lottery that are required to be transferred into the Lottery Assets Fund and the right to receive those revenues. The bill would permit the bank to enter into sales agreements with the special purpose trust, as specified. The bill would permit the Director of Finance to determine when lottery revenue assets may be sold. The bill would permit the special purpose trust to issue bonds on terms it shall determine and to pledge lottery revenue assets as collateral and security for the bonds. The bill would except this pledge from specified provisions regarding secured interests. This bill contains other related provisions.

AB 1742 (Committee on Environmental Safety and Toxic Materi) State Water Pollution Control Revolving Fund: administrative costs, Chapter 632

Will authorize the board to assess a specified annual charge with regard to a loan made under the revolving fund program. The bill would require the proceeds generated from the imposition of the annual fee, along with other moneys, to be deposited in the State Water Pollution Control Revolving Fund Administration Fund, which the bill would create in the State Treasury. The bill would authorize the board to expend the moneys in the fund, upon appropriation by the Legislature to the board, for costs incurred by the board in connection with the administration of the revolving fund program.

AB 1764 (Blakeslee) Land use: agricultural use, Chapter 136

Will include in the definition of agricultural commodity plant products used for producing biofuels. This bill contains other related provisions and other existing laws.

AB 1778 (Ma) Junk dealers and recyclers: newspaper and California Redemption Value (CRV) containers, Chapter 733

Will prohibit a junk dealer or recycler, as defined, in specified jurisdictions, from providing payment for newspaper and for California Redemption Value (CRV) containers unless, except as specified, the payment is made by check and the dealer or recycler obtains certain identifying information, as specified, to be retained by the dealer or recycler for a certain period of time. The bill would specify that this provision does not apply to the payment for newspaper having a value of \$50 or less in a single transaction or CRV containers having a value of \$100 or less in a single transaction. This bill contains other related provisions and other existing laws.

AB 1846 (Adams) Inedible kitchen grease, Chapter 321

Will exempt from 75% of that additional fee, transporters of inedible kitchen grease who transport inedible kitchen grease for their own personal, noncommercial use as an alternative fuel, subject to other restrictions, and would require these individuals meet other requirements, as specified. This bill contains other related provisions and other existing laws.

AB 1856 (Jeffries) Elsinore Water District, Chapter 20

Will authorize the Board of Directors of the Elsinore Water District to conduct its meetings at the district office, or at any publicly owned location that is within the boundaries, or not more than one mile outside the boundaries, of the territory over which the district exercises jurisdiction. This bill contains other related provisions.

AB 1860 (Huffman) Unsafe products: recall or warning, Chapter 569

Will prohibit a commercial dealer, manufacturer, importer, distributor, wholesaler, or retailer from manufacturing, remanufacturing, retrofitting, distributing, selling at wholesale or retail, contracting to sell or resell, leasing, or subletting, or otherwise placing into the stream of commerce, a product that is unsafe knowing that the product is unsafe, as specified. The bill would provide for an unsafe product to be retrofitted, and would permit the sale of the retrofitted product if accompanied by a specified notice. This bill contains other related provisions and other existing laws.

AB 1879 (Feuer) Hazardous materials: toxic substances, Chapter 559

Will require the department by January 1, 2011, to adopt regulations to establish a process by which chemicals or chemical ingredients in products may be identified and prioritized for consideration as being chemicals of concern. The bill would specify a procedure for the adoption of those regulations, including requiring that the department, in adopting those regulations, prepare a multimedia life cycle evaluation, as defined, and submit the regulations and the multimedia life cycle evaluation to the California Environmental Policy Council for review. This bill contains other related provisions and other existing laws.

AB 1892 (Smyth) Common interest developments: solar energy, Chapter 40

Will apply the above provision regarding the unenforceability of prohibitions or restrictions relating to solar energy systems, in addition, to the governing documents of a common interest development.

AB 1898 (Evans) Flood control subvention funds: Napa River, Chapter 632

Will authorize the state to provide funds, as prescribed, to the City of St. Helena, or to local agencies in the County of Napa, for a flood control project on the Napa River, as described, at an estimated cost to the state of the sum that may be appropriated for state cooperation by the Legislature upon the recommendation and advice of the department and upon a determination by the department that the project meets those financial aid requirements. The bill would provide that the state assumes no liability for damages that may result from the project by authorizing the provision of funds, or by the appropriation of those funds, as specified.

AB 1903 (Hernandez) Liability: flood control and water conservation facilities, Chapter 633

Will provide that, until January 1, 2013, neither a public agency that operates flood control and water conservation facilities nor its employees shall be liable for injuries caused by the condition or use of unlined flood control channels or adjacent groundwater recharge spreading grounds under prescribed conditions, except as specified. The bill would also specify that nothing in that provision exonerates a public agency or public employee subject to that provision from liability for injury proximately caused by a dangerous condition of public property under specified circumstances. This bill contains other related provisions and other existing laws.

AB 1931 (Silva) Peace officer powers: illegal dumping enforcement officers, Chapter 217

Will revise the above definition to include a person employed full-time, part-time, not regularly employed, or as a volunteer after completing training prescribed by law, by one of those entities. In addition, only those illegal dumping enforcement officers who are regularly employed would have access to summary criminal history information.

AB 1954 (Jeffries) High-occupancy toll (HOT) lanes, Chapter 421

Will authorize a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in Riverside County by the Riverside County Transportation Commission. The bill would require the Riverside County Transportation Commission and the Department of Transportation to implement the program pursuant to a cooperative agreement that addresses specified matters in connection with the program and to establish appropriate traffic flow guidelines, as specified. The bill would authorize the Riverside County Transportation Commission to impose tolls and issue revenue bonds for the HOT lane project, as specified. The bill would authorize toll revenues to be used for specified purposes related to the project and to State Highway Route 15. The bill would state that the commission is not entitled to compensation for the adverse effects on toll revenues due to construction of competing facilities by the department or local agencies.

AB 1960 (Nava) Public resources: oil production facilities and oil spills, Chapter 562

Will require the Division of Oil, Gas, and Geothermal Resources to prescribe, by regulation, minimum facility maintenance standards for production facilities, as defined. The bill would require a person proposing to construct, acquire, maintain, or alter a production facility to comply with these standards. The bill would require an operator to notify the supervisor of the construction, alteration, or decommission of a production facility, to maintain at the production facility's local office specified records, and to provide access to, and copies of, these records to the supervisor. The bill would require the division to inspect a production facility to ensure compliance with the standards and would authorize the division to charge the production facility operator a fee in an amount sufficient to reimburse the division for the costs of implementing these requirements. The supervisor would be authorized to issue a cease and desist order to a production facility operator if the supervisor determines that the production facility is operated in violation of the prescribed standards. The division would be authorized to impose a life-of-well or life-of-production facility bond requirement on a production facility operator that has a history of violating regulations related to a production facility or has outstanding liabilities to the state. Because a violation of these provisions is a crime, this bill would impose a state-mandated local program. The bill would increase the maximum civil penalty for a violation of laws and regulations related to oil and gas wells to \$25,000. This bill contains other related provisions and other existing laws.

AB 1972 (DeSaulnier) Solid waste: plastic bags: food and beverage containers, Chapter 436

Will prohibit the sale of a plastic bag that is labeled as "compostable" or "marine degradable," unless that bag meets the ASTM Standard Specification for Compostable Plastics D6400, the ASTM Standard Specification for Non-Floating Biodegradable Plastics in the Marine Environment D7081, or a standard adopted by the California Integrated Waste Management Board, as specified. The bill also would prohibit the sale of a plastic bag that is labeled as "biodegradable," "degradable," "decomposable," or as otherwise specified. This bill contains other related provisions and other existing laws.

AB 2009 (Hernandez) Utility user taxes: exemption, Chapter 221

Will provide that no utility user tax shall be imposed upon compressed natural gas dispensed by a gas compressor within a local jurisdiction, as defined, if that natural gas is dispensed by a gas compressor that is separately metered and dedicated to serve the local agency or public transit operator.

AB 2026 (Villines) State property, Chapter 761

Will authorize the Director of the Department of Parks and Recreation, with the approval of the Director of General Services, to exchange with or sell to the City of Sacramento for fair market value all or part of specified properties located in Old Sacramento State Historic Park that is part of the Old Sacramento Historic District in the City of Sacramento. The bill would specify conditions under which this property may be exchanged or sold, and how the proceeds from any transfer may be used. This bill contains other related provisions and other existing laws.

AB 2031 (Hancock) Oil spill prevention and response, Chapter 563

Will require the administrator, as part of the training and certification program, to authorize a local spill response manager to train and certify volunteers, and the local response managers would be required to participate in all drills upon the administrator's request. The bill would require, in the event of an oil spill, the local spill response manager to provide the state onscene coordinator with timely information on activities and resources deployed by local government in response to the oil spill, cooperate with the administrator, and respond in a manner consistent with the area contingency plan, to the extent possible. This bill contains other related provisions and other existing laws.

AB 2045 (De La Torre) California Urban Forestry Act of 1978, Chapter 438

Will expand the scope of the program to, among other things, include increasing integrated, multibenefit projects by assisting urban areas with innovative solutions to problems including greenhouse gas emissions, public health impacts of poor air and water quality, urban heat island effect, stormwater management, water shortages, lack of green space, and lack of urban parks accessible to pedestrians. The bill would also expand the powers and duties of the department by requiring the department to cooperate with statewide and regional urban forestry and arboricultural organizations or associations and additional state agencies and provide additional technical assistance to urban areas. The bill would eliminate the requirement that the director take all steps necessary to eradicate Dutch elm disease and remove limitations on the pests and diseases the department has the powers or duties to quarantine, prevent, or eliminate. This bill contains other related provisions.

AB 2065 (Hancock) Invasive aquatic species: dreissenid mussels, Chapter 667

Will require any person, or federal, state, or local agency, district, or authority, that owns or manages a reservoir, as defined, where certain recreational activities are permitted, except a privately owned reservoir that is not open to the public, to assess the vulnerability of the reservoir for the introduction of nonnative dreissenid mussel species and to develop and implement a program designed to prevent the introduction of that species. The bill would require visual monitoring at certain reservoirs where those

activities are not permitted. The bill would make violations of its provisions subject to a civil penalty of \$1,000 per violation, imposed administratively by the department. These provisions would not apply to a reservoir in which nonnative dreissenid mussels have been detected.

AB 2071 (Karnette) Plastic bags: plastic food and beverage containers: enforcement, Chapter 570

Will authorize a city, a county, or the state to impose civil liability, in specified amounts, for violations of the above provisions and would require any civil penalties collected to be paid to the office of the city attorney, city prosecutor, district attorney, or Attorney General, whichever office brought the action. The bill would authorize any penalties collected by the Attorney General to be expended by the Attorney General, upon appropriation by the Legislature, to enforce those provisions. This bill would provide that the remedies are not exclusive and are in addition to the remedies that may be available pursuant to prescribed enforcement provisions of the Unfair Practices Act. The bill would require any costs incurred by a state agency in carrying out the above provisions to be recoverable by the Attorney General, upon the request of the state agency, from the liable person or persons.

AB 2094 (DeSaulnier) San Francisco Bay Conservation and Development Commission, Chapter 442

Will require the San Francisco Bay Conservation and Development Commission to be represented on the joint policy committee with an equal number of committee members as other represented agencies by January 1, 2009, and would require that a majority of the commission's representatives on the committee, on and after January 1, 2011, be locally elected officials. The bill would include the San Francisco Bay Conservation and Development Commission in coordinating the development and drafting of major planning documents prepared by the member agencies. By imposing new duties on local agencies, the bill would impose a state-mandated local program. The bill would also authorize the San Francisco Bay Conservation and Development Commission, in coordination with local governments, regional councils of government, and other agencies and interested parties, to develop regional strategies, as needed, for addressing the impacts of, and adapting to, the effects of sea level rise and other impacts of global climate change on the San Francisco Bay and affected shoreline areas. This bill contains other related provisions and other existing laws.

AB 2180 (Lieu) Solar energy, Chapter 539

Will require that an approval or denial of an application be in writing. The bill would also provide that an application shall be deemed approved unless it has been denied in writing within 60 days from the date of receipt of the application, unless the delay is the result of a reasonable request for additional information. These provisions would apply only to an approving entity that is a homeowners' association, and that is not a public entity. This bill contains other related provisions.

AB 2216 (Gaines) Diesel generators: health facilities, Chapter 232

Will extend this repeal date to January 1, 2011, and would eliminate the requirement that a health facility's diesel backup generator be started once per week when it is not being tested. This bill would require a health facility to test its diesel-powered backup generators as prescribed. This bill contains other related provisions and other existing laws.

AB 2222 (Caballero) Groundwater quality: monitoring, Chapter 670

Will require the state board, on or before June 1, 2009, to identify and recommend to the Legislature funding options to extend the comprehensive monitoring program until January 1, 2024, and make recommendations to enhance public accessibility of information on groundwater conditions. The bill would require the state board, on or before January 1, 2012, in consultation with specified agencies, to submit to the Legislature a prescribed report. The bill would require the state board to provide an opportunity for public comment prior to finalizing the report and submitting it to the Legislature.

AB 2223 (Horton) Structural Fumigation Enforcement Program, Chapter 450

Will also apply these provisions to the San Diego County Agricultural Commissioner and to San Diego County. The bill would extend the operation of these provisions to January 1, 2011.

AB 2241 (Saldana) Vehicle operation: temporary permits, Chapter 451

Will with regard to biennial renewal of registration of a motor vehicle, require that a fee of \$50 be paid for each temporary permit issued pursuant to these provisions when a certificate of compliance is required, except that the fee would not be charged for a vehicle that has been accepted into the Bureau of Automotive Repair Consumer Assistance Program if the owner of the vehicle qualifies as an income eligible applicant for the program and presents sufficient evidence of this fact. The bill would limit the issuance of a temporary permit under these circumstances to a vehicle that has failed its most recent smog check inspection. The bill would also limit, under these circumstances, the issuance of a temporary permit to not more than one permit to a vehicle owner in a 2-year period, and the temporary permit would be valid for either 60 days from the date of the expiration of the registration of the vehicle or 60 days from the date that the vehicle is removed from nonoperation, as specified. This bill contains other existing laws.

AB 2245 (Soto) Illegal dumping enforcement officers: use of batons, Chapter 96

Will apply this provision to illegal dumping enforcement officers.

AB 2267 (Fuentes) California-based entities: self-generation incentive program, Chapter 537

Will state that public interest energy research, demonstration, and development projects should provide economic benefits for California by promoting California-based technology firms, jobs, and businesses. The bill would require the Energy Commission to give priority to California-based entities in making awards pursuant to the program.

The bill would define a California-based entity. This bill contains other related provisions and other existing laws.

AB 2286 (Feuer) Unified hazardous waste and hazardous materials, Chapter 571

Will require that in addition to any other funding that becomes available, the secretary shall increase the oversight surcharge by an amount necessary to establish the data system, but not to exceed \$25 each year for 3 years, to establish the statewide information management system, and would provide that not less than 75% of that funding shall be provided to certified unified program agencies and participating agencies through grant funds for the purposes of the system. The bill would require the secretary to establish milestones to measure the implementation of the information management system and provide periodic status updates to interested parties. This bill contains other related provisions and other existing laws.

AB 2347 (Ruskin) Mercury-added thermostats: collection program, Chapter 572

Will enact the Mercury Thermostat Collection Act of 2008 and would require a manufacturer that owns or owned a name brand of mercury-added thermostats sold in this state before January 1, 2006, to establish and maintain a collection, transportation, recycling, and disposal program for out-of-service mercury-added thermostats. This bill contains other related provisions and other existing laws.

AB 2356 (Arambula) Water quality, Chapter 609

Will provide that the exemption generally applies to fees collected for the performance of an official service under the state act. This bill contains other related provisions and other existing laws.

AB 2402 (La Malfa) Vehicles: removal from roadside rest area or viewpoint, Chapter 460

Will notwithstanding this provision, extend this period to 10 hours for a commercial motor vehicle, as defined. This bill contains other related provisions.

AB 2437 (Ruskin) Regional water systems, Chapter 99

Will require the city to identify in its progress report, any project that is behind schedule, and, for each project so identified, to describe its plan and timeline for making up the delay or adopting a revised implementation schedule. This bill contains other related provisions and other existing laws.

AB 2522 (Arambula) San Joaquin Valley Unified Air Pollution Control District, Chapter 677

Will authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee to up to, but not exceeding, \$30 for incentive-based programs to achieve surplus emissions reductions, as specified. The bill would require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air quality standards. This bill contains other related provisions.

AB 2537 (Furutani) Public works: volunteers, Chapter 678

Will extend, until January 1, 2012, the exclusion from the application of the law governing "public works," any work performed by a volunteer, a volunteer coordinator, or by members of the California Conservation Corps or of certified Community Conservation Corps, as defined. This bill contains other related provisions.

AB 2650 (Carter) Department of Transportation: environmental review process: reports, Chapter 248

Will require the department to submit that report to the Legislature by January 1, 2009, and again by January 1, 2011. The bill would require the report to include an assessment of project delivery time. The bill would also extend the operation of the above-described pilot program provisions until January 1, 2012. This bill contains other existing laws.

AB 2679 (Ruskin) Solid waste: enforcement: local agencies, Chapter 500

Will repeal the definition of disposal site owner and would additionally define the terms "closed disposal site," "composting," "minor violation," and "owner." The bill would also revise the existing definitions of the terms "disposal," "disposal site," "hazardous waste," "operator," "solid waste disposal," and "solid waste facility" for purposes of the act. This bill contains other related provisions and other existing laws.

AB 2680 (Adams) Counties: water bond loans, Chapter 643

Will provide that, notwithstanding any other provision of law, the board may authorize the Controller to discharge the Department of Water Resources from accountability for collection of the loan issued to the Arrowhead Manor Water Company in 1980 under the California Safe Drinking Water Bond Law of 1976, but only if San Bernardino County or its county service area acquires the water system financed by that loan and pays \$910,520 in complete satisfaction of that loan, on or before January 30, 2009.

AB 2720 (Levine) Environment: environmental impact report, Chapter 148

The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report 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. This bill would make technical, nonsubstantive changes in these provisions and would revise a cross-reference. This bill contains other related provisions and other existing laws.

AB 2729 (Ruskin) Hazardous substances: underground storage tanks, Chapter 644

Will create the School District Account (account) in the fund and would transfer a sum of \$10,000,000 per year in the 2009-10, 2010-11, and 2011-12 fiscal years from the fund to the account. The moneys in the account, upon appropriation by the Legislature, would be available for expenditure by the board to pay claims filed by school districts that have a 4th rank on the ranking list. The account would be repealed on July 1, 2014.

Upon the repeal of the account, moneys in the account and moneys due to the account would revert to, and accrue to, the benefit of the fund. The board, in consultation with the Department of Toxic Substances Control, would be required to include, in its annual report, information on the expenditure of moneys transferred to the account. This bill contains other related provisions and other existing laws.

AB 2730 (Leno) Beverage containers: nonprofit convenience zone recyclers, Chapter 251

Will in the alternative, require that a nonprofit convenience zone recycler have operated in the same location for not less than 5 years and be located within one mile of a supermarket that is in a convenience zone that is exempt from the requirement that there be a certified recycling center or location within every convenience zone. This bill contains other existing laws.

AB 2738 (Jones) Indemnification: construction contracts, Chapter 467

Will delete the provisions applicable to construction contracts entered into on or after January 1, 2008, that purport to indemnify the general contractor or contractor not affiliated with the builder. The bill would revise the provisions applicable to contracts entered into after January 1, 2006, to instead apply to contracts entered into after January 1, 2009, and to apply to agreements that purport to insure or indemnify the builder or the general contractor or contractor not affiliated with the builder, as described. The bill would provide that if a builder or contractor tenders a claim, or a portion thereof, to a subcontractor, the subcontractor shall be entitled to either defend the claim with counsel of its choice or pay, within 30 days of receipt of an invoice from the builder or general contractor, no more than a reasonable allocated share of the builder's or general contractor's defense fees and costs. The bill would provide that a builder, general contractor, or subcontractor has the right to seek equitable indemnity for construction defect claims pursuant to these provisions. This bill contains other related provisions and other existing laws.

AB 2763 (Laird) Invasive pests: advance planning: detection and eradication plans, Chapter 573

Will require the Department of Food and Agriculture to develop and maintain a list of invasive pests, defined to mean animals, plants, insects, and plant and animal diseases or groups of those animals, plants, insects, and plant and animal diseases where introduction into California would or would likely cause economic or environmental harm, that have a reasonable likelihood of entering the state and for which a detection, exclusion, eradication, control, or management action by the state might be appropriate. The department would be required, based on available funding, to develop and maintain a written plan on the most appropriate options for detection, exclusion, eradication, control, or management of high-priority invasive pests on the list, and to include specified information in the plan if the aerial application of pesticides would be among the appropriate responses. Certain state agencies would be required to participate in the preparation of the plan and the department would be required to hold public hearings. The bill would require the department to notify the Governor, the governing boards of affected cities and counties, and county agricultural commissioners if an

invasive pest on the list has entered the state, and, if the urban aerial application or communitywide ground application of a pesticide is the preferred eradication, control, or management response, to advise the Governor and provide the Governor with a copy of the plan. The department would also be required to, among other things, notify certain local governmental entities and officers, notify the public of specified health information, hold public hearings under certain circumstances, and establish a telephone hotline, if the department determines that an invasive pest has entered the state, and the urban aerial application or communitywide ground application of a pesticide is the selected response. The bill would require this act to be funded only with federal funds.

AB 2765 (Huffman) Pest eradication: aerial use of pesticide: public hearing: notice, Chapter 574

Will state the intent of the Legislature in regard to the role of county agricultural commissioners in pest suppression. This bill contains other related provisions and other existing laws.

AB 2855 (Hancock) Career technical education: partnership academies: green technology and goods movement, Chapter 685

Will establish 2 new categories of partnership academies, the Green Technology Partnership Academies and the Goods Movement Partnership Academies. Commencing with the 2009-10 school year, when funds become available for additional partnership academies, as specified, the Superintendent would be required to issue grants for the establishment of partnership academies in each of the 9 economic regions established by the state, and would be required to give priority to partnership academies dedicated to educating young people in the emerging environmentally sound technologies. The Superintendent would also be required to issue grants for the establishment of partnership academies and give priority to the establishment of partnership academies dedicated to educating young people in goods movement occupational areas until at least one academy is established in each of the 4 transportation corridors established by the state. The selection of school districts to establish the new partnership academies and the planning and development of the new partnership academies would be required to be conducted pursuant to the procedures and requirements established for all partnership academies under existing law. The bill would provide that the funding priorities it creates may be satisfied when the specified number of green technology and goods movement partnership academies are funded, as specified. This bill contains other related provisions.

AB 2882 (Wolk) Allocation-based conservation water pricing, Chapter 610

Will authorize a public entity to adopt allocation-based conservation water pricing meeting certain requirements. The bill would require that revenues derived from allocation-based conservation water pricing not exceed the reasonable cost of water service, including basic costs and incremental costs, as defined.

AB 2901 (Brownley) Toxics: enforcement: lead jewelry: packaging, Chapter 575

Will revise the definition of "jewelry" for purposes of those prohibitions and would additionally prohibit a person from offering for promotional purposes jewelry, including

children's jewelry, body piercing jewelry, and jewelry placed in the mouth for display or ornament, for retail sale or promotional purposes in the state unless it is made entirely from the specified materials. This bill contains other related provisions and other existing laws.

AB 2906 (Tran) Vehicles: high-occupancy vehicle lane: buffer area, Chapter 27

Will repeal these provisions. This bill contains other related provisions.

AB 2911 (Wolk) Oil spill prevention and response: inland spills: wildlife contaminations, Chapter 565

Will additionally define "inland spill" and "inland waters" for the purposes of the act. The bill would require the Administrator of the Office of Spill Prevention and Response, by January 1, 2010, to submit to the Governor and the Legislature an amended California oil spill contingency plan consisting of both marine and inland oil spill contingency planning sections. The bill would revise provisions regarding containment, cleanup, and removal requirements for oil discharges, liability for damages caused by oil spills, and administrative and civil penalties to include inland spills. The bill would also increase administrative and civil penalties for spills in marine waters. This bill contains other related provisions and other existing laws.

AB 2922 (DeSaulnier) Air pollution: penalties: fuel containers, Chapter 687

Will set the maximum civil penalty for a violation of these provisions to be an amount not to exceed \$500 per vehicle, portable fuel container, spout, engine, or other unit subject to regulation under these provisions. This bill contains other related provisions and other existing laws.

AB 2932 (Karnette) Instructional materials: submissions: criteria, Chapter 149

Will require instructional materials for foreign languages to be submitted to the state board for adoption in 2012, and instructional materials for health to be submitted to the state board for adoption in 2013. This bill contains other related provisions and other existing laws.

AB 2935 (Huffman) Oil spill prevention and response, Chapter 564

Will additionally require the environmentally and ecologically sensitive element to include the identification and prioritization of environmentally and ecologically sensitive areas, a plan for protection actions to be taken in the event of an oil spill in those areas, the location of available response equipment and personnel to deploy the equipment to protect priority environmentally and ecologically sensitive areas, and a program for testing protection strategies for each of the priority environmentally and ecologically sensitive areas. The bill would additionally require the California oil spill contingency plan to include an element that would consider the utilization of specified private working craft and mariners in plans for containment and cleanup. This bill contains other related provisions and other existing laws.

AB 2954 (Lieber) San Francisco Bay Restoration Authority, Chapter 690

Will enact the San Francisco Bay Restoration Authority Act, which would establish the San Francisco Bay Restoration Authority to raise and allocate resources for the restoration, enhancement, protection, and enjoyment of wetlands and wildlife habitat in the San Francisco Bay and along its shoreline. The act would establish a governing board of the authority composed of a resident of the San Francisco Bay Area, as defined, who would be required to serve as chair, and specified local and regional governmental officials, impose membership requirements for the board, and require the board to, among other things, establish policies for the operation of the authority and convene a Bay Restoration Advisory Committee to assist and advise the board in carrying out its functions. This bill contains other related provisions and other existing laws.

AB 2963 (Gaines) Neighborhood electric vehicles, Chapter 199

Will extend the January 1, 2009, termination date applicable to these NEV provisions to January 1, 2012. Because the bill would change the definition of a crime in that regard, it would impose a state-mandated local program. The bill would extend the time for the City of Rocklin to submit a report to the Legislature from January 1, 2008, to January 1, 2009, relative to its implementation of these provisions. The bill would declare that the City of Lincoln has complied with these provisions and is thereby authorized to proceed with the implementation of its NEV transportation plan. The bill would require both cities, to the extent they implement a NEV transportation plan, to report to the Legislature by January 1, 2011, relative to whether the NEV transportation provisions should be terminated, continued, or expanded statewide. This bill contains other related provisions and other existing laws.

AB 2991 (Nunez) Air pollution: research, Chapter 691

Will require the screening committee to review, and provide advice and recommendations, with respect to any climate change related-research projects funded by the state and subject to approval by the state board. The bill would also expand the number of members on the screening committee to 11, and would also require that at least 2 of the committee members have demonstrated expertise in the field of climate change.

AB 3018 (Nunez) California Green Collar Jobs Act of 2008: green jobs, Chapter 312

Will set forth legislative findings and declarations relating to the state's green economy and the increasing demand for a highly skilled and well-trained green collar workforce, and would enact the California Green Collar Jobs Act of 2008 requiring the California Workforce Investment Board to establish the Green Collar Jobs Council that shall, in consultation with representatives from various public and private groups, develop a comprehensive array of programs, strategies, and resources to address the workforce needs that accompany California's growing green economy and to establish, among other programs, green job training programs for eligible individuals, as provided.

AB 3025 (Lieber) Solid waste: polystyrene loosefill packaging, Chapter 471

Will prohibit on and after January 1, 2012, a wholesaler or manufacturer, as defined, from selling or offering for sale, expanded polystyrene loosefill packaging in this state, unless it is comprised of a specified amount of recycled material, as defined, as provided in a schedule that would increase that percentage until January 1, 2017, when the amount would be required to be 100% recycled material. This bill contains other related provisions and other existing laws.

AB 3076 (Huffman) Vehicles: Maddy Emergency Medical Services Fund, Chapter 511

Will additionally require revenues from the above-described traffic violator school or traffic safety program fees, in an amount equal to \$2 for every \$10 that would have been collected by a county that imposes that penalty pursuant to the penalty provisions described above, to be deposited into the county's Maddy EMS Fund, commencing January 1, 2009. The bill would provide that a county would not be held liable for depositing these funds into the county EMS fund before January 1, 2009. This bill contains other related provisions and other existing laws.

AJR 13 (Caballero) Food safety, Chapter 55

Will request additional funds from the federal government to conduct research into the most effective practices to prevent E. coli O157:H7 contamination of leafy green vegetables, and that the funds be directed to the Western Institute for Food Safety and Security at the University of California, Davis.

SB 7 (Oropeza) Smoking in vehicles with minor passengers, Chapter 425

Would make it an infraction punishable by a fine not exceeding \$100 for a person to smoke a pipe, cigar, or cigarette in a motor vehicle, whether in motion or at rest, in which there is a minor. This bill contains other related provisions and other existing laws.

SB 17 (Florez) Flood protection, Chapter 365

Will rename the Reclamation Board the Central Valley Flood Protection Board. The bill would require the board to act independently of the department. The bill would state the intent of the Legislature to transfer the duties and corresponding funding allocated to the Reclamation Board as it exists on December 31, 2007, together with all necessary positions, to the board as it is reconstituted on and after January 1, 2008. The bill would prohibit the department from overturning any action or decision by the board. The bill would increase the membership of the board from 7 to 9 members. The bill would require 7 members to be appointed by the Governor, subject to Senate confirmation, 4 of whom would be required to meet specified eligibility requirements and 3 of whom would be designated as public members. The bill would require one board member to be appointed by the Senate Committee on Rules and one board member to be appointed by the Speaker of the Assembly and would designate those 2 members as public members. The bill, with a certain exception, would require the board members to serve 4-year terms. The bill would require the board members to receive a salary identical to that received by members of the State Air Resources Board. The bill would

require the Governor to select one of the board members as president. The bill would repeal provisions relating to the appointment or employment of specified personnel and, instead, authorize the board to appoint an executive officer and chief engineer and to employ legal counsel and other necessary staff. This bill contains other related provisions and other existing laws.

SB 23 (Cogdill) San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles, Chapter 634

The bill requires the San Joaquin Valley Air Pollution Control District (SJVAPCD or SJV district) to develop and to implement a pilot program to replace high polluting vehicles with donated low-emission motor vehicles within the San Joaquin Valley.

SB 27 (Simitian) Sacramento-San Joaquin Delta Emergency Preparedness Act of 2008, Chapter 608

Will require the Office of Emergency Services, upon receipt of appropriate funding, to establish, until January 1, 2011, the Sacramento-San Joaquin Delta Multi-Hazard Coordination Task Force, which would be led by the office, and include the Delta Protection Commission, the Department of Water Resources, and a single representative from each of the 5 delta counties. The task force would be required to make recommendations to the office relating to the creation of an interagency unified command system organizational framework, coordinate the development of a draft emergency preparedness and response strategy for the delta region, and develop and conduct an all-hazard emergency response exercise in the delta. The task force would be required to submit a report with its strategy and recommendations to the Legislature and the Governor prior to January 1, 2011, and cease to exist on or before January 1, 2011.

SB 45 (Perata) Private postsecondary education, Chapter 635

Will extend these provisions so that they apply until July 1, 2008. This bill contains other related provisions and other existing laws.

SB 77 (Ducheny) Budget Act of 2007, Chapter 171

Will make appropriations for support of state government for the 2007-08 fiscal year. This bill contains other related provisions.

SB 78 (Ducheny) Budget Act of 2007, Chapter 172

Will amend and supplement the Budget Act of 2007 by revising items of appropriation for the Office of the Chief Information Officer; the Secretary of State and Consumer Services; the Office of Emergency Services; the California Gambling Control Commission; the Department of Consumer Affairs; the Department of General Services; the Department of Transportation; the Department of the California Highway Patrol; the Department of Parks and Recreation; the State Air Resources Board; the California Integrated Waste Management Board; the State Water Resources Control Board; the State Department of Alcohol and Drug Programs; the Managed Risk Medical Insurance Board; the State Department of Mental Health; the State Department of Social Services; the Department of Corrections and Rehabilitation; the State Department of Education;

the Employment Development Department; and the Department of Finance. This bill contains other related provisions.

SB 85 (Committee on Budget and Fiscal Review) Environment, Chapter 178

Will require the department to undertake the development of a vegetation mapping standard for the state, in consultation with interested stakeholders. The bill would specify components of the standard. The bill would require the department to submit a report to the budget committee of each house of the Legislature, no later than January 10, 2008, that would provide the mapping standard and related information. The bill would authorize the department to adopt regulations to implement these provisions. This bill contains other related provisions and other existing laws.

SB 86 (Committee on Budget and Fiscal Review) State government, Chapter 179

Will modify the procedures governing the disposition of unclaimed property. The bill would provide that, within 165 days after the final date for filing the report described above, the Controller shall mail a notice, as specified, to each person having an address listed in the report who appears to be entitled to property of the value of \$50 or more escheated under these provisions. It would require the Controller to establish and conduct a notification program designed to inform owners about the possible existence of unclaimed property received pursuant to these provisions. The bill would make specified changes regarding the duties of a holder of property that has escheated and the duties of the Controller after receiving the property, including a requirement that the Controller retain the property for 18 months from specified dates. The bill would make other related changes. This bill contains other related provisions and other existing laws.

SB 88 (Committee on Budget and Fiscal Review) Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation, Chapter 181

Will designate administrative agencies for each of the programs funded by the bond act, which would be the California Transportation Commission, the State Air Resources Board, the Controller, the Office of Homeland Security, the Office of Emergency Services, or the Department of Transportation, as specified. The bill would impose various requirements on these agencies relative to adopting program guidelines, making of allocations of bond funds, and reporting on projects funded by the bond funds. The bill would enact other related provisions. This bill contains other related provisions.

SB 90 (Committee on Budget and Fiscal Review) State government: information technology, Chapter 183

Will additionally require the office of the State Chief Information Officer to, among other things, approve and oversee information technology projects, establish and enforce state information technology strategic plans, policies, standards, and enterprise architecture, and produce an annual strategic plan. This bill contains other related provisions and other existing laws.

SB 97 (Dutton) CEQA: greenhouse gas emissions, Chapter 185

Will additionally require the office of the State Chief Information Officer to, among other things, approve and oversee information technology projects, establish and enforce state information technology strategic plans, policies, standards, and enterprise architecture, and produce an annual strategic plan. This bill contains other related provisions and other existing laws.

SB 106 (Wiggins) Tribal gaming: compact ratification, Chapter 37

Will ratify the tribal-state gaming compact entered into on August 29, 2006, between the State of California and the Yurok Tribe of the Yurok Reservation. The bill would require that related revenue contributions be deposited into the General Fund and would also specify that, in deference to tribal sovereignty, certain actions may not be deemed projects for purposes of the California Environmental Quality Act.

SB 140 (Kehoe) State property: City of San Diego, Chapter 513

Will require the Air Resources Board (ARB) to evaluate the use of and subsequently require a minimum (beginning with two percent and jumping to five percent) renewable diesel fuel content consisting of biodiesel or other diesel fuel made from renewable feedstocks for California's cleaner burning diesel. The bill does not establish a deadline for ARB to begin the evaluation that would lead to the mandate. SB 140 also authorizes ARB to provide exemptions to this mandate if engine performance or emissions are adversely affected or if the revised requirement would compromise other alternative fuel activities. The California Energy Commission (CEC) can suspend the mandate if renewable diesel fuel supplies are shown to be inadequate. This bill is a reintroduction of the author's SB 1675 which died in the Assembly last year.

SB 144 (Committee on Local Government) Local Government Omnibus Act of 2007, Chapter 343

Among various other nonair quality-related provisions, SB 144 will allow city councils and city selection committees when appointing a member to the Sacramento Metropolitan Air Quality Management District's Governing Board to also appoint a mayor or city council member to act as an alternate to participate and vote in the absence or disqualification of the standing member.

SB 155 (Cox) Gasoline: vapor recovery systems, Chapter 702

Will prohibit the state board from requiring a gasoline dispensing facility that meets certain requirements to undergo an Enhanced Vapor Recovery Phase II upgrade until April 1, 2011.

SB 162 (Negrete McLeod) Local government: organization, Chapter 428

Will also require a local agency formation commission to consider information or comments from voters or residents of the affected territory and the extent that the proposal will promote environmental justice, as defined, thus creating a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 187 (Ducheny) Salton Sea Restoration Fund: restoration project, Chapter 374

Will require that, upon appropriation by the Legislature in the annual Budget Act, those bond funds deposited in that fund be expended for a Salton Sea restoration project that is consistent with a preferred alternative that provides the maximum feasible attainment of specified environmental objectives. This bill would limit the activities and expenditures authorized by the bill to funding those activities identified in a specific preferred alternative report and funding plan for completion in the first 5 years of implementation. The bill would require the Resources Agency to act as the lead agency and work cooperatively with designated staff from the Department of Water Resources, the State Air Resources Board, the State Water Resources Control Board, and the Department of Fish and Game. The bill would require the agency to remain the lead agency for implementation, in partnership with one or more of its departments, unless and until legislation is enacted on or after January 1, 2009, establishing a new governance structure for restoration.

SB 220 (Corbett) Vended water, Chapter 575

Will increase the annual license fee for a water-vending machine to \$40. This bill contains other related provisions and other existing laws.

SB 233 (Cox) Public contracts: design-build contracting, Chapter 584

Will change the definition of project to mean the construction of a building and improvements directly related to the construction of a building, and county wastewater treatment facilities. This bill would also change the findings and declarations for this provision to state the intent of the Legislature to enable the specified counties to use the design-build method for buildings and county sanitation wastewater treatment infrastructure. This bill would also remove a portion of the legislative findings and declarations. This bill contains other related provisions.

SB 286 (Lowenthal) Transportation enhancement funds: conservation corps, Chapter 373

This bill will establish timetables and administrative requirements for expenditure of Proposition 1B funds for local street and road projects. There is no air quality component to the bill.

SB 341 (Lowenthal) Enterprise zones: environmental impact reports, Chapter 643

Will instead require the submission of a notice of preparation and a draft environmental impact report if an environmental impact report is to be prepared. It would require the submission by an applicant lead agency chosen as a final applicant of a draft environmental impact report, negative declaration, or mitigated negative declaration, as required by specified provisions of law, and would delete the exceptions to the requirement of further environmental impact reports for preliminary applications filed on and after October 1, 2007. This bill contains other related provisions.

SB 348 (Simitian) Local government: vehicle fee for congestion and stormwater management, Chapter 377

Will provide that the City/County Association of Governments of San Mateo County may reauthorize that fee for a period of 4 years until January 1, 2013, as specified.

SB 375 (Steinberg) Transportation planning: travel demand models: sustainable communities strategy: environmental review, Chapter 728

Will require the commission to maintain guidelines, as specified, for travel demand models used in the development of regional transportation plans by metropolitan planning organizations. The bill would require the commission to consult with various agencies in this regard, and to form an advisory committee and to hold workshops before amending the guidelines. This bill contains other related provisions and other existing laws.

SB 419 (Kehoe) San Diego River Conservancy, Chapter 646

Will revise those provisions to state that the conservancy has developed a Five Year Strategic and Infrastructure Plan that is consistent with the San Diego River Parkway Concept Plan. This bill contains other related provisions.

SB 428 (Dutton) Electrical corporations: demand reduction, Chapter 539

Will require electrical corporations to offer optional interruptible or curtailable service programs using pricing incentives that are cost effective and that may reflect the full range of costs avoided by the reductions in demand created by these programs, as specified. The bill would also delete the provisions requiring the commission to continue the availability of optional interruptible or curtailable service at least until March 31, 2002, and the provision prohibiting the alteration of the level of the pricing incentive in effect on June 10, 1996. These provisions would be repealed on January 1, 2015. This bill contains other related provisions and other existing laws.

SB 444 (Committee on Local Government) Local government: standby charges, Chapter 27

Will amend that act to conform its provisions to the statutes implementing Article XIII D. This bill would amend provisions of various acts that authorize counties, cities, and special districts to impose standby or availability charges on assessments to conform to the revised Uniform Standby Charge Procedures Act. This bill would further state the intent of the Legislature that these provisions are intended to be declaratory of existing law.

SB 447 (Maldonado) Junk dealers, Chapter 732

Will require a junk dealer or recycler to report that information to the chief of police of the city or the sheriff of the county in which the junk dealer or recycler sold or purchased the junk.

SB 509 (Simitian) Hazardous materials: toxic substances, Chapter 560

The bill prohibits the manufacturing, sale, import, supply, or distribution of composite wood products for use in the state that exceed 0.08 parts per million (ppm) of formaldehyde beginning in 2009, 0.05 ppm beginning in 2011, and an amount yet to be specified by 2013. The bill is intended to reduce emissions of formaldehyde into the air and protect public health.

SB 516 (Aanestad) Shasta-Tehama County Watermaster District, Chapter 434

Will create a watermaster district to be known as the Shasta-Tehama County Watermaster District, and would establish the boundaries of the district to include Shasta County and some parts of Tehama County. The bill would generally specify the powers and purposes of the district and prescribe the composition of the board of directors of the district. The bill would require the Board of Supervisors of Shasta County and Tehama County, on or before February 1, 2008, to appoint members of the board of directors who shall hold office until successor members are elected and qualified. Upon their election by the voters of the district, the bill would require the members of the board to classify themselves by lot into 2 classes. The first class would have 4 members with terms of office of 4 years, and the 2nd class would have 3 members with terms of office of 2 years. The bill would require that thereafter all members serve on the board for a term of 4 years. The bill would require the district to provide watermaster service on behalf of specified parcels that are a place of use for water rights under an appointed decree, as defined. The bill would authorize the district to enter into agreements to provide watermaster service to holders of certain water rights for which the department is not the watermaster. The bill would require that amounts owed to Shasta County for services provided to the district by Shasta County be included in the district's budget for each watermaster service area, except for that portion of the district coterminous with Tehama County. The bill would require that the amount owed to Tehama County for services provided to the district be included in the district's budget for that portion of the district coterminous with Tehama County. By imposing election duties on Shasta County and Tehama County in connection with the operation of the district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 562 (Wiggins) Public resources: salmon and steelhead: protection: fishery restoration, Chapter 4

Will appropriate \$5,293,000 of the \$45,000,000 available from the bond act to the department for the purposes of coastal salmon and steelhead fishery restoration projects and the Coastal Salmonid Monitoring Plan. The department would be permitted to allocate no more than \$2,520,000 for the purposes of the Coastal Salmonid Monitoring Plan, and with the exception of the Coastal Salmonid Monitoring Plan, the department would be required to follow a specified process in expending the funds. This bill contains other related provisions.

SB 585 (Lowenthal) Farmworker housing assistance tax credits, Chapter 382

Will in the case of a partnership, require the allocation of the credits, on or after January 1, 2009, and before January 1, 2016, to partners based upon the partnership agreement, regardless of how the federal low-income housing tax credit, as provided, is allocated to the partners, or whether the allocation of the credit under the terms of the agreement has substantial economic effect, as specified. This bill would make findings and declarations with regard to the public interest served by this credit as proposed to be amended by this bill. This bill contains other related provisions.

SB 589 (Correa) Mobilehome and special occupancy parks: sewage disposal, Chapter 557

Will include a plumbing fixture in a permanent building located within a mobilehome park or special occupancy park, within the scope of the prohibitions described above and would revise the scope of the prohibitions to include sewage or waste material from any mobilehome park sewage or waste disposal system, thereby creating new crimes and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 645 (Correa) Design-build contracts: cities: counties, Chapter 473

This bill will allow the Nevada County Sanitation District No. 1 (NCSD1) to use the Design-Build contracting method for construction projects in excess of \$6 million, including "public wastewater facilities." The bill would sunset this provision on January 1, 2013. This bill also includes a statement of legislative intent indicating that the bill is needed due to the unique circumstances of NCSD1 needing to construct a wastewater treatment plant at its Cascade Shores facility because its existing facility does not meet state water quality standards.

SB 691 (Calderon) Junk dealers and recyclers: nonferrous material, Chapter 730

Will require a junk dealer or recycler to report the information included in those written records to the chief of police or sheriff, as specified, upon request and on a monthly basis. The bill would authorize the chief of police or sheriff to request weekly reports for no more than a 2-month period, except as specified, if there is an ongoing investigation of the junk dealer or recycler concerning possible criminal activity. This bill contains other related provisions and other existing laws.

SB 697 (Yee) Health care coverage: provider charges, Chapter 606

Will prohibit, as specified, a health care provider from seeking reimbursement for covered services furnished to a person enrolled in the Healthy Families Program or the Access for Infants and Mothers Program from other than the participating health plan covering that person. The bill would also make findings and declarations in that regard.

SB 699 (Ducheny) Developer fees: water rights and supply, Chapter 94

Will redefine a "capacity charge" to mean a charge for public facilities in existence at the time a charge is imposed or charges for new public facilities to be acquired or constructed in the future that are of proportional benefit to the person or property being charged, including supply or capacity contracts for rights or entitlements, real property interests, and entitlements and other rights of the local agency involving capital expense relating to its use of existing or new public facilities. This bill contains other related provisions and other existing laws.

SB 701 (Wiggins) Forest legacy program, Chapter 657

Will enact the California Forest Legacy Program Act of 2007, pursuant to which the California Forest Legacy Program would be established to conserve private forest lands. The bill would permit the Department of Forestry and Fire Protection to acquire conservation easements of eligible properties according to criteria contained in the bill. The department would be required to obtain funding from various specified sources. The bill would permit federal and state agencies, local governments, and nonprofit land

trust organizations to hold conservation easements acquired pursuant to the program. The bill would require the department to make available to the public, on its Internet Web site, a list of conservation easements acquired through the program, which includes specified information. The provisions of the bill would be repealed on January 1, 2015, unless a later enacted statute deletes or extends that date.

SB 719 (Machado) San Joaquin Valley Unified Air Pollution Control District: district board membership, Chapter 728

Will increase the membership of the district board to 15 members. In addition to the existing 8 county members, the bill would require the appointment of 5 city council members by the cities within the territory of the district, based on region and population. The bill would require 2 public members to be appointed to the district board by the Governor, with the advice and consent of the Senate. The bill would require each member to be appointed in accordance with certain requirements, and would prohibit a member from designating an alternate for any purpose or otherwise being represented by another person in his or her capacity as a member of the district board. The bill would require all members to be residents of the district. Because of the additional duties this bill would require of the district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 732 (Steinberg) Environment, Chapter 729

This bill is a comprehensive measure that establishes requirements, procedures, and implementation specifications regarding monies made available through Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. Among its provisions, the bill will require state agencies implementing Proposition 84 to develop or adopt specific guidelines and regulations, consult with other entities, conduct studies, follow certain procedures for establishing a loan or grant program, and annually report bond expenditures. The bill also would create the Sustainable Communities Council to administer grant and loan programs under Proposition 84 designed to encourage the development of sustainable communities and to coordinate the activities of state agencies that work to improve the environment, availability of affordable housing and transportation through land use planning.

SB 742 (Steinberg) Off-highway motor vehicle recreation, Chapter 541

Will extend the act to January 1, 2013, would delete certain obsolete provisions, and would include certain legislative findings and declarations regarding the act. This bill contains other related provisions and other existing laws.

SB 774 (Ridley-Thomas) Hazardous packaging, Chapter 659

Senate Bill (SB) 774 will revise the existing exemption for glass or ceramic packaging in California's Toxics in Packaging Prevention Act to apply only to glass bottle packages with any paint or applied ceramic decoration on the bottle where the lead in the paint or applied decoration is less than 0.06 percent by weight (600 parts per million [ppm]).

SB 886 (Negrete McLeod) Management districts: district board, Chapter 664

Will delete all of the above-referenced prohibitions on a member serving more than 2 consecutive terms as chairperson. This bill contains other related provisions and other existing laws.

SB 898 (Simitian) Personal income tax return: voluntary contributions, Chapter 665

This bill, destined to become a major marine debris cleanup bill, at this point contains three provisions, one of which impacts the Department of Boating and Waterways; one, the Division of Recycling at the Department of Conservation; and one, the IWMB. The provision with an effect on the IWMB would clarify two conditions for use of the solid waste disposal site cleanup grant program to remove or abate solid waste disposed into a municipal storm sewer.

SB 947 (Hollingsworth) California Environmental Quality Act: consultation: transportation facilities, Chapter 707

Will additionally require notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning such a project, and would require the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation. By imposing new duties on local governments with respect to notifying additional entities of a scoping meeting and consulting on other effects of the project, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 956 (Correa) Neighborhood electric vehicles, Chapter 442

Will require a report to the Legislature by November 1, 2011. Because the bill would create a new crime, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 966 (Simitian) Pharmaceutical drug waste disposal, Chapter 542

Will until January 1, 2013, require the board to develop, in consultation with appropriate state, local, and federal agencies, model programs for the collection and proper disposal of pharmaceutical drug waste. The model programs would be required to include, at a minimum, specific actions and informational elements and would be required to be available to eligible participants no sooner than July 1, 2008, but no later than December 1, 2008. This bill contains other related provisions and other existing laws.

SB 970 (Ridley-Thomas) Rental vehicles, Chapter 667

Will provide that a fuel gauge installed in a motor vehicle by the motor vehicle manufacturer may be used in a rental transaction to calculate an optional charge for fueling a rental vehicle, as specified.

SB 990 (Kuehl) Hazardous waste: Santa Susana Field Laboratory, Chapter 729

Senate Bill (SB) 990 will authorize the Department of Toxic Substances Control (DTSC) to use both its Hazardous Waste Control Law (HWCL) and its Carpenter-Presley-

Tanner Hazardous Substance Account Act (State Superfund) authority to require that the cleanup of the Santa Susanna Field Laboratory (SSFL) site in Ventura County be conducted in accordance with the State Superfund. In addition, SB 990 would require the Director of DTSC to certify that the site has been fully cleaned up from chemical and radiological contamination before the site could be offered for sale.

SB 1016 (Wiggins) Diversion: compliance: per capita disposal rate, Chapter 343
Will define the terms "diversion program," "jurisdiction," and "multicounty regional agency," for purposes of the act and would revise the definitions of the terms "rural city" and "rural county." The bill would delete the condition that the solid waste subject to source reduction, recycling, and composting under these provisions be diverted from landfill disposal or transformation. This bill contains other related provisions and other existing laws.

SB 1021 (Padilla) Beverage containers: grants, Chapter 724
Will additionally authorize the department to expend up to \$15,000,000 from January 1, 2008, to January 1, 2009, to provide grants to place source separated beverage container recycling receptacles in multifamily housing, thereby making an appropriation. The bill would also authorize the department to expend \$198,000 from the fund, on a one-time basis, for the administrative costs of implementing this grant program.

SB 1028 (Padilla) State Air Resources Board: regulations: ambient air quality standards: vehicles, Chapter 669
Will require the state board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution which the state board has found to be necessary, cost effective, and technologically feasible. This bill contains other related provisions.

SB 1029 (Ducheny) Drinking water standards, Chapter 725
Will require the Department of Finance, notwithstanding any other provision of law, to take no longer than 90 days, from the date of submission or resubmission of a rule or regulation by the State Department of Public Health to the Department of Finance, to complete its documentation or estimate review, if required, in connection with any proposed regulation that is submitted by the department to the office in relation to the maximum contaminant levels for primary or secondary drinking water standards subject to certain limitations. This bill contains other related provisions and other existing laws.

SB 1036 (Perata) Energy: renewable energy resources, Chapter 685
Will effective July 1, 2008, repeal those provisions providing for the New Renewable Resources Account within the Renewable Resource Trust Fund. The bill would delete the requirement that the Energy Commission award production incentives and allocate and award supplemental energy payments to eligible renewable energy resources to cover above-market costs of renewable energy. The bill would require the Energy Commission to terminate all production incentives awarded prior to January 1, 2002, from the New Renewable Resources Account, unless the renewable energy project

began generating electricity by January 1, 2007. The Energy Commission would be required by March 1, 2008, to transfer to electrical corporations serving customers subject to the renewable energy public goods charge, the remaining unencumbered funds in the New Renewable Resources Account, to be allocated among retail sellers on the basis of annual retail sales of electricity. The bill would require the PUC to ensure that electrical corporations allocate funds received from the Energy Commission in a manner that maximizes the economic benefit to all customer classes that funded the New Renewable Resources Account. The bill would place certain cost limitations upon the requirements placed upon electrical corporations pursuant to the renewables portfolio standard. The bill would make other conforming changes. This bill contains other related provisions and other existing laws.

SB 1040 (Kehoe) Telecommunications: Emergency Telephone Users Surcharge Act, Chapter 17

Will expand the definition of a "service supplier," for purposes of the "911" surcharge act, to include any person supplying Voice over Internet Protocol (VoIP) service to any service user in this state and providing access to the "911" emergency system by utilizing the digits 9-1-1. This bill would also expand the definition of a "service user" to include any person using VoIP service in this state who is required to pay a surcharge under the act. This bill would specify that the "911" surcharge act applies to VoIP service, as defined, commencing on January 1, 2009, but would provide that the surcharge does not apply to customers whose primary place of using the service is outside the state. This bill would also specify that charges not subject to the surcharge may be calculated by a service supplier based upon books and records kept in the regular course of business, and for purposes of calculating the interstate revenue portion not subject to the surcharge, a service supplier may also choose a reasonable and verifiable method, as specified. This bill contains other related provisions.

SB 1046 (Committee on Environmental Quality) California Environmental Quality Act: fees and notices: recreational uses of reservoirs, Chapter 253

Will require a local agency, collecting a filing fee from the project applicant, to remit it to the county clerk at the time of filing a notice of determination. The bill would require a state agency collecting the filing fee to remit the fee to the office at the time of filing a notice of determination. This bill contains other related provisions and other existing laws.

SB 1050 (Committee on Natural Resources And Water) Water meters, Chapter 157

Will prohibit those provisions from limiting the authority of a water purveyor, including, but not limited to, an urban water supplier that promotes conservation through volumetric water pricing, to determine and impose a rate, fee, or charge in addition to the charge for the actual volume of metered water delivered.

SB 1117 (Cox) Hot Spring Valley Water District, Chapter 615

Will dissolve the Hot Spring Valley Irrigation District in the County of Modoc, and establish the Hot Spring Valley Water District in that county, which would succeed to, and be vested with, all the powers, duties, responsibilities, obligations, liabilities, and

jurisdiction of the former Hot Spring Valley Irrigation District. The bill would declare the Hot Spring Valley Water District to be, and require that the district be deemed, a California water district. This bill contains other related provisions and other existing laws.

SB 1161 (Lowenthal) Petroleum underground storage tanks: cleanup, Chapter 616

Will revise the definition of "underground storage tank" for purposes of the act to specify that the term also includes certain components that are either directly or indirectly connected to the tank. This bill contains other related provisions and other existing laws.

SB 1206 (Calderon) Pest control, Chapter 46

Will instead authorize a Branch 2 or Branch 3 registered company to advertise fumigation or any all encompassing treatment, as specified, if the company complies with specified requirements.

SB 1258 (Lowenthal) Building standards: graywater, Chapter 172

Will require the department, at the next triennial building standards rulemaking cycle that commences on or after January 1, 2009, to adopt and submit to the commission for approval building standards for the construction, installation, and alteration of graywater, as defined, systems for indoor and outdoor uses. The bill would terminate the authority of the Department of Water Resources to adopt graywater standards for residential buildings upon the approval by the commission of the standards submitted under the bill. This bill contains other related provisions and other existing laws.

SB 1276 (Ashburn) Vandalia Water District, Chapter 619

Will dissolve the Vandalia Irrigation District in the County of Tulare, and establish the Vandalia Water District in that county, which would succeed to, and be vested with, all the powers, duties, responsibilities, obligations, liabilities, and jurisdiction of the former Vandalia Irrigation District. The bill would declare the Vandalia Water District to be, and require that the district be deemed, a California water district. Because this bill would establish requirements on the Vandalia Water District, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1277 (Maldonado) Synthetic turf, Chapter 398

Will require, on or before September 1, 2010, the Integrated Waste Management Board, in consultation with the Office of Environmental Health Hazard Assessment and the State Department of Public Health, to prepare and provide to the Legislature and post on the board's Internet Web site a study on the effects of synthetic turf and natural turf on the environment and public health.

SB 1334 (Calderon) Drinking water: pipes and fittings: lead content, Chapter 580

Will also require that the plumbing material be certified for compliance with these provisions by an independent 3rd party, as provided, and would specify that, notwithstanding this requirement, the department shall retain its authority in

implementing the above-described provisions. This bill contains other related provisions and other existing laws.

SB 1357 (Padilla) Beverage containers: processing payments: grants, Chapter 697

Will additionally authorize the department to expend up to \$20,000,000 from July 1, 2009, to January 1, 2012, inclusive, for either grants for beverage container recycling and litter reduction programs or focused, regional community beverage container recycling and litter reduction programs that meet specified requirements, thereby making an appropriation. The bill would require a grant recipient to submit a report to the department and would require the department to publish an evaluation of grants made pursuant to these provisions, including a summary of those reports. This bill contains other related provisions and other existing laws.

SB 1395 (Corbett) Lead plumbing: monitoring and compliance testing, Chapter 581

Will establish lead plumbing monitoring and compliance testing as a part of the department's ongoing program to reduce toxic substances from the environment. The bill would require the department, based on its available resources and staffing, to annually select no more than 75 drinking water faucets or other drinking water plumbing fittings and fixtures for testing and evaluation, including the locations from which to select the faucets, fittings, and fixtures, to determine compliance with specified lead plumbing standards established pursuant to a separate provision of existing law. This bill contains other related provisions and other existing laws.

SB 1399 (Simitian) Public resources: solar shading, Chapter 176

Will authorize the owner of property where the solar collector is to be installed to provide, prior to its installation, a written notice by certified mail containing specified information to owners of affected property. The bill would, further, exempt trees and shrubs planted prior to the time of the installation of a solar collector, trees and shrubs that are subject to a local ordinance, or the replacement of trees or shrubs that have been growing before the installation of a solar collector and that are subsequently removed for the protection of public health, safety, or the environment. The bill would redefine "solar collector" to be the above described device or structure on the roof of a building, except it would include the device or structure installed on the ground if it cannot be installed on the roof of the building due to specified conditions, and would exclude a device or structure that is designed and intended to offset more than the building's electricity demand. The bill would repeal the public nuisance violation of the above requirement, and would provide that a tree or shrub maintained in violation of the above requirement is instead a private nuisance if the person who maintains or permits the maintenance of the tree or shrub receives a written notice from the owner of the affected solar collector requesting compliance. The bill would provide that a local ordinance specifying the requirements for tree preservation or solar shade control would govern within the jurisdiction that adopted the ordinance. The bill would also make technical nonsubstantive changes.

SB 1428 (Kehoe) San Diego River Conservancy, Chapter 406

Will extend the repeal date until January 1, 2020. The bill would provide that the Mayor of San Diego or his or her designee shall be a voting member. This bill contains other related provisions and other existing laws.

SB 1473 (Calderon) Building standards, Chapter 719

Will require the commission to adopt, approve, codify, update, and publish green building standards for any occupancy for which no state agency has the authority or expertise to propose those standards. This bill contains other related provisions and other existing laws.

SB 1498 (Committee on Judiciary) Maintenance of the codes, Chapter 179

Will make nonsubstantive changes in various provisions of law to effectuate the recommendations made by the Legislative Counsel to the Legislature.

SB 1548 (Florez) San Joaquin Valley Unified Air Pollution Control District: city selection committee, Chapter 622

Will create a local city selection committee to appoint these members pursuant to specified requirements, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1646 (Padilla) South Coast Air Quality Management District: air pollution fee, Chapter 724

Will extend the authority of the district to impose the fee indefinitely, and would require that no more than 5% of the funds in the account be used for administrative purposes.

SB 1662 (Cox) Air districts: emission reduction offsets: Sacramento metro federal nonattainment area, Chapter 725

Will allow one stationary source located in the El Dorado County Air Quality Management District, to be determined by the El Dorado County Air Quality Management District, to offset increases in emissions by emission reductions credited to any stationary source located in the Sacramento Metropolitan Air Quality Management District if both stationary sources are in the Sacramento metro federal nonattainment area. This bill contains other related provisions and other existing laws.

SB 1668 (Migden) State Fire Marshal: fire and panic safety requirements, Chapter 367

Will require the State Fire Marshal to prepare and adopt regulations establishing minimum requirements for the prevention of fire, and for the protection of life and property against fire and panic, for any laboratory or research and development facility that stores, handles, or uses regulated hazardous materials.

SB 1685 (Kehoe) Regional comprehensive plan: San Diego County, Chapter 83

Will revise and expand the purposes for which revenues from the tax could be used to provide for implementation of the regional comprehensive plan, water quality improvement, beach sand replenishment projects, and various other projects and

purposes. The bill would authorize the consolidated agency to transfer environmental mitigation or conservation property to a public agency or nonprofit corporation for management and monitoring, and would authorize the awarding of grants in that regard, subject to various auditing, reversion, and other related conditions. The bill would authorize the consolidated agency to increase the tax rate up to the maximum tax rate authorized under existing law, subject to voter approval. The bill would also provide for a transactions and use tax ordinance adopted under these provisions to become operative on the first day of the calendar quarter commencing more than 110 days, rather than 120 days, after adoption of the ordinance. The bill would enact other related provisions.

SB 1696 (Yee) California Public Records Act: disclosure, Chapter 62

Will provide that a state or local agency may not allow another party to control the disclosure of information that is otherwise subject to disclosure under the act. This bill would state that this provision is declaratory of existing law. This bill contains other related provisions.

SB 1720 (Lowenthal) Clean Air Sticker: misuse: penalties, Chapter 417

Will apply similar provisions to a "Clean Air Sticker," as defined, the violation of which would be an infraction punishable by a fine of not less than \$100 or more than \$250 for a first offense, a fine of not less than \$250 or more than \$500 for a 2nd offense, and a fine of not less than \$500 or more than \$1,000 for a 3rd or subsequent offense. The bill would require that the penalty imposed not be suspended. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1723 (Maldonado) Agriculture: pesticide recycling program and certification, Chapter 533

Will require every person who is the first to sell any agricultural- or structural-use pesticide product for use in this state that is packaged in rigid, nonrefillable, high-density polyethylene (HDPE) containers of 55 gallons or less to establish a recycling program, or demonstrate participation in a recycling program to ensure HDPE containers are recycled. Container recycling would be required to comply with specified standards, as published in February 2006, and the recycling program would be required to be certified as being in compliance by a specified 3rd-party organization. This bill would require that records required by those standards shall be maintained for 3 years and shall be subject to audit by the director. The bill would provide that any person who is required to establish or participate in this recycling program shall provide to the director, at least annually, a document certifying that this requirement has been met. The bill would allow the director to adopt regulations to carry out the purpose of these requirements, and state the Legislature's intent that any regulatory standards adopted by the department shall be at least as stringent as those standards published in February 2006, as specified. The bill would require specified information be posted on the department's Internet Web site commencing on September 1, 2010. A violation of these requirements would be punishable by a civil fine.

SB 1737 (Machado) Real estate: brokers and salespersons, Chapter 286

Will authorize the commissioner to suspend or bar a person from a position of employment, management, or control for a specified period if the commissioner finds that the suspension or bar is in the public interest and that the person has committed or caused a violation of the Real Estate Law or a rule or order of the commissioner, as specified. The bill would also authorize the commissioner to impose that discipline if the person has been convicted of, or pleaded nolo contendere to, a crime or been held liable in a civil action by final judgment, or any administrative judgment by any public agency, if the crime or civil or administrative judgment involves an offense involving dishonesty, fraud, or deceit, or any other offense reasonably related to the qualifications, functions, or duties of a person engaged in the real estate business. In addition, the bill would authorize the commissioner to suspend or revoke the license of a real estate licensee who has been guilty of generating an inaccurate opinion of the value of residential real property, requested in connection with a debt forgiveness sale, in order to manipulate the lienholder to reject the proposed debt forgiveness sale or to acquire a financial or business advantage, as specified, or both. This bill contains other related provisions and other existing laws.

SB 1739 (Simitian) Oil spill contingency plan, Chapter 566

Will specify an alternative procedure if the administrator, the United States Coast Guard, or any other qualified public agency, as determined by the administrator, is unable to attend a drill of the oil spill contingency plan held outside the state. The bill would authorize the administrator to require the owner or operator of the vessel or marine facility to provide for an independent drill monitor to evaluate the drill, who would be required to submit the evaluation to the administrator and the owner or operator. Based upon this evaluation, the administrator would be required to determine whether the drill satisfies the requirements of the act. The bill would require the administrator to adopt regulations to implement these provisions on or before January 1, 2010. This bill contains other related provisions and other existing laws.

SB 1754 (Kehoe) Energy: California Alternative Energy and Advanced Transportation Financing Authority, Chapter 543

Will additionally authorize the authority to purchase alternative source energy or projects for sale to a specified participating party and to make a loan to a participating party to purchase alternative source energy or projects. The bill would require the authority to ensure that a financed project is limited to resources that the authority determines support the state's goals for the reduction of emissions of greenhouse gases. The bill would specify that certain activities performed for projects financed by bonds for power purchase agreements are subject to requirements for public works projects. The bill would make conforming changes. This bill contains other related provisions.

SB 1781 (Committee on Environmental Quality) Environmental quality: solid waste management: used and waste tires: ballast water management, Chapter 696

Will remove a nonprofit dropoff program from the list of entities to which a refund is required to be paid and would delete the definition of, and all references to, nonprofit dropoff programs. This bill contains other related provisions and other existing laws.

SBX2 1 (Perata) Water quality, flood control, water storage, and wildlife preservation, Chapter 1

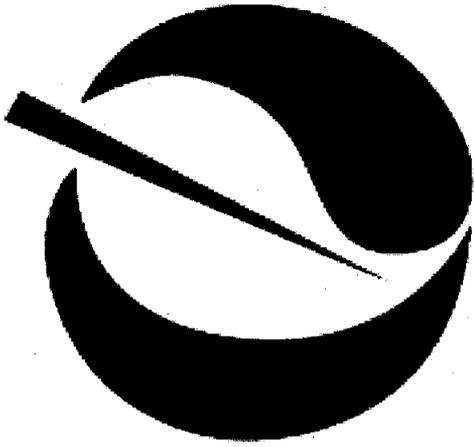
This bill will appropriate \$610.89 million in bond funds to the Department of Water Resources (DWR) and the California Department of Public Health (CDPH) for a variety of water-related projects. The bill specifies that, of the amounts appropriated by the bill, \$2 million from Proposition 84--the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006--shall be allocated to CDPH to contract with the State Water Resources Control Board (State Water Board) for the purpose of developing pilot projects in Tulare Lake Basin and the Salinas Valley that focus on nitrate contamination. The bill requires the State Water Board to develop these pilot projects, and to submit a report to the Legislature on the results of the pilot projects and the State Water Board's recommendations for developing a groundwater cleanup program.

SB X3 1 (Committee on Budget and Fiscal Review) Reductions in the Budget Act of 2007 relating to support of counties: temporary suspensions, Chapter 7

Will exempt from the temporary suspension of the transfer of revenues from the Highway Users Tax Account a county with a population of less than 40,000. This bill contains other related provisions and other existing laws.

SCA 12 (Perata) California State Lottery, Chapter 143

This proposed constitutional amendment will allow local agencies to levy property-related fees to fund storm water and urban runoff management, without a majority vote of affected property owners or a two-thirds vote of the affected electorate. Such a change would recognize that storm water and surface water drainage activities of local agencies are akin to utility services like sewage, water, or refuse disposal. The constitutional amendment would have to be approved by California voters before it could take effect.



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Environmental
Legislation: Vetoed
2007**

AB 35 (Ruskin) Environment: state buildings: sustainable building standards

Would require the State Public Works Board (SPWB) to adopt regulations for sustainable (green) building standards for the construction or renovation of state buildings by January 1, 2009. These regulations would be developed by the Energy Commission, the Department of General Services, and the IWMB. It would also require, by January 1, 2010, that all state buildings be designed and operated in accordance with the regulations.

AB 48 (Saldana) Hazardous waste: electronic equipment

Assembly Bill (AB) 48 would expand the scope of products subject to the Restriction on the use of Hazardous Substances (RoHS) in California under the Electronic Waste Recycling Act (EWRA) to include all of the categories of electrical and electronic equipment included by the European Union (EU).

AB 89 (Garcia) California and Mexico border infrastructure: study

Would require the secretary, by January 1, 2010, to prepare and provide to the Legislature a study on the infrastructure development along the border between California and Mexico and any need for alternative financing mechanisms suited to the challenges of the border region, as specified. These provisions would be repealed on January 1, 2011.

AB 100 (Mullin) Education facilities: per-unhoused-pupil grants

Would repeal that provision, would increase by 5% the per-unhoused-pupil grants, including grants for individuals with exceptional needs, that were in effect pursuant to the provision to be repealed by the bill as it read on January 1, 2008, and would further increase these grants by 4% on January 1, 2010. The bill also would require the State Allocation Board to increase specified grants made to qualifying individuals with exceptional needs in accordance with the provision to be repealed by the bill as it read on January 1, 2008. This bill contains other related provisions.

AB 354 (Hernandez) Cremation: pacemakers

Would provide that a pacemaker may be removed from human remains and returned to the manufacturer by the funeral director or crematory manager for disposal or other disposition. This bill contains other related provisions.

AB 385 (Ruskin) Public employees: salaries: professional scientists

Would instead require the Department of Personnel Administration and the exclusive representative of State Bargaining Unit 10 to jointly survey, one year prior to the expiration of a ratified collective bargaining agreement between State Bargaining Unit 10 and the state, the total compensation for comparable services in other public agencies, as specified. The bill would require the department, upon completion of the survey, to submit a report to the Legislature containing the survey's findings, and would declare the policy of the state to consider comparable salaries prior to making salary recommendations. This bill contains other existing laws.

AB 484 (Nava) Landfill disposal: concrete

This bill would require the Department of Transportation (Caltrans), unless it is determined not cost effective, to use recycled aggregate base for at least 50 percent of the total amount of aggregate base used on or after January 1, 2008, and for at least 75 percent on or after January 1, 2009. It would also require the Secretary of Business, Transportation, and Housing (BTH) to prepare an analysis comparing the cost differential, on a regional and a statewide basis, between recycled and virgin aggregate. The Secretary would be required to continue to provide this analysis until the cost of recycled aggregate base does not exceed the cost of virgin aggregate base by more than 10 percent.

AB 501 (Swanson) Pharmaceutical devices

This bill would require pharmaceutical companies whose products are dispensed through various prefilled injection devices to provide each person for whom the product is prescribed with options for safe disposal consistent with the Medical Waste Management Act.

AB 546 (Brownley) Electronic waste

This bill would require the IWMB to develop an information program that includes a list, by county, of authorized electronic waste collection centers, which retailers would then have to provide to consumers at the point of sale.

AB 548 (Levine) Solid waste: multifamily dwellings

This bill would require owners of multifamily dwellings, defined as a residential facility that consists of five or more units, to provide recycling services by July 1, 2008.

AB 665 (DeSaulnier) Growth management

Would request, to the extent that funding is available, that the University of California produce a report on the best practices of transportation-land use planning and growth management, that includes specified criteria. This bill contains other related provisions.

AB 785 (Hancock) Energy efficiency measures

Would make unlicensed contractors who fail to comply with the building energy efficiency standards subject to a civil penalty of not less than \$2,000. The bill would specify that the failure of a licensee to comply with the building energy efficiency standards constitutes a cause for disciplinary action. The bill would also specify that the failure of a licensee to obtain a building permit, in specified circumstances, shall be subject to a citation and a civil penalty for not less than \$500. The bill would require the board, beginning July 1, 2010, and each fiscal year thereafter, to compile data and to submit a report to the Legislature no later than the first business day in October, that includes the number of penalties assessed by the board against licensees and unlicensed contractors for failure to comply with these standards. The bill would require the State Energy Resources Conservation and Development Commission to collaborate with the board with respect to identifying and investigating the failure of licensees and unlicensed contractors to comply with these provisions. This bill contains other related provisions and other existing laws.

AB 842 (Jones) Regional plans: traffic reduction

Would additionally require the department to rank applicants for the award of capital improvement project grants based upon a reduction of vehicle miles traveled as a result of the project, as specified. This bill contains other related provisions.

AB 865 (Davis) State agencies: live customer service agents

Would name these provisions the State Agency Live Customer Service Act. It would require each state agency to answer an incoming call on its main public line with a live customer service agent or automated telephone answering equipment with an automated prompt that allows a caller to select the option to speak with a live customer service agent, subject to certain exceptions. This bill contains other related provisions and other existing laws.

AB 885 (Calderon, Charles) Metropolitan Water District of Southern California

Would authorize a member public agency to appoint a proxy to attend, participate, and vote at a meeting if its representative appointed or selected pursuant to existing law cannot attend the meeting. The bill would provide that conflict-of-interest provisions apply to the proxy, as specified. All costs associated with the appointment of alternate representatives would be borne by the individual member public agency which appointed the proxy. The bill would require that the proxy appointed have specified qualifications.

AB 888 (Lieu) Green building standards

This bill would direct the California Environmental Protection Agency (Cal/EPA), by July 1, 2009, in conjunction with a specified working group of state agencies and in consultation with various public and private entities, to develop, adopt, and make available minimum green building standards for nonresidential commercial construction. After a thorough review process, the standards would go into effect on July 1, 2012 for buildings that are 50,000 or more square feet; smaller buildings are exempt only if a waiver based on economic considerations is obtained.

AB 1017 (Ma) California Environmental Quality Act: appeal to local lead agency's elected decisionmaking body

Would require the elected decisionmaking body to set the matter for a hearing within 90 days of the filing of the appeal and to make a decision on the appeal within 30 days of a hearing, which may be extended by the elected decisionmaking body to 45 days, following the conclusion of the hearing. The bill would also provide that the time period for filing specified actions or proceedings commences on the date that the elected decisionmaking body acts on the appeal. The bill would provide that a notice of an approval or a determination to carry out a project subject to CEQA, or a notice of a determination that a project is not subject to CEQA, would be invalid if the approval of the project is appealed. The bill, following final action by the elected decisionmaking body on the appeal, would require the local lead agency to file a notice of an approval or determination to carry out the project and would authorize, if applicable, the local lead agency to file a notice of a determination that the project is not subject to CEQA. The bill would require that, for a city and county, an appeal to an elected decisionmaking body

be filed within 30 days of the first discretionary approval of a project. By increasing the duties of a local government with respect to these provisions, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1032 (Wolk) Dredging: closed waters: wild trout: endangered or threatened species

This bill would require that waters designated as wild and heritage trout waters be closed to suction dredge mining, except as authorized by a site-specific permit issued by the Department of Fish and Game (DFG). In addition, the bill would expand the DFG's authority to regulate suction dredging in other waters if necessary to protect fish and wildlife resources, including wild trout and other sensitive native aquatic or amphibian species.

AB 1058 (Laird) Green building construction: best practices

The bill would require the Department of Housing and Community Development, by July 1, 2009, in conjunction with a specified working group of certain state entities that it would coordinate, and, in consultation with specified public and private sector organizations, to develop green building standards for residential occupancies, and submit them to the Building Standards Commission for review, adoption, approval, and publication. The bill would require that the green building standards include measures regarding energy, water, materials and resources efficiency, indoor environmental quality, innovation and design process, nonmotorized transportation, and a method for determining life-cycle cost. The department, and other specified entities, in developing and adopting the green building standards, would be required to consider certain aspects of existing relevant guidelines. The bill would require a state agency, on or before July 1, 2009, to submit to the commission for review, approval, and publication, all of the state agency's green building standards that are existing on that date and that have not been previously reviewed, approved, or adopted by the commission. This bill contains other related provisions and other existing laws.

AB 1091 (Bass) Transit-Oriented Development Implementation Program

Would require developments assisted under the program to be on parcels at least a portion of which are located within 1/2 mile of a transit station via a readily walkable route. This bill contains other existing laws.

AB 1107 (Arambula) Unemployment compensation benefits: drought-related unemployment

Would provide that an individual who has been laid off from his or her most recent work, or is unable to commence work at his or her regular or seasonal workplace, as a direct result of the drought conditions in June 2008, as specified, shall be considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if the individual worked or was scheduled to commence work in a county specifically designated by the Governor as being in a state of emergency, as provided, and for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$200, do not equal or exceed the individual's unemployment weekly benefit

amount. This bill would require the payment of unemployment compensation to an individual under these circumstances in a weekly amount equal to his or her weekly benefit amount less the amount of wages in excess of \$200 payable for that week, with benefits subject to the regular one-week waiting period. This bill contains other related provisions and other existing laws.

AB 1135 (Strickland) State government: reports: declarations

Would require a retailer that sells a covered electronic device to provide the board's Internet Web site address to a customer at the point of sale of that device. The Internet Web site would be required to describe where and how to return, recycle, and dispose of a covered electronic device and opportunities and locations for the collection or return of the device. A retailer would be required to provide this information to a customer at the point of sale of the device through a sign or written material, or on the sales receipt. This provision would be operative on July 1, 2009. This bill contains other related provisions and other existing laws.

AB 1391 (Brownley) Electronic waste

Would require a retailer that sells a covered electronic device to provide the board's Internet Web site address to a customer at the point of sale of that device. The Internet Web site would be required to describe where and how to return, recycle, and dispose of a covered electronic device and opportunities and locations for the collection or return of the device. A retailer would be required to provide this information to a customer at the point of sale of the device through a sign or written material, or on the sales receipt. This provision would be operative on July 1, 2009. This bill contains other related provisions and other existing laws.

AB 1393 (Leno) Public records

This bill would require any state agency with an internet site to create a link on its homepage for an individual from the public to make an online public record request. The bill would also require state agencies to post information that may be disclosed under the California Public Records Act (CPRA), regardless of whether a member from the public has made a request. This bill would also set guidelines for determining whether a civil penalty may be awarded against the agency for wrongfully denying a public record request. Finally, the bill would award court costs and reasonable attorney's fees to a plaintiff who prevails in an action against an agency that is determined to have failed to comply with the posting requirements that the bill would impose.

AB 1467 (DeSaulnier) Worker safety

Would remove the exemptions that permit smoking in specified bars, warehouses, hotel lobbies, employee breakrooms, and meeting and banquet rooms, while retaining exemptions for other types of businesses. This bill would also prohibit smoking in specified owner-operated businesses regardless of whether or not they have employees. This bill contains other related provisions and other existing laws.

AB 1724 (Jones) Vehicles: impoundment: illegal dumping

Would authorize a city, county, or a city and county to adopt an ordinance declaring, under specified conditions, a motor vehicle used in the commission or the attempted commission of an act that constitute the illegal dumping of commercial quantities of waste matter upon a public or private highway or road a public nuisance subject to seizure and 30-day impoundment. The bill would require the ordinance to contain specified provisions related to notice and provision of a poststorage hearing, and the release of the impounded vehicle.

AB 1806 (Wolk) Fishery resources: Sacramento-San Joaquin Delta

Would require the department to prepare and implement a set of protocols to be used to evaluate the need for fish rescue and relocation plans and actions on behalf of the Sacramento-San Joaquin Delta fishery resources, and to guide the implementation of those actions. The bill would require the department to expedite the approval of any permit required from the department for implementation of fish rescue efforts on public lands. This bill contains other related provisions and other existing laws.

AB 1829 (Ma) Nurse-Family Partnership program

Would extend to January 1, 2011, the date on which the Director of Finance would have to determine whether insufficient funds exist in the account. To the extent that this would extend the existence of a continuously appropriated fund, this bill would make an appropriation. This bill contains other related provisions and other existing laws.

AB 1832 (Saldana) Tidelands and submerged lands: City of San Diego

Would repeal the provisions freeing former tidelands granted to the City of San Diego from use restrictions and would specify that the repeal of those provisions shall not be construed to overturn or nullify the decision of a federal district court concerning certain tidelands in the City of San Diego or any title settlement agreement entered into by the state. The bill would also repeal local agency authorization to grant tidelands and submerged lands to the United States, as provided. The bill would require the State Lands Commission to represent the state and to cooperate in resolving title and boundary issues involving tidelands and submerged lands.

AB 1946 (Nava) Hazardous materials: water quality: enforcement

Would include within that requirement certain actions relating to hazardous materials release response plans and inventory. This bill contains other related provisions and other existing laws.

AB 2032 (Hancock) Oil spill prevention and response: fees

Would raise the upper limits of the fee to \$0.08 per barrel. This bill contains other related provisions and other existing laws.

AB 2046 (Jones) Water supply assessments: groundwater

Would add to those written verification elements the status of specified groundwater treatment or remediation plans or other water management options. This bill contains other related provisions and other existing laws.

AB 2106 (Hayashi) Cosmetic safety

Would commencing January 1, 2009, prohibit a person or entity from manufacturing, selling, or distributing in commerce any cosmetic that contains certain enumerated chemical substances.

AB 2115 (Mullin) Charter schools: governing boards

Would require a charter school to adopt and comply with a conflict-of-interest policy that includes, but is not necessarily limited to, adherence to specified requirements set forth in existing law. This bill contains other related provisions and other existing laws.

AB 2179 (Furutani) Air quality: diesel fuel

Would require all vehicles owned or leased by an entity of the state on or after January 1, 2010, that require diesel fuel to operate to use renewable biomass-based diesel fuel, as determined by the state board, if certain requirements are met. The state board would be required to develop sustainability criteria for renewable biomass-based diesel fuel meeting specified requirements. These provisions would be repealed on January 1, 2012.

AB 2270 (Laird) Recycled water: water quality

Would refer to the statewide recycling goals as targets, and would require the department to update these targets every 5 years, based on consideration of all relevant information, including, but not limited to, specified information from the State Water Resources Control Board and urban water management plans. The department would be required to include the revised targets in the California Water Plan beginning in 2013. The bill would require an urban water supplier to include in its urban water management plan information on recycled water, including, in acre-feet of water per year, a description of the quantity of treated wastewater that meets recycled water standards, a description and quantification of the potential uses of recycled water, and the projected use of recycled water within the supplier's service area. This bill contains other related provisions and other existing laws.

AB 2547 (Leno) Oil spill prevention and response

Would revise the definition of "best achievable technology" to include that technology that provides the greatest degree of protection taking into consideration processes currently contained in any oil spill contingency or response plan anywhere in the world. The bill would revise the definition of "dedicated response resources" to provide that, for the port areas, as defined, of San Francisco, Los Angeles/Long Beach, and San Diego, "dedicated response resources" shall additionally mean equipment and personnel permanently located in each of those areas. The bill would revise the definition of "nondedicated response resources" to provide that identified response resources located outside of the state are nondedicated response resources. This bill contains other related provisions and other existing laws.

AB 2560 (Lieu) Medium- and heavy-duty motor vehicles: air pollution

Would require, on or before December 31, 2010, that the above-described state agencies apply the same criteria established under this provision for passenger cars

and light-duty vehicles to medium-duty and heavy-duty motor vehicles. The bill would exempt the department from complying with the criteria for potential procurement for medium-duty and heavy-duty motor vehicles. The bill would require the department, in carrying out the above requirements, to consider, to the extent feasible, the findings of the Low Carbon Fuel Standard, once adopted by the board.

AB 2617 (Duvall) Highways: high-occupancy vehicle (HOV) lanes

Would require the Department of Transportation or the local authority, where a motorcycle is permitted upon an exclusive or preferential use lane, to ensure that signs advertising such use are in place along the HOV lanes of the highways under their respective jurisdictions, to place and maintain these signs, as specified, and to comply with these requirements through the placement of signs or decals on existing signs or posts, as appropriate. This bill contains other related provisions.

AB 2622 (Hayashi) Unemployment insurance: Employment Training Panel: clean technology industry

Would additionally require each plan to consider new and emerging industries, such as clean technology. This bill would also require the panel to develop a definition of clean technology, as specified. This bill contains other related provisions and other existing laws.

AB 2686 (Nava) Santa Ynez Valley Water District

Would enact the Santa Ynez Valley Water District Act. The bill would establish the Santa Ynez Valley Water District in Santa Barbara County. The bill would prescribe the composition of the board of directors of the district. The bill would specify the district's boundaries, powers, and purposes. The district would succeed to the powers, rights, duties, responsibilities, obligations, liabilities, and jurisdiction of Improvement District No. 1 within the Santa Ynez River Water Conservation District, which entity would cease to exist, except as otherwise specified. This bill contains other related provisions and other existing laws.

AB 2733 (Brownley) Real property disclosures

Would provide that, if the residential property or subdivided lands to be transferred or purchased is located within a 1/4 mile radius of an environmental hazard site, as specified, the environmental hazard site and its location shall be identified on the notice filed with the department. This bill contains other related provisions and other existing laws.

AB 2784 (La Malfa) Medi-Cal: hospitals: reimbursements

Would require the department to report annually, from January 1, 2010, to January 1, 2012, inclusive, to the Legislature on the implementation and impact made by the changes to these rate reduction provisions. This bill contains other related provisions.

AB 2939 (Hancock) Building standards: green buildings: local variances

Would specifically authorize a city, county, or city and county to impose more restrictive building standards than the California Green Building Standards Code, provided those

standards do not replace the California Building Standards Code and the governing body makes a specified finding. This bill contains other existing laws.

AB 2986 (Leno) Water quality

Would require the state board, commencing January 1, 2011, to issue annually a letter grade, as specified, for each separate sanitary sewer system, sewage treatment plant, combined sewer system, and combined sewer system treatment plant in the state that is subject to waste discharge requirements in accordance with letter grading methodologies that the state board would be required to establish. The state board would be required, by January 1, 2010, to establish a methodology for measuring a sewage treatment plant's peaking factor for specified flows, to designate a prescribed peaking factor or factors, and to establish, as necessary, monitoring and reporting requirements to measure peaking factors. This bill contains other related provisions and other existing laws.

AB 2992 (La Malfa) Resource conservation districts: California Prompt Payment Act

Would include resource conservation districts within the list of entities entitled to interest penalty fees for the failure of a state agency to make payment for goods and services to a resource conservation district pursuant to a contract, as specified. This bill contains other related provisions.

SB 8 (Kuehl) California Bay-Delta Authority Act

Would include environmental justice among the prescribed program elements. The bill would require the implementing agencies, both individually and collectively, to be the implementing agencies for the environmental justice program element.

SB 65 (Cedillo) Public postsecondary education: San Jose State University-National Hispanic University Collaboration

The bill requires the South Coast Air Quality Management District (SCAQMD) to notify the Legislature within 30 days after adoption of any state plan, plan element, or plan revision for inclusion in the implementation plan that requests an extension of the attainment date for ambient air quality standard for particulate matter 2.5 microns and smaller in size (PM 2.5).

SB 68 (Kuehl) Environmental quality: determination: dispute

Would require that the petitioner or plaintiff name, as a real party in interest, a recipient of an approval, as identified by the public agency in its notice of determination or notice of exemption, that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA. This bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. This bill contains other related provisions.

SB 70 (Florez) Biodiesel

Would focus on establishing biodiesel as a viable alternative fuel in California. This bill allows for the retail sale of pure biodiesel and biodiesel blended fuels. It also creates a voluntary CO₂ content labeling program and requires that CO₂ reductions gained by the use of biodiesel, quantified by the California Energy Commission (CEC), be accepted as valid credits against future greenhouse gas regulations.

SB 153 (Migden) Property taxation: change in ownership: exclusion

Would require the transferor cotenant to sign an affidavit, as specified, under penalty of perjury. This bill contains other related provisions and other existing laws.

SB 178 (Steinberg) Groundwater

This bill would establish a groundwater monitoring program that is administered by the Department of Water Resources (DWR). It specifies the types and qualifications of local entities that may assume responsibility for monitoring and reporting. Under this bill, DWR must cooperate with local entities to: 1) evaluate the use of existing monitoring data; 2) evaluate the quality and extent of monitoring networks; and 3) identify the data used for reporting seasonal and long-term trends in basin groundwater elevations. If no entity agrees to perform groundwater monitoring, the bill requires DWR to conduct groundwater monitoring and to recover its costs from local groundwater users. The bill also would require DWR to conduct an investigation of groundwater basins and report its findings to the Governor and the Legislature beginning on January 1, 2010, and every five years thereafter.

SB 201 (Florez) Dairy farms: raw milk: testing: standards

This bill would enact various requirements related to the growing and processing of leafy green produce. The requirements would attempt to address public health concerns and prevent future Escherichia coli 0157:H7 (E. coli) outbreaks. The author also has introduced two other bills related to the recent E. coli outbreak, SB 200, and SB 202.

SB 210 (Kehoe) Greenhouse gas emissions: fuel standard

SB 210 requires the Air Resources Board (ARB) to adopt a low-carbon fuel standard (LCFS), which achieves to the maximum technologically feasible and cost-effective level, a reduction in the carbon intensity of California's transportation fuels. The bill requires the standard to be adopted, implemented and enforced prior to January 1, 2010.

SB 451 (Kehoe) Energy: renewable electric generation facilities

Would instead require every electrical corporation to make the tariff available to any customer of the electrical corporation, upon request, on a first-come, first-served basis, until the electrical corporation meets its proportionate share of a combined statewide cumulative rated generating capacity of those renewable electric generation facilities, as defined, of 1,000 megawatts. The bill would provide that the renewable energy output of a renewable electric generation facility counts toward the electrical corporation's renewables portfolio standard and resource adequacy requirements. The bill would

delete an existing requirement that the electric generation facility be sized to offset part or all of the generator's electricity demand. The bill would authorize a customer receiving electrical service pursuant to an alternative net metering program, as defined, to elect to receive service pursuant to the tariff filed by an electrical corporation pursuant to the bill's requirements and would provide that a customer electing to receive service pursuant to the tariff waives any right the customer otherwise has to thereafter receive service pursuant to an alternative net metering program. The bill would require the commission, in consultation with the Independent System Operator, to establish tariff provisions that facilitate these programs and the reliable operation of the grid. This bill contains other related provisions and other existing laws.

SB 455 (Denham) Water: Salinas Valley State Prison wastewater treatment plant

Would authorize the Director of General Services to sell, lease, convey, or exchange at fair market value specified real property at the Salinas Valley State Prison containing the prison's wastewater treatment facility to the City of Soledad upon those terms and conditions and subject to those reservations and exceptions as the Director of General Services determines are in the best interests of the state. The bill would require the net proceeds of any moneys received from the disposition of the property to be paid into the Deficit Recovery Bond Retirement Sinking Fund Subaccount, a continuously appropriated fund. By increasing the amount transferred into a continuously appropriated fund, this bill would make an appropriation. This bill contains other related provisions and other existing laws.

SB 470 (Ashburn) Agriculture: dead animals

This bill would require the IWMB to convene a working group with related state and local agencies in order to develop regulations relating to the emergency disposal of animal carcasses during a state of emergency. This bill would require the IWMB to adopt regulations by July 1, 2009, based on the draft regulations developed by the working group.

SB 613 (Simitian) Local governments: vehicle fee for congestion and stormwater management

Would extend the sunset date for ten years (on the already existing program) for the fee of \$4 on motor vehicles registered in San Mateo County that funds congestion and stormwater management programs in that county. According to the author's office, the purpose of this bill is to provide continued funding for state-mandated programs in San Mateo County by extending the sunset date for another ten years.

SB 622 (Padilla) Employment: misclassification of employees as independent contractors

Would prohibit willful misclassification, as defined, of employees as independent contractors. The bill would authorize the Labor and Workforce Development Agency to assess specified civil penalties from persons or employers violating the bill.

SB 660 (Perata) Strategic Clean Technology and Climate Change Research, Development, and Demonstration Program

Would establish the Strategic Clean Technology and Climate Change Research, Development and Demonstration Program in the Resources Agency to coordinate state spending on research and development. The measure also creates the Strategic Research Investment Council to set research priorities for climate-related activities. The pollution problems of the Central Valley have grown to rival those of the South Coast Air Basin—and Senator Machado has taken a cue from the structure of the South Coast's District Board to redefine the membership of the SJVUAPCD. He has authored unsuccessful legislation over the past five years to change the district's governing board. In commenting on last year's bill, SB 999, the Senator said he believes the board changes he seeks will help the San Joaquin Valley face its challenging future by adding new perspective and responsibility to the district air board. The Senator made a point of saying that the two new public members, who would have to meet specific scientific or health criteria, would be answerable "to the entire region, not to individual city council and supervisorial districts".

SB 669 (Torlakson) Continuous regional recreation corridors

Would additionally require the plan to promote water conservation, encourage greater infill and compact development, protect natural resources and agricultural lands, and revitalize urban and community centers, consistent with a delta resource management plan adopted by the commission.

SB 735 (Wiggins) Recycling: paving materials: tracking

Would require the Department of Transportation to track the type of recycled material and virgin material used for subbase, base, and lean concrete base, the amount and percentage, the projects, the dates of the projects, and the location of the projects in which specified recycled materials are used. Beginning on April 1, 2010, and biennially thereafter, the department would be required to report this information to the Legislature.

SB 775 (Ridley-Thomas) Childhood lead poisoning

Would require the department to make available on its Web site the most current information on lead, as specified, and would require providers primarily responsible for providing prenatal care to explain to pregnant women that lead poisoning prevention information is available on the Web site or provide other information about lead poisoning prevention. This bill contains other related provisions and other existing laws.

SB 826 (Padilla) Native American education

Would request the Regents of the University of California, acting through the subject matter projects, to carry out these responsibilities with respect to Native American education that are assigned to the State Librarian under existing law. This bill contains other related provisions and other existing laws.

SB 840 (Kuehl) Single-payer health care coverage

Would establish the California Healthcare System to be administered by the newly created California Healthcare Agency under the control of a Healthcare Commissioner appointed by the Governor and subject to confirmation by the Senate. The bill would

make all California residents eligible for specified health care benefits under the California Healthcare System, which would, on a single-payer basis, negotiate for or set fees for health care services provided through the system and pay claims for those services. The bill would provide that a resident of the state with a household income, as specified, at or below 200% of the federal poverty level would be eligible for the type of benefits provided under the Medi-Cal program. The bill would require the commissioner to seek all necessary waivers, exemptions, agreements, or legislation to allow various existing federal, state, and local health care payments to be paid to the California Healthcare System, which would then assume responsibility for all benefits and services previously paid for with those funds. This bill contains other related provisions and other existing laws.

SB 861 (Wiggins) North Coast Railroad Authority

Senate Bill (SB) 861 would revise the designation of funds under the Transportation Congestion Relief Program (TCRP) to the North Coast Railroad Authority (NCRA) to operate the former Northwestern Pacific Railroad between Napa and Humboldt Counties to allow reallocation of \$5.5 million reserved for loan repayment to other authority purposes. Of these funds, \$4 million would be allocated to environmental cleanup.

SB 862 (Kuehl) Water resources

This bill, among other things, would: (1) increase the number of people who are required to file a "Statement of Diversion and Use" with the State Water Resources Control Board (State Water Board) for a diversion of water by eliminating some exemptions in current law; (2) authorize the State Water Board to impose administrative civil liability for failure to file with the State Water Board a Statement of Diversion and Use; and (3) make those persons and entities that fail to file Statements of Diversion and Use ineligible for state water-related grants and loans.

SB 899 (Simitian) Fishing gear

This bill would enact the Toxics Free Oceans Act of 2007, prohibiting, as of January 1, 2015, a person from manufacturing, processing or distributing plastic packaging that contains specific toxic materials for commercial purposes.

SB 908 (Simitian) Environmental education

Existing law requires the Curriculum Development and Supplemental Materials Commission to recommend minimum standards of courses of study in the schools of the state. Existing law further requires the State Board of Education and the State Department of Education to revise the framework in science to include specified topics in environmental education. This bill additionally would require climate change to be included among those topics.

SB 973 (Simitian) California Health Benefits Service Program

Senate Bill (SB) 973 would require the Director of the Department of Toxic Substances Control (DTSC), by March 1, 2008, to compile a specified list of chemicals of concern and post the list on DTSC's web site. Additionally, the bill would require a manufacturer

or distributor of a chemical on the list to provide DTSC sale and use information for the chemical by September 1, 2008.

SB 974 (Lowenthal) Ports: congestion relief: air pollution mitigation: regulatory fee

This bill would impose a maximum fee of \$30 per twenty-foot equivalent unit (TEU) on each shipping container processed in the Ports of Los Angeles, Long Beach and Oakland. The revenues would be separately administered by the California Transportation Commission (CTC) and the Air Resources Board (ARB) for two broad purposes: (1) to alleviate congestion of the ports by funding projects to improve the flow and efficiency of the ports, and (2) to mitigate environmental pollution caused by the movement of cargo to and from the ports.

SB 1001 (Perata) California regional water quality control boards: membership and program withdrawal

This bill would (1) reduce from nine to seven the number of board members that serve on a Regional Water Quality Control Board (Regional Water Board) and significantly change the eligibility criteria for serving on a Regional Water Board, (2) require the Legislative Analyst's Office to prepare a report on the financial basis and programmatic effectiveness of the State and Regional Water Boards' fee based water quality programs, (3) require the State Water Board to adopt regulations that the Regional Water Boards must meet to ensure that they are properly implementing federal and state water quality programs, (4) establish a process for the State Water Board to review and report every three years on each Regional Water Board's implementation of their water quality regulatory responsibilities, and to withdraw a Regional Water Board's authority to administer any program that is not being properly administered, and (5) substantially narrow a provision of existing law that prohibits persons from serving as Regional Water Board members if they have received a significant portion of their income from entities subject to certain federal water quality regulatory requirements.

SB 1002 (Perata) Water quality, flood control, water storage, and wildlife preservation

This bill would appropriate \$675,500,000 from various bond funds. It would designate the use of \$243 million from the Safe, Clean, Reliable Water Supply Act (1996 bond law). Specifically, this bill would appropriate \$22 million in Proposition 13 funds for water recycling projects. It would also require the integration of flood protection and water systems and promote water use efficiency.

SB 1056 (Migden) Oil spill prevention and response

Would require the Office of Emergency Services, if the oil spill has occurred within the jurisdiction of the McAteer-Petris Act, to also notify the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma, and the City and County of San Francisco. By requiring these local entities that receive notice to adopt and file an internal protocol over communications regarding the discharge of oil, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1097 (Torlakson) School curriculum: content standards

Would delete the provisions allowing the state board to modify the recommended standards prior to adoption. This bill would require content standards review panels to be appointed for reading/language arts and history/social science. Teachers appointed to the panels would be required to meet specified requirements, and in choosing members for the panels, the specified appointing authorities would be required to consult with each other to ensure that each panel consists of members who meet prescribed requirements, including, but not limited to, that the panel reflect the ethnic and gender diversity of California. The bill would require each review panel to review the content standards in its particular subject area, and recommend changes to the state board as the review panel may deem necessary. This bill would require the state board to hold hearings on the recommended changes to the content standards and adopt or reject the recommended changes to the content standards, within 120 days of receipt from the review panel, and at least 2 years prior to the adoption of the curriculum framework for the relevant subject area. The state board would be required to provide a specific, written explanation of the reasons why the recommended changes to the content standards submitted by a review panel were not adopted. This bill would authorize a review panel to modify the recommendations to correct deficiencies identified by the state board and to resubmit the recommended changes for adoption. The bill would not be implemented unless an appropriation is specifically provided for the purposes of the bill. This bill contains other related provisions.

SB 1102 (Machado) California Bay-Delta Authority Act

Would repeal the act. This bill contains other related provisions.

SB 1113 (Migden) Attorney's fee and costs

Would authorize the court to award attorney's fees and costs, including expert witness fees, pursuant to this provision.

SB 1174 (Lowenthal) Vehicles: hybrid and electric vehicles: visually impaired pedestrians

Would require the State Energy Resources Conservation and Development Commission to convene a Quiet Motorized Road Vehicle and Safe Mobility Committee comprised of representatives from specified entities to research, identify, and make recommendations to the commission on strategies to ensure that all motorized road vehicles, regardless of engine type or configuration, emit sound sufficient to be heard and localized by pedestrians who are blind or visually impaired. The bill would require the committee to conduct the research in a specified manner, including first conducting laboratory research to determine the intensity and spectral characteristics of vehicular sounds, comparing the intensity and spectral characteristics of noise emissions of different types of relatively quiet vehicles and the requirements of blind and visually impaired pedestrians, conducting a synthesis and review of vehicle detection technologies, conducting focus group research, developing prototype vehicular sensing systems, and evaluating these systems. This bill contains other existing laws.

SB 1230 (Maldonado) Detergents: phosphorus

Would commence July 1, 2010, prohibit the use, sale, manufacture, or distribution for sale of any cleaning agent, as defined, if that product contains more than .5% phosphorus by weight, except as specified.

SB 1240 (Machado) Real estate: brokers and salespersons

Would delete that notification requirement and instead require a real estate broker who, among other things, makes, arranges, or services loans secured by residential real property to notify the department in writing, as specified, to pay specified penalties for failing to provide that notification, and to notify the department when he or she is no longer subject to this requirement. The bill would also require these brokers to keep documents and records that will enable the commissioner to determine whether specified functions performed by them comply with the Real Estate Law. The bill would authorize the commissioner to inspect and examine or audit the business documents and records of a real estate broker or salesperson in this regard after reasonable notice. The bill would also authorize the commissioner to require special reports from time to time from these brokers. This bill contains other related provisions and other existing laws.

SB 1313 (Corbett) Product safety: perfluorinated compounds

Would commence January 1, 2010, prohibit the manufacture, sale, or distribution of any food contact substance, as defined, that contains perfluorinated compounds, as defined, in any concentration exceeding 10 parts per billion. This bill contains other related provisions and other existing laws.

SB 1326 (Ducheny) Vector control

Would require the board of trustees to adopt a formal, written response to any irregularities or accounting issues raised in the audit and provide this response to the appointing authority of each member of the board of trustees. The bill would also require the district before it levies special benefit assessments to provide specified notice to the appointing authority. This bill contains other related provisions and other existing laws.

SB 1360 (Machado) Flood protection

Would require the department to prepare and the board to adopt a map that clearly delineates the boundaries of the Sacramento and San Joaquin Drainage District. The board would be required to make the map available to the public on its Internet Web site at no charge. The bill would revise the definition of the State Plan of Flood Control for these and other purposes. This bill contains other related provisions and other existing laws.

SB 1391 (Padilla) Recycled water

Would require the State Water Resources Control Board to adopt a statewide recycled water policy by January 31, 2009, and to make related recommendations. This bill would provide that, if the statewide recycled water policy requires the state board to prepare any additional documentation required under specified law, this deadline for adoption would not apply.

SB 1499 (Scott) Metallic balloons

Would increase the fine for a violation of those provisions punished as an infraction. The bill would further specify the type of weight that must be attached to the balloon and the specifications for the required warning, and would require that the consumer be provided a separate warning notice, as specified. The bill would also prohibit a manufacturer or distributor from sending or shipping these types of balloons to retailers without the shipment containing a notice describing the retailer's responsibilities, as provided. Because this bill would change the definition of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1518 (Correa) Multipurpose Senior Services Program sites: competitive bidding requirements

Would require the department, when it considers proposals submitted through the competitive bidding process for purposes of establishing a new, or procuring an existing, MSSP site, to seek to ensure that services are provided in the most integrated setting possible and to give consideration to the prospective provider's experience in integrating medical and social services programs under a single entity. If a single provider is awarded 2 or more sites through the competitive bidding process, the bill would permit the department to authorize the provider to consolidate specified aspects of the sites, including program services, unless doing so would result in a reduction of services to existing program participants. The bill would also require the department, in making its determination of whether to grant a proposal submitted through the competitive bidding process or a request to consolidate sites, to consider specified criteria.

SB 1543 (Machado) Insurance: life settlement investments and contracts

Would provide that trusts and special purpose entities, as specified, where one or more beneficiaries of these trusts or special purpose entities do not have an insurable interest in the life of the insured, violate the insurable interest laws and the prohibition against wagering on life. The bill would also provide that any device, scheme, or artifice designed to give the appearance of an insurable interest, where there is no insurable interest, violates the insurable interest laws. This bill contains other related provisions and other existing laws.

SB 1549 (Florez) Historic vehicles: special license plates

Would require the Department of Motor Vehicles, by January 1, 2010, to submit to the Governor, the Senate Committee on Transportation and Housing, and the Assembly Committee on Transportation a report evaluating those special license plate programs and recommending improvements and changes to those programs, as specified. The bill would require the department to consult with specified organizations in preparing the report. The bill would authorize the department to receive and accept donations from individuals, nonprofit organizations, and private organizations for purposes of implementing these provisions and would require the department to implement these

provisions only to the extent that it receives sufficient funds from donations for that purpose. This bill contains other related provisions and other existing laws.

SB 1557 (Wiggins) State Environmental Goals and Policy Report

Would include, as one of the specified planning priorities, meeting the state's greenhouse gas emission limits and development that reduces vehicle miles traveled. This bill contains other related provisions and other existing laws.

SB 1573 (Florez) Smog check program: emission standards

Would instead require the state board, in consultation with the department, to prescribe these emission standards. The department would be responsible for implementing and enforcing these standards. The bill would repeal other obsolete and duplicative provisions of law.

SB 1574 (Florez) Underground storage tanks: biodiesel

Would define the term "biodiesel" and "biodiesel blend," and would provide that an underground storage tank that stores a biodiesel blend on or before July 1, 2008, would be deemed to be in compliance with the requirements imposed upon underground storage tanks storing hazardous substances and petroleum underground storage tanks, if the tank meets certain requirements that are imposed upon an underground storage tank containing diesel. The bill would additionally require, if the tank contains a biodiesel blend higher than B5, but not more than B20, that the local agency determine that the owner or operator employs best management practices. The bill would provide that the above interim standards would be operative only until the Underwriters Laboratories, Inc. has established a certification standard for underground storage tanks that contain a biodiesel blend, or until January 1, 2011, whichever date is sooner. The bill would authorize a local agency that determines an underground storage tank storing a biodiesel blend that is otherwise deemed to be in compliance under the act poses a risk to water quality to take enforcement action with regard to that underground storage tank. This bill contains other related provisions and other existing laws.

SB 1645 (Wiggins) Energy: Energy Aware Planning Guide

Would require the commission, on or before January 1, 2010, in partnership with the Office of Planning and Research, to update the Energy Aware Planning Guide to include model general plan elements to address climate change and energy issues for local governments.

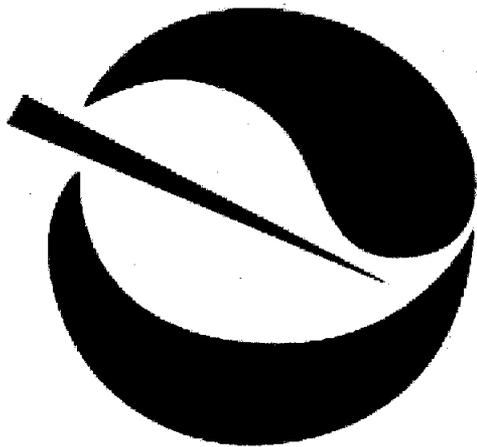
SB 1760 (Perata) Energy: greenhouse gas emissions

Would create the Climate Action Team (CAT), consisting of representatives from specified state agencies, that would be responsible for coordinating the state's overall climate policy. The CAT, on or before January 1, 2010, and annually thereafter, would be required to prepare, adopt, and present to the Legislature, a strategic research, development, and demonstration plan (plan) that establishes priorities and identifies key expenditure categories for research, development, demonstration, and deployment funds to be expended by the state agencies represented on the CAT for the following fiscal year. The CAT, on or before January 1, 2010, and biennially thereafter, would be

required to prepare and adopt a climate change impact adaptation and protection plan that includes specified information. The bill would require research, development, and demonstration funds that are administered by the Department of Transportation and are allocated for clean technology, environmental protection, and public interest energy research to be expended consistent with the plan. This bill contains other related provisions and other existing laws.

SB 1762 (Perata) Energy: greenhouse gas emissions

Would request the Regents of the University of California to establish the California Climate Change Institute to (A) identify and support, through a merit-based peer-reviewed competitive grant process, research and education to be undertaken at academic and research institutions and laboratories throughout the state, (B) oversee, coordinate, and manage a nonduplicative, targeted research and development program for the purposes of achieving the state's targets for reducing emissions of greenhouse gases and mitigating the effects of those emissions, (C) develop effective model education pathways, training, model curriculum, and professional development necessary for emerging green technologies and industries, and (D) ensure that its climate change research is conducted in a manner that is targeted and nonduplicative of other research programs. The bill would state the intent of the Legislature that the University of California establish a leadership council, with specified membership, to provide advice and counsel as to the direction, scope, and progress of the institute. The President of the University of California would be required to select an executive director to oversee the operations of the institute. The executive director would be required to create a charter and strategic plan for the institute, as provided. The executive director would be required, by January 1, 2010, and annually thereafter, to report to the appropriate policy and fiscal committees of the Legislature on the activities of the institute and the projects funded by the institute. This bill contains other related provisions and other existing laws.



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Environmental
Signing Messages
2007**



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California Legislature:

I am signing Assembly Bill 1253 because of the urgent need for the City of Soledad and the California Department of Corrections and Rehabilitation to address the waste water treatment issues in this area. However, I am directing the Department of General Services to enter into a long-term lease with the City of Soledad and not transfer this property until such time a CEQA exemption is provided in legislation.

This is surplus property and should typically be included in the DGS omnibus surplus property bill. As I have stated repeatedly over the past two years, there is no reason to apply CEQA to properties that are being sold. CEQA is properly applied when the use and zoning of property is changed. This transaction does neither therefore an exemption is justified.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger", with a long horizontal flourish extending to the right.

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

AUG 24 2007

To the Members of the California State Senate:

I am signing Senate Bill 88 because this bill contains many provisions needed to implement programs authorized in the Proposition 1B transportation bond. This bill is a major step in delivering on the promise made to the voters to improve our infrastructure and increase public safety. However, I would like to see stronger accountability measures and authorizations for the Goods Movement and State-Local Partnership programs, and I encourage the Legislature to continue their work on these programs by passing additional legislation to ensure that Californians get the maximum benefits from these bonds. I also urge the Legislature to authorize more public-private partnerships and grant design-build authority to leverage the bond funds for goods movement.

I am directing my Administration to continue the accountability efforts outlined in Executive Order S-02-07 and in this bill. However, this bill appears to include a drafting error making the general reporting requirements for Local Streets and Roads under Article 1 applicable to the State Controller's Office. Separate and simplified oversight requirements for that program are included under Article 10. I encourage the Legislature to quickly enact corrective legislation.

As I noted in my signing message for the budget bill, I am sustaining the legislative augmentation of an additional \$139,000,000 provided for trade corridor emissions reductions to be expended in the budget year. The people who voted for Proposition 1B are demanding this action. I know that my colleagues in the Legislature agree with these goals, and that the staff of the State Air Resources Board is up to this challenge. Because the language adopted by the Legislature relies heavily on local and regional entities to carry out this program, I am calling on those entities to work closely with the State Air Resources Board and ensure they are prepared to submit applications to receive and allocate funding as soon as possible in this fiscal year.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

AUG 24 2007

To the Members of the California State Senate:

I am signing Senate Bill 97 because it provides immediate protection to the important infrastructure projects funded by the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 and the Disaster Preparedness and Flood Prevention Bond Act of 2006.

The projects funded by these voter-approved bonds are vital in our efforts to rebuild California's infrastructure. As we move aggressively to reduce congestion on our roadways and protect Californians from devastating floods, my Administration has also been working tirelessly to reduce greenhouse gas emissions and implement Assembly Bill 32, the Global Warming Solutions Act of 2006.

Current uncertainty as to what type of analysis of greenhouse gas emissions is required under the California Environmental Quality Act (CEQA) has led to legal claims being asserted which would stop these important infrastructure projects. Litigation under CEQA is not the best approach to reduce greenhouse gas emissions and maintain a sound and vibrant economy. To achieve these goals, we need a coordinated policy, not a piecemeal approach dictated by litigation.

This bill advances a coordinated policy for reducing greenhouse gas emissions by directing the Office of Planning and Research and the Resources Agency to develop CEQA guidelines on how state and local agencies should analyze, and when necessary, mitigate greenhouse gas emissions. My Administration will work to expedite the issuance of such regulations to provide predictability to California public agencies and businesses and achieve our goal to reduce greenhouse gas emissions to 1990 levels.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 4 2007

To the Members of the California State Senate:

I am signing SB 990 which would specify the basis of cleanup standards to be used at the Santa Susana Field Laboratory property in Ventura County, California. The cleanup of this property is needed to protect the health of residents in adjacent communities.

The Boeing Company (Boeing) has signed, together with the California Environmental Protection Agency and the Resources Agency, a Letter of Intent (LOI) regarding the transfer of the property to the State, after extensive cleanup and at no cost to the State, for park, recreational or open-space use. The LOI outlines the elements of a legally binding land transfer agreement, to be developed and entered into by Boeing and the State, which would include the following key requirements:

- 1) Boeing would be required to clean up the Santa Susana Field Laboratory Property, prior to transfer to the State, to levels which would be acceptable for residential use and which would protect individuals living in the vicinity of the property; and
- 2) The property could not be used in the future for residential, agricultural, commercial, industrial or other uses, except for park, recreational or open-space uses.

To make this transfer possible, the author has agreed to carry clean-up legislation in 2008 to allow the transfer to the State of the Santa Susana Field Laboratory property after property cleanup under the terms of a written agreement that makes the elements of the LOI legally binding.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 18 2007

To Members of the California State Senate:

I am signing Senate Bill 45: 1) to address constitutional issues so that the Legislature can pass a new act, with urgency, in 2008 and, 2) to allow legal actions filed prior to July 1, 2007 to still have standing in the courts. When I signed Assembly Bill 1525 earlier this year, it was with the understanding that the Legislature would pass legislation in 2007 that would reform the broken and abysmal set of laws that governed this program. Unfortunately, the Legislature was unable to come to a consensus to do so.

In January of this year, my Administration and Senator Perata's staff agreed to work cooperatively on a new reform act that would be carried in Senate Bill 823. My Administration participated in countless meetings to help craft an acceptable measure and provided comprehensive amendments--most were not accepted. Unfortunately, it became clear during that time that any attempt to build upon a broken body of law would, in fact, result in a more cumbersome and unacceptable proposal.

Consequently, my Administration proposed a new statutory foundation that is now contained in Assembly Bill 1182 so that the Department of Consumer Affairs can confidently administer the private postsecondary program with success and effectiveness. Assembly Bill 1182 used the Oregon and Florida statutes, both nationally recognized programs, as a framework for the new Act-- not the former California Act that had so many problems. Both Florida and Oregon's programs are well respected and have often been cited as national models for private postsecondary oversight programs. I remain hopeful that this becomes the framework that the Legislature will use to work with the Administration to craft an acceptable new Act.

I have previously indicated that a reform act must:

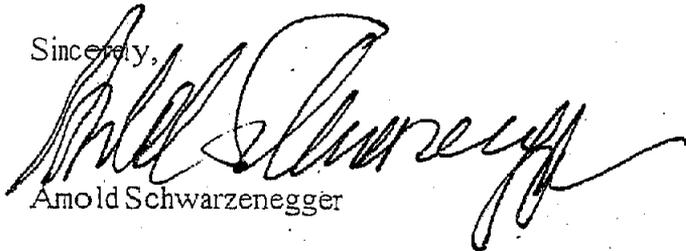
- provide Californians with educational and vocational options in the private sector;
- protect students from illegal, unscrupulous or unethical practices;
- encourage students to make informed decisions; and
- provide a streamlined approval process for schools.

A new Act must be easily read and understood by the schools, so that they are clear about their obligations; by students, so that they know their rights; and by regulators, so they can effectively enforce the law. It should not be an act drafted so that attorneys can prosper under the guise of being student advocates. Therefore, I want to be very clear that I will not sign a bill that simply

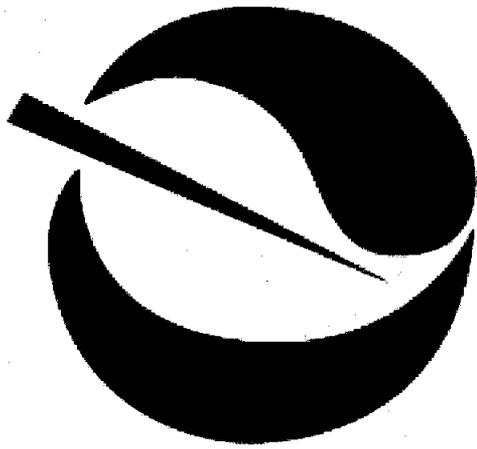
builds upon the problems of the former private postsecondary act. The problems that plagued the old act and, consequently the administration of the program, have been well documented and should be rethought or eliminated.

I truly believe that private postsecondary education provides valuable options to California's students and will only help strengthen our economy with a well trained and educated workforce. I remain hopeful that everyone involved will continue to work diligently to ensure that our goals are met and that a new California Private Postsecondary Act will be passed in early 2008.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Arnold Schwarzenegger



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Environmental
Veto Messages
2007**



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 35 without my signature.

I support the development of green building standards and share the goals of this bill. However, if implemented provisions in this bill would create a bias for certain building materials over others without a clear benefit. For instance, the use of California wood building construction materials is highly discouraged in favor of foreign grown bamboo and wheatgrass.

Additionally, building standards should not be statutory. The Building Standards Commission was created to ensure an open public adoption process allowing experts to develop standards and periodic updates to the building codes.

Allowing private entities, such as proposed in this bill, to dictate California's building standards usurps the state's authority to develop and adopt those standards and could compromise the health and safety of Californians. I encourage state agencies to review all nationally recognized programs and glean from those programs, standards that promote greener construction, energy and water conservation, and reduce Green House Emissions.

It is imperative to expedite the greening of California's building standards. As such, I am directing the California Building Standards Commission to work with specified state agencies on the adoption of green building standards for residential, commercial, and public building construction for the 2010 code adoption process.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 48 without my signature.

This bill exponentially expands the scope of electrical and electronic equipment subject to the Restriction on the use of Hazardous Substances (RoHS) provisions under the California Waste Recycling Act. Unfortunately, the approach taken in this bill is largely unworkable and instead of the benefits it seeks to accomplish, could ultimately result in unintended and potentially more harmful consequences.

This bill purports to impose restrictions similar to those already in place in the European Union, but the deviations it takes from the European Union approach are fatally flawed. For example, the exemption language for spare parts and refurbished products, as currently written in this bill, will make many electronic products prematurely obsolete and force their retirement years earlier than necessary. The European Union RoHS Directive includes a specific exemption for spare and refurbished products to promote and extend the lives of electronic products and keep them out of the waste stream.

Additionally, this bill significantly expands the list of products subject to California's restriction on the use of specified hazardous metals. Existing law covers nine categories of video display devices. This bill is overly broad in its scope because it would prohibit the sale of potentially tens of thousands of electrical and electronic products for California's consumers and businesses.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 11 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 89 without my signature.

I strongly support the on-going effort to actively participate with local, regional, and federal agencies in the United States and Mexico to address and improve current and future transportation conditions while recognizing related security, environmental, and economic issues. Much of what is requested in this bill is currently available through a number of international, federal, and state planning and coordinating efforts. In order to avoid duplicative efforts, I am unable to sign this bill.

However, the concept of creating a better understanding of our border transportation infrastructure needs warrants further work. As such, in my capacity as the conference chairman of the 2008 Border Governors Conference, I will place this issue on the conference agenda.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 385 without my signature.

This bill would unnecessarily mandate a compensation survey be jointly conducted between the State and the bargaining unit that represents scientists. This is redundant of existing law which requires the State to survey prevailing wages in occupations comparable to those in state service. The bill is also redundant of provisions in the negotiated collective bargaining agreement with the unit in question.

If the State of California is to have good faith collective bargaining, then employee wages, hours, and terms and conditions must not be legislated. However, I value the dedication and work of the State's scientists, and I am concerned that salaries for this group may have fallen behind those of comparable workers. So, I am directing my Department of Personnel Administration to work together with the scientists during the next round of bargaining to ensure that survey results for this group are looked at seriously and that the State is moving in the direction of achieving fair and equitable compensation for the scientists.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 11 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 484 without my signature.

I support the use of as much recycled material as possible in transportation projects and share the Legislature's intent to encourage local governments to use recycled materials in their projects. However, I believe the requirements in this bill are duplicative of current reporting requirements and would not be a prudent use of scarce transportation funds. Since 2006, the Department of Transportation (Caltrans) has utilized a contract specification that requires every contractor to report on how much asphalt, concrete, and other materials are diverted from or disposed in landfills. Caltrans will report in April 2008 on the diversion rate from its 2007 projects. As such, the report mandated by this bill is premature.

I believe it would be wasteful and unnecessary to require Caltrans to establish a duplicative system to track the disposal of concrete. These funds would be better utilized by investing in the building of transportation infrastructure.

I am instructing the appropriate agencies in my Administration to review the results of the 2007 Caltrans diversion program and recommend a future course of action based on that report.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 546 without my signature.

This bill would require a retail seller of covered electronic devices (CEDs) to provide customers, at the point of sale, with the Internet address of the web site of the California Integrated Waste Management Board (IWMB), which describes where and how to return, recycle, and dispose of a covered electronic device and locations for the collection or return of the device.

This bill is redundant of existing law and, therefore, is unnecessary. Current law already requires CED manufacturers to provide consumers with information that describes where and how to return, recycle, and properly dispose of CEDs. Moreover, this information may take the form of a toll-free telephone number, Internet web site, information labeled on the device, information included in the packaging, or information accompanying the sale of the CED.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 548 without my signature.

This bill would require owners of multifamily dwellings to arrange for recycling services for residents consistent with state and local laws.

This is the third time I have vetoed legislation on this topic. I support efforts to reduce the amount of solid waste going to the state's landfills, but this bill places requirements directly on the owner/operators of multifamily dwellings causing significant cost for the private owners of these properties. Additionally, local governments already have the authority to mandate the action envisioned by this bill. I encourage the Integrated Waste Management Board to continue in its efforts to provide adequate tools and resources to local jurisdictions in order to make available increased recycling opportunities for multifamily dwelling residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 10 2007

To Members of the California State Assembly:

I am returning Assembly Bill 665 without my signature.

This bill would require the Department of Housing and Community Development (HCD) to produce a report regarding growth management. However, some of the criteria called for in the report would require data which would be problematic, if not impossible, to gather. Also, while the bill provides that the report is only required to the extent funding is available, the bill requires HCD to make efforts to obtain the needed funding. This provision would place unnecessary pressure on HCD's general fund programs. If HCD were successful in obtaining the necessary funds, they could be better spent on activities that would help alleviate California's affordable housing crisis.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 785 without my signature.

The urban heat island technical evaluation and reflective coating development provisions of this bill are duplicative of regulatory efforts already in progress at the Air Resources Board and the California Energy Commission under the authority provided by the Global Warming Solutions Act of 2006.

The provision of the bill regarding disciplinary action for the failure of licensed contractors to comply with building energy efficiency standards has merit. I urge the Legislature to reconsider legislation on adding these new penalties next year.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger". The signature is written in a cursive, flowing style.

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 888 without my signature.

I support the development of green building standards and share the goals of this bill. However, if implemented provisions in this bill would create a bias for certain building materials over others without a clear benefit. For instance, the use of California wood building construction materials is highly discouraged in favor of foreign grown bamboo and wheat grass.

Additionally, building standards should not be statutory. The Building Standards Commission was created to ensure an open public adoption process allowing experts to develop standards and periodic updates to the building codes.

Allowing private entities, such as proposed in this bill, to dictate California's building standards usurps the state's authority to develop and adopt those standards and could compromise the health and safety of Californians. I encourage state agencies to review all nationally recognized programs and glean from those programs, standards that promote greener construction, energy and water conservation, and reduce Green House Emissions.

It is imperative to expedite the greening of California's building standards. As such, I am directing the California Building Standards Commission to work with specified state agencies on the adoption of green building standards for residential, commercial, and public building construction for the 2010 code adoption process.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 1032 without my signature.

The purpose of this bill is to protect fish and wildlife from the potential deleterious effects of suction dredge mining. Although I appreciate the author's intent and the need to protect our fish, wildlife, and water resources, this bill is unnecessary.

Current law gives the Department of Fish and Game (Department) the necessary authority to protect fish and wildlife resources from suction dredge mining. It has promulgated regulations and issues permits for this activity. Permits for suction dredge mining must ensure that these operations are not deleterious to fish and allow the Department to specify the type and size of equipment to be used. In its regulations, the Department may also designate specific waters or areas that are closed to dredging.

It is unclear why this bill specifically targets a number of specific waterways for closure or further restrictions. The listed waterways represent only a small fraction of the waters in our State where suction dredging is occurring. The benefit or protection from such a minor closure is negligible and supports the notion that scientific environmental review should precede such decisions.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 1058 without my signature.

I support the development of green building standards and share the goals of this bill. However, if implemented provisions in this bill would put the health and safety of Californians at risk by being in conflict with current safety standards. The national standards in this bill could require that wood support studs be placed twenty-four inches apart instead of the California seismic safety standard of sixteen inches, thus endangering the safety of the home. Additionally, the guidelines for planting vegetation for shade would violate California fire standards for the most dangerous areas by placing vegetation next to the house, not the 100 foot firebreak required by California law.

Additionally, building standards should not be statutory. The Building Standards Commission was created to ensure an open public adoption process allowing experts to develop standards and periodic updates to the building codes.

Allowing private entities, such as proposed in this bill, to dictate California's building standards usurps the state's authority to develop and adopt those standards and could compromise the health and safety of Californians. I encourage state agencies to review all nationally recognized programs and glean from those programs, standards that promote greener construction, energy and water conservation, and reduce Green House Emissions.

It is imperative to expedite the greening of California's building standards. As such, I am directing the California Building Standards Commission to work with specified state agencies on the adoption of green building standards for residential, commercial, and public building construction for the 2010 code adoption process.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 12 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 1091 without my signature.

This bill would modify the existing Proposition 1C Transit-Oriented Development Implementation Program by changing the maximum distance between a proposed project and a transit station from one-quarter mile to one-half mile.

The program was created to provide high density affordable housing in close proximity to transit stations to encourage public transit ridership and vehicle emissions reduction. This bill could substantially reduce the effectiveness of this program by allowing for developments one-half mile in distance from a transit station. This half-mile measurement could be taken from the outer edge of the development, and could result in a walking distance substantially greater than one-half mile, which could discourage many residents from utilizing public transit. This bill is inconsistent with the State's goals to reduce vehicle emissions and encourage alternative methods of transportation.

In addition, I believe this bill is unnecessary since the Department of Housing and Community Development is preparing program guidelines that will be adopted later this year to provide enough flexibility to allow critical projects to be funded, while at the same time preserving the important goals of this program.

It is for these reasons that I cannot sign this legislation into law.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 1135 without my signature.

This bill requires written reports submitted to the Legislature to include a signed statement by the head of the agency or department that the contents of the report are true, accurate, and complete.

As I stated when I vetoed similar legislation last year, I agree that the Legislature should base their decisions on sound information that is true, accurate and complete. To that end, I noted that state law already makes it a misdemeanor for a state or local official to submit a written report containing false information to the State Controller. Further, the Legislature already has the authority to question the accuracy of any information presented to it.

Finally, this bill would create an inconsistent system in which some of the information submitted by the Administration is subject to declarations of truth while all other information used in the legislature's deliberative process is not.

For these reasons, I am again returning this bill without my signature.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 11 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 1393 without my signature.

Ensuring access to public information is one of my Administration's top priorities. That is why last year I issued Executive Order S-03-06 (Order), requiring all state agencies to review their guidelines governing access to public information. In addition, the Order required that every agency identify and train staff to be responsible for ensuring compliance with the California Public Records Act.

As I noted in my veto of similar legislation last year, I believe the steps that were taken as a result of the Order, combined with the ongoing efforts of agencies to comply with the law, are working to ensure the needs of the public are met. This bill imposes an unnecessary one-size-fits-all mandate on state agencies. In addition, this bill would require the formation of a task force to consider even more statutory standards to govern the disclosure of public records. Such a task force and such additional statutory changes are also unnecessary. My Administration's commitment to the Public Records Act is unwavering and I am confident future Administrations will share this attitude.

Sincerely,


Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Assembly:

I am returning Assembly Bill 1467 without my signature.

This bill would remove a limited number of exemptions found in current law that permit smoking in specified bars, warehouses, hotel lobbies, meeting and banquet rooms, and businesses without employees.

California has led the nation in effective smoking control activities, achieving the second lowest rate of smoking among adults in the nation. The cessation of smoking is a component of my plan to encourage Californians to lead a healthy lifestyle and thereby reduce health care costs. While more needs to be done to reduce smoking rates, I do not agree that placing further restrictions on business owners is the correct approach. Instead, California can further reduce smoking rates in other ways, such as increasing access to cessation services offered through the highly effective California Smokers' Helpline.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

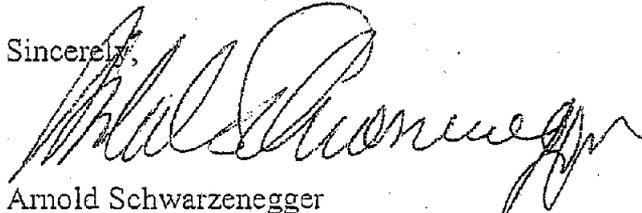
I am returning Senate Bill 8 without my signature.

The California Bay-Delta Authority (CBDA) and various State and federal implementing agencies carry out programs, projects and activities necessary to implement the CALFED Bay-Delta Program (Program). This bill would add environmental justice as a new program element of the Program and require the Program implementing agencies, both individually and collectively, to implement the environmental justice program element.

The Record of Decision (ROD), which defines the Program, establishes certain program elements grouped into categories necessary to address four identified problem areas; ecosystem quality, water quality, water supply reliability, and levee system integrity. The ROD does not include environmental justice as a program element but, instead, expressly identifies environmental justice as an implementation commitment across all program areas. Federal law, similar to state law, requires federal agencies to work with state agencies to develop a comprehensive environmental justice work plan in order to fulfill the commitment to address challenges identified within the context of Program implementation in the original environmental justice work plan written in 2000.

I believe that federal and state environmental justice law and policy are sufficiently general, yet inclusive enough, to permit each agency to adopt and implement locally appropriate policies and procedures without devoting an entire new program element to the process. My administration will continue to work with environmental and community organizations to address environmental justice issues in the public forums that have been established for that purpose.

Sincerely,


Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 65 without my signature.

I certainly support the sponsor's stated goal of the bill – to increase the number of students who graduate from colleges and universities with science, technology, engineering, and math (STEM) degrees. It is vital not only for our economy, but also for our communities, to have populations of STEM discipline students and teachers which are more reflective of California's diversity. However, this bill requires \$3 million from the General Fund – dollars that were not allocated as part of the Budget Act of 2007. Therefore, it would not be prudent to approve this measure at this time.

I look forward to a discussion next year with interested parties to see how we can more appropriately accomplish our shared goal of ensuring that our STEM students and teachers better reflect the great diversity of our state.

For these reasons, I am unable to sign this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Senate:

I am returning Senate Bill 70 without my signature.

I support the goal to increase the use of biodiesel fuels, but this bill is a piecemeal approach to transportation fuels standards.

Pursuant to AB 1007 (Chapter 371, Statutes of 2005), the California Energy Commission, in partnership with the Air Resources Board, will shortly release the State Alternative Fuels Plan to increase the use of alternative transportation fuels in California. This effort will identify the most effective strategies for the State to use to increase the level of alternative fuel use in the California market. Until the AB 1007 report's findings are known and reviewed, I believe it is at best premature to consider this measure at this time.

Finally, this bill only encourages the use of biodiesel blend fuels in school and transit buses, excluding renewable diesel fuels which are potentially higher quality than biodiesel and which could greatly expand the supply of attractive diesel fuels.

For these above reasons, I cannot sign this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Senate:

I am returning Senate Bill 178 without my signature.

This bill seeks to establish a statewide groundwater elevation monitoring program and would require the resulting groundwater information to be readily and widely available on or before January 1, 2010.

I recognize that this bill is attempting to provide new, useful information about groundwater elevation. However, this bill places significant and enormously costly requirements on the Department of Water Resources (Department) to undertake a great deal of work without assuring any guarantees of the receipt of any new information regarding groundwater elevations within any basin in the state.

The Department estimates that this bill would result in costs approaching \$40 million in the first five years of effort to fulfill its intent. Without also providing the necessary funding, this bill would force the Department to siphon scarce resources away from its existing core mission programs.

The Department will continue its efforts to collect groundwater data and to work with the landowners to ensure appropriate information is available. However this bill would likely not provide sufficient new information to justify the expense.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 451 without my signature.

Last year I signed AB 1969 (Yee, Chapter 731, Statutes of 2006), which created standard contracts for the purchase of renewable power generated by public water and wastewater agencies. Subsequent to the enactment of AB 1969 and using their existing authority, the California Public Utilities Commission (CPUC) expanded this program to include other smaller scale renewable electricity generators.

The purpose of signing AB 1969 and the CPUC actions was to create a standard program for the purchase of clean and renewable electricity which will promote additional investment and development of these projects. Although SB 451 intends to appropriately expand this concept to all renewable electricity generators, it contains provisions which have the unintended consequence of actually stifling further development in this arena.

An analysis of this bill, overlaid by existing statute and the current regulatory scheme adopted by the CPUC, suggests that the provisions of this measure, if signed, would have the effect of allocating the entirety of the Renewable Energy Credits created by a renewable electricity generator to the Investor-Owned Utility that buys their electricity. As a result, environmental attributes such as air quality and greenhouse gas reductions would accrue solely to the utility, even if a renewable generator exports only a small part of their total generation to the utility.

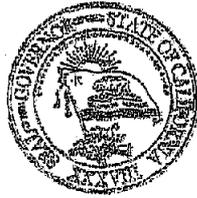
Because of past and present efforts to improve air quality and reduce greenhouse gas emissions, markets for toxic air contaminant and carbon emission reduction credits are currently being developed. The value and availability of these credits plays an important role in the analysis undertaken by a renewable energy developer to determine whether, and at what size, a project is financially viable.

The provisions of this bill would automatically transfer ownership of these credits once a renewable generator sells any amount of electricity to the Investor-Owned Utility. A proportional share, if correctly implemented, could be justified. But as written, this bill removes a significant financial incentive for renewable generators and would force them to downsize or abandon their projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

AUG 31 2007

To the Members of the California State Senate:

I am returning Senate Bill 455 without my signature.

As stated in the veto messages of similar bills last year, this is a surplus property bill and, as such, it should be included in the Department of General Services' annual omnibus bill. Furthermore, the disposal of this property, and all other surplus property should be exempt from the California Environmental Quality Act (CEQA). The author has not made a compelling case as to why this bill should be treated any differently. Applying the CEQA process to this surplus property prior to sale may result in missed opportunities for the State to reduce its financial obligations under the voter approved Proposition 60A.

As a result, I cannot sign this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 470 without my signature.

This bill would require the California Integrated Waste Management Board (Board) to convene a working group to develop regulations relating to the emergency disposal of animal carcasses during a State of Emergency.

This bill is redundant to current efforts being undertaken by the Board and the California Department of Food and Agriculture (CDFA). For instance, the Board recently adopted emergency regulations regarding this issue. In addition, the Board and CDFA are convening a working group to identify and rectify issues within the state's current animal disposal structure. As such, this bill is unnecessary.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 613 without my signature.

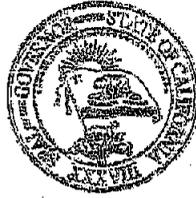
This bill would extend the annual fee on motor vehicles in San Mateo County for the purposes of traffic congestion relief and storm water pollution mitigation until 2019. This bill is premature because the bill seeks to extend the program before a full evaluation of the pilot project has occurred. I am also concerned over the ten year length of this program as envisioned in the bill.

I encourage the Legislature to consider legislation next year after reviewing the results of the first three years of the pilot project. If the project is deemed successful, I will sign into law legislation extending the program for up to an additional four years under the current fee structure.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 12 2007

To the Members of the California State Senate:

I am returning Senate Bill 622 without my signature.

Although this bill is intended to promote the worthy goal of ensuring employees are not intentionally misclassified as independent contractors, thus deterring employers from conduct which may give them unfair economic advantages against their competitors, this bill also creates new mechanisms and incentives for litigation where sufficient remedies already exist. In creating new and redundant exposure to litigation and sanctions, this bill may cause businesses to avoid use of the independent contractor model even where it may be appropriately utilized. This will ultimately contribute to a negative perception of California as an inhospitable business climate.

For these reasons, I am returning this bill without my signature.

Sincerely,

A handwritten signature in cursive script, reading "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Senate:

I am returning Senate Bill 660 without my signature.

I support efforts to increase the effectiveness of research, development and demonstration (RD&D) projects that will further the goals of the state in the area of climate change and green house gas emission reductions. However, I strongly believe that creating yet another substantial layer of administration, as this bill does, will hinder, rather than support, the current coordination that occurs within the Administration on climate change RD&D, as well as remove the necessary flexibility we need to continue to react to topical issues and rapidly changing technologies.

California's state agencies, outside research agencies and other key governmental entities are leading climate change research and actively supporting greenhouse gas reduction technologies, while working closely with each other on RD&D projects at the planning and implementation stages.

I believe that maintaining interagency and stakeholder coordination, communication and technology research at all points of the RD&D process is more efficient than creating yet another layer of administration and assigning it the difficult task of overseeing the planning and execution of all research activities being conducted by all of the entities within the Administration engaged as such.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 669 without my signature.

This bill amends current law in an effort to ensure that continuous recreation corridors created as part of the Great California Delta Trail are eligible for grants and incentives made available by Proposition 84 and Section 75065(c) of the Public Resources Code.

That statute expressly allows these funds to be used for regional and local planning purposes to: 1) promote water conservation, 2) reduce automobile use and fuel consumption, 3) encourage greater infill and compact development, 4) protect natural resources and agricultural lands, and 5) revitalize urban and community centers.

My January 2007 Budget Proposal appropriated these funds to the Department of Conservation to develop, in cooperation with the Resources Agency and the Governor's Office of Planning and Research, planning incentives and programs to further the local and regional planning goals outlined in the bond. Unfortunately, the final adopted budget did not include these provisions.

By making continuous regional recreation corridors directly eligible for these local and regional planning funds, this bill is premature. It seems consistent with statute to make regional or local land use plans that incorporate regional recreation corridors as one of its components eligible for funding made available pursuant to Section 75065(c).

Making regional recreation corridors directly eligible for this funding deserves a broader policy debate as we work together to determine the best use of these funds in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger





GOVERNOR ARNOLD SCHWARZENEGGER

OCT 11 2007

To the Members of the California State Senate:

I am returning Senate Bill 735 without my signature.

While I support the intent of this bill to encourage use of recycled materials, I do not believe the requirements in this bill would be a prudent use of scarce transportation funds. The Department of Transportation (Caltrans) already has policies and procedures in place to promote the use of recycled material whenever and wherever it is cost-effective to do so. Caltrans' Standard Specifications enable contractors to use up to 100 percent recycled aggregate in projects provided it meets performance specifications. Since recycled materials generally are less costly, contractors have a strong incentive to use as much recycled material possible under the state's competitive bidding process.

I believe it would be wasteful and unnecessary to require Caltrans to establish a tracking system to track use of recycled and virgin material on a project-by-project basis. These funds would be better utilized by investing in the building of transportation infrastructure.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 826 without my signature.

This bill would request the Regents of the University of California, acting through the California Subject Matter Projects, to carry out responsibilities for developing Native American instructional materials which are currently assigned to the State Librarian under existing law.

I am concerned that this bill could inadvertently further delay the efforts in the development of Native American instructional materials, be duplicative of current efforts and increase costs. Given that the State Library has already submitted draft materials for review to the Curriculum Development and Supplemental Materials Commission, work is already substantially underway, I encourage the State Library and the California Department of Education to finish the work, so that it can be appropriately considered within the forthcoming adoption cycle, as originally intended.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 11 2007

To the Members of the California State Senate:

I am returning Senate Bill 861 without my signature.

Two years ago, I vetoed a substantially similar bill. I commend the efforts of the North Coast Railroad Authority over the last two years to clean up the environmental hazards along the rail line and bring closer the reality of the railroad actually performing again. However, these accomplishments do not change the reasons why I vetoed the previous bill.

Since the Authority will not receive any less money of the \$60 million in state Traffic Relief Plan funds they originally expected, the \$5.5 million savings should revert back to the Transportation Investment Fund so that it can be allocated by the California Transportation Commission to other projects within the Transportation Congestion Relief Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 13 2007

To the Members of the California State Senate:

I am returning Senate Bill 862 without my signature.

This bill would make a number of changes to state water reports and planning, mandate review of energy production under various water management strategies, and require review of urban and agricultural water management plans.

This bill would impose significant additional demands on the Department of Water Resources (Department) without also providing the necessary funding to carry out these responsibilities. Consequently, this bill's mandates could negatively affect the Department's ability to accomplish other core mission duties.

Additionally, this bill expands the current program requiring the filing of statements for surface water diversions and use. The State Water Resources Control Board has limited funding for water right administration and is not currently authorized to collect fees from those who file statements of diversion and use. As a result, the costs of administering these additional statements will be unfairly borne by existing water fee payers.

Sincerely,


Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Senate:

I am returning Senate Bill 1001 without my signature.

Improving the quality of California's water supply is of the utmost importance. Many regions of our state face serious water quality challenges, and improvements in the implementation and enforcement of water quality laws and additional funding is needed to address these problems. This is why I supported Proposition 84 in last year's election, which provided over \$1.5 billion for local and regional water quality improvements throughout the state.

This bill would make significant changes to the membership of California's Regional Water Quality Control Boards (Regional Water Board) and establish a new process for the State Water Resources Control Board (State Water Board) to withdraw a Regional Water Board's authority to administer water quality programs.

The revision this bill makes to the current conflict of interest definition for Regional Water Board members is absolutely essential to finding qualified candidates to fill these important posts throughout the state. I too support the author's intent to improve the performance and accountability of the State and Regional water boards, but this bill does not provide the necessary mechanism to achieve these improvements.

This bill establishes a new process for the State Water Board to withdraw a Regional Water Board's authority if the Regional Water Board substantially and continually fails to comply with state and federal water quality requirements. This process is duplicative of the appellate and administrative authority the State Water Board possesses under current law to reverse, revise, or order actions and decisions by Regional Water Boards. Under current law, if a Regional Water Board incorrectly implements, or fails to implement, federal and state water quality laws, the State Water Board has the authority to reverse a local decision, provide guidance for future decisions, and order administrative actions or changes to be made by the Regional Water Board to ensure compliance with the law.

Current law also requires Regional Water Board seats to be filled by local government officials and citizens with expertise in the fields of water conservation, fish and wildlife, agriculture, and industrial water use. This bill eliminates that expertise in favor of a broad set of qualifications for Regional Water Board members. In the absence of a broader analysis of the operations and interaction between the Regional and State water boards, it is unclear how this change improves the implementation of California's water quality laws or ensures balance on Regional Water Boards.

Notwithstanding my concerns with this bill, the author has appropriately raised legitimate concerns about California's current system for implementing and enforcing water quality laws. I agree that the time has come to have a broad discussion with all interested stakeholders to evaluate our current system and determine what improvements can be made to increase the implementation and enforcement of state and federal law as well as provide consistency and certainty of application across the state.

In anticipation of that discussion, I am directing the State Water Board to: develop a baseline of regulatory functions by all water boards and establish performance metrics to measure the effectiveness of their actions; develop a comprehensive report on enforcement priorities, performance measures, and targets; evaluate water rights and water regulatory processes to reduce processing time, increase efficiency, and reduce costs; identify opportunities to enhance consistency across the Regional Water Boards where appropriate; and compile any other information the State Water Board deems necessary for a full discussion on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger", written over a printed name.

Arnold Schwarzenegger



GOVERNOR ARNOLD SCHWARZENEGGER

OCT 14 2007

To the Members of the California State Senate;

I am returning Senate Bill 1002 without my signature.

This bill would fund many worthy programs and I would sign it as part of a comprehensive plan to address California's growing water crisis. However, other critical elements were not addressed in this bill, such as storage and conveyance, and without them this bill represents the same piecemeal approach that led us to the current crisis. Several legislative measures that are virtually identical to this bill are being considered in the Special Session on water, and I will support a measure to fund these vital programs if it reaches my desk as part of a comprehensive plan.

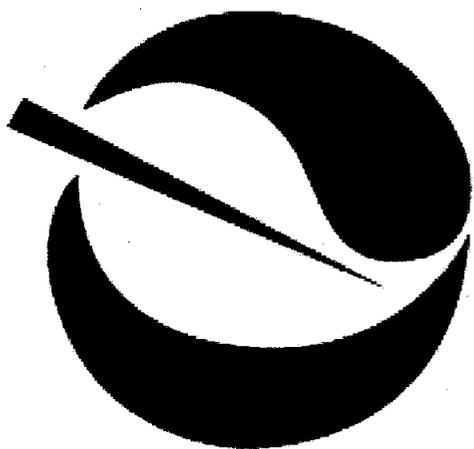
California voters have approved more than \$14 billion in bonds to address water and environmental issues in the last ten years. Billions of dollars were directly aimed at projects designed to address the crisis in the Delta. Yet the Delta is in worse shape today than it was a decade ago.

Throwing more money at the problem without addressing the fundamental issues to fix the Delta will only allow the crisis to worsen. With water rationing and rate increases on the horizon throughout the state, we cannot afford any further delay in making the hard decisions on how to protect California's vital water infrastructure.

Sincerely,

A handwritten signature in cursive script, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Environmental
Executive Orders
2007**



EXECUTIVE ORDER S-01-07

01/18/2007

WHEREAS greenhouse gas ("GHG") emissions pose a serious threat to the health of California's citizens and the quality of the environment; and

WHEREAS California's transportation sector is the leading source of GHG emissions in the state, contributing over 40 percent of the state's annual GHG emissions; and

WHEREAS Assembly Bill 32 (Chapter 488, Statutes of 2006) requires a cap on GHG emissions by 2020, mandatory emissions reporting, identification of discrete early action measures, achievement of the maximum technologically feasible and cost-effective emission reductions from sources, and authorizes the development of a market-based compliance program; and

WHEREAS California is almost entirely dependent on one energy source for its transportation economy, relying on petroleum-based fuels to meet 96 percent of its transportation needs; and

WHEREAS there were more than 24 million motor vehicles registered in California in 2005 which is more than one per licensed driver; statewide gasoline consumption was almost 16 billion gallons in 2005 which is second only to the United States and slightly more than that of Japan (a country with four times the population); and there are only 80,000 hybrids and 240,000 flex-fuel vehicles on our roads today, together composing only 1.3% of all cars in California; and

WHEREAS California's dependence on a single type of transportation fuel whose price is highly volatile imperils our economic security, endangers our jobs, and jeopardizes our industries; and

WHEREAS diversification of the sources of transportation fuel will help protect our jobs and economy from the consequences of oil price shocks; and

WHEREAS alternative fuels can provide economic development opportunities and reduce emissions of greenhouse gases, criteria pollutants, and toxic air contaminants.

NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER, Governor of the State of California, by virtue of the power invested in me by the Constitution and statutes of the State of California, do hereby order effective immediately:

1. That a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 ("2020 Target").
2. That a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California.
3. The Air Resources Board ("ARB") shall determine if an LCFS can be adopted as a discrete early action measure pursuant to AB 32, and, if so, shall consider the adoption of a LCFS on the list of early action measures required to be identified by June 30, 2007, pursuant to Health and Safety Code section 38560.5.
4. The LCFS shall apply to all refiners, blenders, producers or importers ("Providers") of transportation fuels in

California, shall be measured on a full fuels cycle basis, and may be met through market-based methods by which Providers exceeding the performance required by a LCFS shall receive credits that may be applied to future obligations or traded to Providers not meeting the LCFS.

5. The process for meeting the 2020 Target shall be as follows:
 - A. The Secretary of the California Environmental Protection Agency ("Secretary") shall coordinate activities between the University of California, the California Energy Commission ("CEC"), and other agencies as required to develop and propose by June 30, 2007, a draft compliance schedule to meet the 2020 Target.
 - B. The CEC shall incorporate as appropriate the LCFS draft compliance schedule into the State Alternative Fuels Plan ("SAFP") per AB 1007 (Chapter 371, Statutes of 2005), and upon adoption shall submit the SAFP to the ARB for consideration.
 - C. Upon submission of the SAFP, the ARB shall consider initiating a regulatory proceeding to establish and implement the LCFS.
6. The Public Utilities Commission, in the implementation of the GHG emissions cap adopted by Decision 06-02-032, is requested to examine and address how the investor-owned utilities can contribute to reductions in GHGs in the transportation sector.
7. The Secretary for Environmental Protection shall report to the Governor and the State Legislature by January 2008 and biannually thereafter on progress made toward meeting the 2020 Target.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.



IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 18th day of January 2007.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

11/13/2007

WHEREAS, on November 8, 2007, a major oil spill occurred when the container ship COSCO BUSAN struck the fender surrounding a footing of the western span of the Bay Bridge in the San Francisco Bay; and

WHEREAS, on November 9, 2007, I proclaimed a State of Emergency in the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, San Mateo, Solano and Sonoma due to the effects of this major oil spill; and

WHEREAS, the conditions caused by the oil spill continue to create conditions of extreme peril to the safety of persons and property in the area; and

WHEREAS, the oil spill continues to threaten marine life in the area, including marine mammals, birds, crabs, herrings and other fish populations; and

WHEREAS, sea water contaminated from the oil spill continues to move in and around the San Francisco Bay due to tide and weather; and

WHEREAS, at this time, the human health risk posed by the human consumption of crab, herring and other marine life caught in the oil spill area is unknown.

NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER, Governor of the State of California, in accordance with the authority vested in me by the State Constitution, statutes of the State of California, including the Emergency Services Act and in particular Government Code sections 8567 and 8571, do hereby issue the following order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. The Department of Fish and Game, in consultation with the Office of Oil Spill Prevention and Response (OSPR), shall determine the geographic area impacted by the oil spill that poses a potential risk to human health that may come from the human consumption of marine life as a result of the oil spill.
2. The Office of Environmental Health Hazard Assessment (OEHHA), in consultation with the Department of Public Health, shall expeditiously review the available scientific information to determine whether a significant human health risk is posed by the human consumption of marine life caught in the area impacted by the oil spill.

3. The applicable sections of the California Fish and Game Code are suspended for all fishing seasons that are open or scheduled to open between November 8, 2007 and December 1, 2007, to the extent that such marine life is being taken for human consumption in the area impacted by the oil spill, such area to be determined by the Department of Fish and Game, in consultation with OSPR. This suspension shall remain in effect until December 1, 2007 unless modified by the Director of the Department of Fish and Game upon consultation with OEHHA and the Department of Public Health on whether a significant human health risk is posed by the human consumption of marine life caught in the area impacted by the oil spill.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

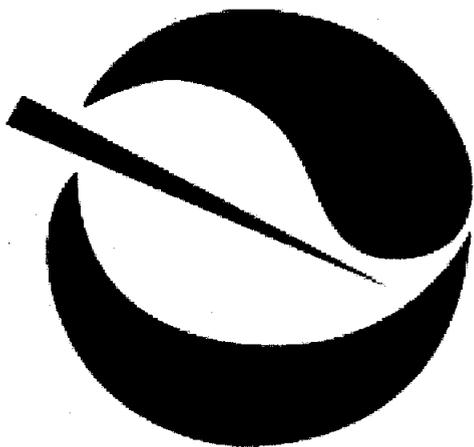


IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 13th day of November 2007.

ARNOLD SCHWARZENEGGER
Governor of California

ATTEST:

DEBRA BOWEN
Secretary of State



CALIFORNIA
ENVIRONMENTAL
PROTECTION
AGENCY

**Environmental
Press Releases
2007**



01/02/2007 GAAS:003:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Commends Govs. Napolitano and Richardson for their Efforts to Reduce Greenhouse Gas Emissions

Gov. Schwarzenegger sent the following letters today to Arizona Gov. Janet Napolitano and New Mexico Gov. Bill Richardson, praising them for the respective efforts to fight climate change in their respective states.

"Congratulations on your recent steps forward in addressing climate change," wrote Gov. Schwarzenegger to Gov. Napolitano. "Despite the lack of federal leadership on this issue, I'm proud that both our states are leading the charge in finding new solutions to one of the most pressing concerns of our time."

Arizona's Climate Change Advisory Group has been successful at building consensus on a wide range of state and regional climate actions that support aggressive new emissions reduction targets. Their Climate Action Plan is estimated to provide savings of almost \$6 billion, further evidence that protecting the environment will also protect our economy.

In New Mexico, Gov. Richardson signed an executive order recently that specifies emission reduction strategies to address climate change in New Mexico.

"Congratulations on your recent Executive Order on climate change," wrote Gov. Schwarzenegger to Gov. Richardson. "Although we face a considerable challenge with global climate change and despite the lack of federal leadership in this area, I'm proud that both of our states are leading the charge in addressing one of the most pressing concerns of our time."

Below are the texts of the two letters.

January 2, 2007

The Honorable Janet Napolitano

Governor of Arizona

1700 West Washington

Phoenix, Arizona 85007

Dear Governor Napolitano,

Congratulations on your recent steps forward in addressing climate change. Despite the lack of federal leadership on this issue, I'm proud that both our states are leading the charge in finding new solutions to one of the most pressing concerns of our time.

It is clear that Arizona is making tremendous strides in confronting climate change and fostering the research that will ultimately help us solve this crisis. I understand that Arizona's Climate Change Advisory Group has been successful at building consensus on a wide range of state and regional climate actions that support aggressive new emissions reduction targets. I was also impressed to learn that your Climate Action Plan is estimated to provide savings of almost \$6 billion, further evidence that protecting the environment will also protect our economy.

As we discussed in Sedona last June, there are many ideas in your implementation plan that could be the basis for further collaboration between our states. These include Arizona's adoption of the Greenhouse Gas Tailpipe standards, pursuit of a regional economy-wide cap and trade program that builds on California's passage of AB 32, expansion of emissions registry efforts and financial incentives to make our states world leaders in the development of clean vehicles and fuels.

I recently spoke with Prime Minister Tony Blair about the importance of U.S. states stepping forward to show leadership in this area, in order to counteract the perception that Americans are not willing to join the fight against global climate change. Although there has been considerable progress by U.S. governors on this issue, including your own pioneering efforts and Governor Richardson's recent success with the New Mexico Climate Action plan, I agree that much more still needs to be done.

It is my hope that our states can lead by example and convince other states and nations to move forward with similar regional efforts that recognize the economic, environmental and public health case for market-based reforms, as well as the truly catastrophic costs of inaction. To that end, I believe that a number of western governors may be willing to collaborate on a set of strong new climate change actions for the region, and I look forward to working with you, Governor Richardson and others on this important issue in the year ahead.

Congratulations again on your recent progress. Climate change is a challenge that no one state or nation, acting alone, can solve. By working together and reaching across political and geographic lines, I'm confident that we can confront this crisis and build a brighter, cleaner and "greener" future for the residents of both of our states and the world.

With warm regards,

Arnold Schwarzenegger

January 2, 2007

The Honorable Bill Richardson

Governor of New Mexico

490 Old Santa Fe Trail

Room 400

Santa Fe, New Mexico 87501

Dear Governor Richardson,

Congratulations on your recent Executive Order on climate change. Although we face a considerable challenge with global climate change and despite the lack of federal leadership in this area, I'm proud that both of our states are leading the charge in addressing one of the most pressing concerns of our time.

New Mexico has shown remarkable leadership on climate change issues, most recently with a range of state and regional climate actions that will help you meet and exceed your original emissions reduction targets. Your Climate Action Plan is estimated to provide savings of \$2 billion, further evidence that climate change reform will not only improve our environment, but will stimulate savings, economic growth and new industry. There are several ideas in your new Plan that could be the basis for further collaboration between our states, including New Mexico's adoption of California's Greenhouse Gas Tailpipe standards, a regional economy-wide cap and trade program that builds on California's recent passage of one of the most sweeping greenhouse gas reduction programs in the world, expansion of emissions registry efforts and financial incentives to make our regions world leaders in the development of clean vehicles and fuels.

I recently spoke with Prime Minister Tony Blair about the importance of U.S. states stepping forward to show leadership in this area, in order to counteract the perception that Americans are not willing to join the fight against climate change. Although there has been considerable progress by U.S. governors on this issue, including your own pioneering efforts and Governor Napolitano's success with the Arizona Climate Action plan, I agree that much more still needs to be done.

It is my hope that our states can lead by example and convince other states and nations to move forward with similar regional efforts that recognize the economic, environmental and public health case for market-based reforms, as well as the truly catastrophic costs of inaction. To that end, I believe that a number of western governors may be willing to collaborate on a set of strong, new climate change actions for the region, and my staff and I look forward to working with you, Governor Napolitano and others on this important issue in the years ahead.

Congratulations again on the major steps forward you have taken to address climate change. This is a challenge that no one state or nation, acting alone, can solve. By working together and reaching across political and geographic lines, I'm confident that we can confront this crisis and build a brighter, cleaner and "greener" future for the residents of both of our states and the world.

With warm regards,

Arnold Schwarzenegger



01/09/2007 GAAS:012:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Directive to Establish World's First Low Carbon Standard for Transportation Fuels

World's first Greenhouse Gas Standard for transportation fuels will spark research in alternatives to oil, boost clean technology industry in California and reduce greenhouse gas emissions.

Continuing his historic leadership to reduce greenhouse gas (GHG) emissions and lower California's reliance on foreign oil, Governor Schwarzenegger today announced he will issue an Executive Order establishing a groundbreaking Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. By 2020 the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent. This first-of-its kind standard will support AB 32 emissions targets as part of California's overall strategy to fight global warming.

"Transportation accounts for forty percent of California's annual greenhouse gas emissions, and we rely on petroleum-based fuels for an overwhelming 96 percent of our transportation needs," said Governor Schwarzenegger. "This petroleum dependency contributes to climate change and leaves workers, businesses and consumers vulnerable to price shocks from an unstable global energy market. As a world leader in energy efficiency, alternative energy and reducing greenhouse gases, California's new low carbon standard is an innovative action that will diversify our fuel supplies and establish a vibrant market for cleaner-burning fuels."

The LCFS requires fuel providers to ensure that the mix of fuel they sell into the California market meets, on average, a declining standard for GHG emissions measured in CO₂-equivalent gram per unit of fuel energy sold. By 2020, the LCFS will produce a 10 percent reduction in the carbon content of all passenger vehicle fuels sold in California. This is expected to replace 20 percent of our on-road gasoline consumption with lower-carbon fuels, more than triple the size of the state's renewable fuels market, and place more than 7 million alternative fuel or hybrid vehicles on California's roads (20 times more than on our roads today).

The LCFS will use market-based mechanisms that allow providers to choose how they reduce emissions while responding to consumer demand. For example, providers may purchase and blend more low-carbon ethanol into gasoline products, purchase credits from electric utilities supplying low carbon electrons to electric passenger vehicles, diversify into low carbon hydrogen as a product and more, including new strategies yet to be developed.

The University of California estimates that the Governor's greenhouse gas (GHG) emissions

goals can increase Gross State Product by about \$60 billion and create over 20,000 new jobs. As a result of AB 32 and other initiatives, including the Million Solar Roofs and Hydrogen Highway projects, the Bioenergy Action Plan and the Strategic Innovation and Research Initiative, California drives clean technology research, investment and development nationally. California leads the nation in clean tech investment, attracting \$484 million in venture capital to California in 2005 alone-40 percent to startups in energy generation and efficiency sectors. The Low Carbon Fuel Standard further expands the state's clean tech market by creating more sustainable demand for cleaner fuels.

The Governor's Executive Order directs the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), the California Air Resources Board (ARB), the University of California and other agencies to develop the protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis will become part of the State Implementation Plan for alternative fuels as required by AB 1007 (Pavley, Chapter 371, 2005) and will be submitted to the California Air Resources Board for consideration as an "early action" item under AB 32. The ARB will complete its review of the LCFS protocols for adoption as an early action no later than June, 2007. Upon adoption as an "early action" by the ARB, the regulatory process at ARB will begin to put the new standard into effect. It is expected that the regulatory process at ARB to implement the new standard will be completed no later than December, 2008.

Last September, Gov. Schwarzenegger signed AB 32 by Assembly Speaker Fabian Nunez (D-Los Angeles), California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

01/16/2007 GAAS:034:07 FOR IMMEDIATE RELEASE

Statement by Gov. Schwarzenegger on U.S. Senate Climate Change Resolution

Gov. Schwarzenegger issued the following statement regarding the resolution introduced by Senator Joseph Biden (D-Delaware) and Senator Richard Lugar (R- Indiana) urging the federal government to join U.N. warming talks:

"I applaud the leadership of Senator Biden and Senator Lugar in recognizing that the United States must be a part of any solution to global warming.

"While I hope the federal government recognizes the importance of engaging in a constructive dialogue with the rest of the world on this important issue, we in California are not waiting for the federal government to act.

"Last year, I signed historic legislation that sets targets in my state to reduce our emissions of global warming gases, and this year, I have proposed similar caps on emissions from passenger vehicles – the first low carbon fuels standard in the world.

"California is taking aggressive action because we know it is important not only for our environment, but also great for our economy. California will drive the research and technology. The University of California estimates that our greenhouse gas emissions goals can increase our Gross State Product by about \$60 billion and create over 20,000 new jobs.

"I hope the federal government will soon recognize what we in California have long known – that the time to act to preserve our environment is now, while we still can."



01/18/2007 GAAS:039:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Signs Executive Order Establishing World's First Low Carbon Standard for Transportation Fuels

World's first Greenhouse Gas Standard for transportation fuels will reduce dependence on oil, boost clean technology industry in California and reduce greenhouse gas emissions.

Continuing his historic leadership to reduce greenhouse gas (GHG) emissions and lower California's reliance on foreign oil, Governor Schwarzenegger signed an Executive Order establishing a groundbreaking Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. By 2020 the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent. This first-of-its kind standard will support AB 32 emissions targets as part of California's overall strategy to fight global warming.

"Like the rest of the nation, California relies excessively on oil to meet its transportation needs. In fact, 96 percent of our transportation fuel is oil. And that means our transportation fuels are responsible for more than 40 percent of California's greenhouse gas emissions," said Governor Schwarzenegger. "Being dependent on one source of fuel leaves our economy and our national security vulnerable to price shocks and global events beyond our control. Reducing the carbon content of transportation fuels sold in California by just 10 percent means we will replace 20 percent of our gasoline consumption with lower-carbon fuels, more than triple the size of the state's renewable fuels market, and add 7 million alternative fuel vehicles to our roads.

"Right now, entrepreneurs from around the world are investing billions of dollars in clean technologies and alternative fuels. With this initiative, we are saying invest in California.

"We continue to set the example for the nation and the world on how to ensure a clean, healthy and secure future for our children and grandchildren."

The LCFS requires fuel providers to ensure that the mix of fuel they sell into the California market meets, on average, a declining standard for GHG emissions measured in CO₂-equivalent gram per unit of fuel energy sold. By 2020, the LCFS will produce a 10 percent reduction in the carbon content of all passenger vehicle fuels sold in California. This is expected to replace 20 percent of our on-road gasoline consumption with lower-carbon fuels, more than triple the size of the state's renewable fuels market, and place more than 7 million alternative fuel or hybrid vehicles on California's roads (20 times more than on our roads today).

The LCFS will use market-based mechanisms that allow providers to choose how they reduce

emissions while responding to consumer demand. For example, providers may purchase and blend more low-carbon ethanol into gasoline products, purchase credits from electric utilities supplying low carbon electrons to electric passenger vehicles, diversify into low carbon hydrogen as a product and more, including new strategies yet to be developed.

The University of California estimates that the Governor's greenhouse gas (GHG) emissions goals can increase Gross State Product by about \$60 billion and create over 20,000 new jobs. As a result of AB 32 and other initiatives, including the Million Solar Roofs and Hydrogen Highway projects, the Bioenergy Action Plan and the Strategic Innovation and Research Initiative, California drives clean technology research, investment and development nationally. California leads the nation in clean tech investment, attracting \$484 million in venture capital to California in 2005 alone-40 percent to startups in energy generation and efficiency sectors. The Low Carbon Fuel Standard further expands the state's clean tech market by creating more sustainable demand for cleaner fuels.

The Governor's Executive Order directs the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), the University of California and other agencies to develop a draft compliance schedule to meet the 2020 goals for carbon intensity reductions in transportation fuels. This analysis will become part of the State Implementation Plan for alternative fuels as required by AB 1007 (Pavley, Chapter 371, 2005) and will be submitted to the California Air Resources Board for consideration as an "early action" item under AB 32. The ARB will complete its review of the LCFS protocols for adoption as an early action no later than June, 2007. The ARB will also begin a regulatory process in the summer of 2007 to implement the Low Carbon Fuel Standard. It is expected that the regulatory process at ARB to implement the new standard will be completed no later than December, 2008.

In 2005, there were more than 24 million vehicles registered in California which is more than one per licensed driver. Statewide gasoline consumption was almost 16 billion gallons in 2005 which is second only to the entire United States and slightly more than that of Japan (a country with four times the population). Currently, there are only 80,000 hybrids and 240,000 flex-fuel vehicles on our roads today, together composing only 1.3% of all cars in California.

Last September, Gov. Schwarzenegger signed AB 32 by Assembly Speaker Fabian Nunez (D-Los Angeles), California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.

The full text of the executive order is below.

EXECUTIVE ORDER S-01-07

WHEREAS greenhouse gas ("GHG") emissions pose a serious threat to the health of

California's citizens and the quality of the environment; and

WHEREAS California's transportation sector is the leading source of GHG emissions in the state, contributing over 40 percent of the state's annual GHG emissions; and

WHEREAS Assembly Bill 32 (Chapter 488, Statutes of 2006) requires a cap on GHG emissions by 2020, mandatory emissions reporting, identification of discrete early action measures, achievement of the maximum technologically feasible and cost-effective emission reductions from sources, and authorizes the development of a market-based compliance program; and

WHEREAS California is almost entirely dependent on one energy source for its transportation economy, relying on petroleum-based fuels to meet 96 percent of its transportation needs; and

WHEREAS there were more than 24 million motor vehicles registered in California in 2005 which is more than one per licensed driver; statewide gasoline consumption was almost 16 billion gallons in 2005 which is second only to the United States and slightly more than that of Japan (a country with four times the population); and there are only 80,000 hybrids and 240,000 flex-fuel vehicles on our roads today, together composing only 1.3% of all cars in California; and

WHEREAS California's dependence on a single type of transportation fuel whose price is highly volatile imperils our economic security, endangers our jobs, and jeopardizes our industries; and

WHEREAS diversification of the sources of transportation fuel will help protect our jobs and economy from the consequences of oil price shocks; and

WHEREAS alternative fuels can provide economic development opportunities and reduce emissions of greenhouse gases, criteria pollutants, and toxic air contaminants.

NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER, Governor of the State of California, by virtue of the power invested in me by the Constitution and statutes of the State of California, do hereby order effective immediately:

1. That a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 ("2020 Target").
2. That a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California.
3. The Air Resources Board ("ARB") shall determine if an LCFS can be adopted as a discrete early action measure pursuant to AB 32, and, if so, shall consider the adoption of a LCFS on the list of early action measures required to be identified by June 30, 2007, pursuant to Health and Safety Code section 38560.5.
4. The LCFS shall apply to all refiners, blenders, producers or importers ("Providers") of transportation fuels in California, shall be measured on a full fuels cycle basis, and may be met through market-based methods by which Providers exceeding the performance required by a LCFS shall receive credits that may be applied to future obligations or traded to Providers not meeting the LCFS.
5. The process for meeting the 2020 Target shall be as follows:
 - A. The Secretary of the California Environmental Protection Agency ("Secretary") shall coordinate activities between the University of California, the California Energy Commission ("CEC"), and other agencies as required to develop and propose by June 30, 2007, a draft compliance schedule to meet the 2020 Target.
 - B. The CEC shall incorporate as appropriate the LCFS draft compliance schedule into the State Alternative Fuels Plan ("SAFP") per AB 1007 (Chapter 371, Statutes of 2005), and upon adoption shall submit the SAFP to the ARB for consideration.
 - C. Upon submission of the SAFP, the ARB shall consider initiating a regulatory proceeding to establish and implement the LCFS.
6. The Public Utilities Commission, in the implementation of the GHG emissions cap adopted by Decision 06-02-032, is requested to examine and address how the investor-owned utilities can contribute to reductions in GHGs in the transportation sector.

7. The Secretary for Environmental Protection shall report to the Governor and the State Legislature by January 2008 and biannually thereafter on progress made toward meeting the 2020 Target.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 18th day of January 2007.

Arnold Schwarzenegger

Governor of California

ATTEST:

DEBRA BOWEN

Secretary of State



01/19/2007 GAAS:044:07 FOR IMMEDIATE RELEASE

Guest Host Retired Four-Star Air Force General Praises Low Carbon Fuel Standard for Reducing Dependency on Foreign Oil in Governor's Weekly Radio Address

English and Spanish transcripts of Governor Arnold Schwarzenegger's weekly radio address, hosted this week by General Charles F. Wald, are below.

English:

The 2-minute, 13-second address is available at http://gov.ca.gov/mp3/press/GovAddressCarbon011907_mus.mp3. The file is 2.03 MB.

A "clean" version of the address is available at http://gov.ca.gov/mp3/press/GovAddressCarbon011907_dry.mp3. The file is 1.97 MB.

Spanish:

The 3-minute, 22-second address is available at http://gov.ca.gov/mp3/press/GovAddressCarbon011907_span_mus.mp3. The file is 3.08 MB.

A "clean" version of the address is available at http://gov.ca.gov/mp3/press/GovAddressCarbon011907_span_dry.mp3. The file is 3.03 MB.

General Charles F. Wald:

Hi, this is General Chuck Wald, filling in for Governor Arnold Schwarzenegger with this week's California Report.

I'm here to talk about the Governor's Low Carbon Fuel Standard, which will protect both our environment and our national security by reducing our dependence on foreign oil.

As a retired four-star General in the United States Air Force, I know firsthand that the military presence and foreign diplomacy are not enough to fully protect America's energy supply or security.

That's what's so great about the Governor's plan. He knows our country has depended on foreign oil for too long, and he's showing the kind of leadership that we need on this issue.

Like the rest of the nation, California relies excessively on one fuel to meet its transportation needs, and that fuel is oil.

Ninety-six percent of the fuels Californians use in transportation are made with oil. This is oil that is high in polluting carbon. This is oil that is responsible for forty percent of California's

greenhouse gas emissions. This is oil that comes to us largely through a global infrastructure vulnerable to attack by our enemies.

The armed forces of the United States have been successful in fulfilling their energy security missions, leading to the belief that energy security can be achieved solely by military means.

My 35 years in the Air Force tell me otherwise. We need to change this paradigm.

The single most effective step the U.S. can take to improve its energy security is to increase transportation efficiency. By the year 2020, Governor Schwarzenegger's initiative will reduce the carbon content of all transportation fuels sold in California by 10 percent. This is like reducing consumption of 3.2 billion gallons of gasoline a year.

His plan sets ambitious but reasonable goals that will lower demand for oil. It will create incentives for innovative research and development and raise demand for alternative fuels. And it will let the market – not the government – decide which alternative fuels work best.

In the military, we learn that force protection isn't only about protecting weak spots, it's also about reducing vulnerabilities before we go into harm's way.

Curtailing our demand for oil is the most important security step we can take. California has shown a will to do this, and I commend Governor Schwarzenegger for his vision and courage.

On behalf of the Governor, I'm General Chuck Wald. Thank you for listening.

Spanish Translation:

Hola, este es el General Chuck Wald, tomando el lugar del gobernador Arnold Schwarzenegger con el informe de California de esta semana.

Estoy aquí para hablar sobre los Bajos Estándares de Dióxido de Carbono del Gobernador, que protegen el medioambiente y la seguridad nacional, al reducir la dependencia del petróleo extranjero.

Siendo un General Retirado de cuatro estrellas de las fuerzas aéreas de los Estados Unidos, conozco de primera mano que la presencia militar y la diplomacia extranjera no son suficientes para proteger el suministro de energía o la seguridad de los Estados Unidos.

Eso es lo magnífico del plan del gobernador. El sabe que nuestro país ha dependido del petróleo extranjero por mucho tiempo, y está demostrando el tipo de liderazgo que necesitamos sobre este tema.

Como el resto de la nación, California depende excesivamente de un tipo de combustible para cumplir las necesidades de transporte, y ese combustible es el petróleo.

Noventa por ciento de los combustibles que utilizan los californianos en el transporte son producidos con petróleo.

Este petróleo, es un gran contaminador con bióxido de carbono. Este petróleo es responsable por el cuarenta por ciento de la emisión de los gases que producen el efecto invernadero en California. Una gran parte de este petróleo nos llega a través de una infraestructura global vulnerable al ataque de nuestros enemigos.

Las fuerzas armadas de los Estados Unidos han tenido éxito al cumplir con sus misiones de seguridad energéticas, con la convicción de que la seguridad energética puede ser lograda sólo por medio del ejército.

Pero mis 35 años en las fuerzas aéreas me dicen lo contrario. Necesitamos cambiar este paradigma. El paso más importante que puede dar Estados Unidos para mejorar la seguridad energética es aumentando la eficiencia de transporte.

Para el año 2020, la iniciativa del gobernador Schwarzenegger reducirá el contenido de carbono en todos los combustibles vendidos en California para mover el transporte, hasta en un 10 por ciento. Esto es igual a reducir el consumo de 3.2 mil millones de galones de gasolina al año.

Su plan marca metas ambiciosas pero razonables que bajarán la demanda para el petróleo. Creará incentivos para la investigación y el desarrollo innovador y aumentará la demanda de combustibles alternativos. Y permitirá al mercado - no al gobierno - que decidan cuales combustibles alternativos funcionan mejor.

En el ejército, aprendimos que la protección forzosa no trata sólo de proteger los sitios débiles, sino que también se trata de reducir las vulnerabilidades antes de entrar a una situación de peligro.

Reducir nuestra propia demanda de petróleo es el paso más importante que podemos tomar en el terreno de la seguridad nacional.

California ha demostrado la voluntad de hacerlo, y elogio al gobernador Schwarzenegger por su visión y valor.

Tomando el lugar para el gobernador, este es el General Chuck Wald,

Gracias por escuchar.



01/24/2007 GAAS:054:07 FOR IMMEDIATE RELEASE

Statement by Gov. Schwarzenegger on Receiving International Environment Award

Gov. Schwarzenegger issued the following statement today after receiving the Sustainable Development Leadership Award by the leadership of the Delhi Sustainable Development Summit for implementing environmental policies that have a far-reaching impact on the global community:

"I'm honored to receive this prestigious award recognizing the work we are doing in California to fight climate change. There are many environmental heroes in the world today and I'm proud to stand alongside them in promoting policies that protect and sustain our natural resources. California has a long history of environmental leadership and we're hopeful that other states and nations will follow our lead to develop long-term solutions that promote a stronger economy and a healthier environment.

"California is proud to be recognized worldwide as a leader in protecting the environment and our state is a beautiful place to live, work, play and visit. I'm committed to keeping it that way."

Dr. Alan Lloyd, former secretary of the California Environmental Protection Agency, accepted the award on the Governor's behalf. The annual international environmental summit is being held in New Delhi, India.

According to officials at the Delhi Sustainable Development Summit, Gov. Schwarzenegger was selected for the award for his leadership in reducing greenhouse gas emissions by signing the Global Warming Solutions Act of 2006. Previous winners include Former Mexican President Ernesto Zedillo and Toyota Motor co. Honorary Chairman Dr. Shoichiro Toyoda.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

01/25/2007 GAAS:62:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger's Statement Applauding CPUC's New Greenhouse Gas Emissions Performance Standard

Governor Schwarzenegger released this statement following the California Public Utilities Commission's (CPUC) decision to implement a greenhouse gas emissions performance standard for electric energy generation.

"I applaud the California Public Utilities Commission's aggressive action to implement legislation I signed last year, Senator Perata's Senate Bill 1368.

"The CPUC's unanimous decision to adopt the nation's first greenhouse gas emissions performance standard for new long-term financial commitments for electric generation is yet another victory in our efforts to demonstrate aggressive action to reduce the harmful impacts of climate change.

"California relies on imports from other states to meet our electricity demands. Today's decision flexes the muscle of California's purchasing power and sends a clear signal to developers of dirty coal throughout the west that we're not interested in their product. We've made a commitment in the state to clean up our environment and that commitment extends to what we buy from other states."



01/31/2007 GAAS:075:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on European Union's Proposal for Transportation Fuel Standards to Reduce Greenhouse Gas Emissions

Gov. Schwarzenegger issued the following statement after the European Union (EU) today proposed standards on transportation fuels to reduce greenhouse gas emissions. The EU directive introduces an obligation for fuel suppliers to reduce the greenhouse gas emissions that their fuels cause over their life-cycle, resulting in a 10% cut by 2020. The directive will promote the development and distribution of low-carbon fuels and other measures to reduce emissions from the fuel production chain.

"I applaud the European Union for taking this path to reduce carbon emissions from transportation fuels and global dependence on petroleum. As the world looks for alternatives to petroleum, we have to take into account the greenhouse gas emissions of those future fuels.

"I am especially grateful that, like California, the European Union has chosen the same target as we have and is moving forward in a way that will boost economic growth and allow consumers rather than governments to determine which alternative fuels will dominate in the future.

"My administration has been in regular contact with European Union officials since I issued my executive order establishing California's groundbreaking Low Carbon Fuel Standard. California looks forward to working with our European colleagues in developing protocols and standards for implementing our new transportation fuel standards."

Background:

This week, in meetings with national and world environmental leaders, Schwarzenegger administration officials have been in New York and Washington D.C. providing background briefings on California's new Low Carbon Fuel Standard.

On January 18, 2007, Governor Schwarzenegger signed an Executive Order establishing a groundbreaking Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. By 2020, the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent. This first-of-its kind standard will support AB 32 emissions targets as part of California's overall strategy to fight global warming.

Last September, Gov. Schwarzenegger signed AB 32 by Assembly Speaker Fabian Nunez (D-Los Angeles), California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.



02/01/2007 GAAS:077:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Announces \$500 Million Grant to the University of California Berkeley to Establish Energy Biosciences Institute

Governor Schwarzenegger today announced that the University of California Berkeley received a \$500 million grant from BP to establish the Energy Biosciences Institute (EBI). Universities and research institutions around the world competed for this prestigious grant from BP.

University of California Berkeley will partner with the Lawrence Berkeley National Laboratory and the University of Illinois at Urbana-Champaign on this groundbreaking project. Announcing the grant, Governor Schwarzenegger was joined by Governor Rod Blagojevich of Illinois, Robert C. Dynes, President, University of California, Robert A. Malone, Chairman and President, BP America, and other state and university officials.

"I can't tell you how excited I am that BP has chosen UC Berkeley and California for its new \$500 Million Energy Biosciences Institute," said Gov. Schwarzenegger. "I'm proud that the private sector has once again recognized the world-class stature of the University of California and our state's unshakeable commitment to transforming to a clean energy future in an economy-boosting manner. This is a perfect complement to our new low-carbon fuel standard which will more than triple alternative fuel demand in California by 2020, and with research facilities like the Energy Biosciences Institute, California will continue to be the leader in the Cleantech industry."

EBI is the first public-private research lab dedicated to renewable fuels and clean energy. Last month, the Governor included \$40 million in lease revenue bonds for the EBI in his 2007-08 budget, demonstrating California's commitment to keeping the University of California system at the forefront of research and innovation.

The Governor's EBI funding proposal was a major factor in BP's decision to select the University of California and formed part of the Governor's Research and Innovation Initiative announced on December 27, 2006 that provides funding for key innovation sectors, including cleantech, biotech and nanotech. Other parts of the Initiative include \$30 million in lease revenue bonds for the Helios Project, \$19.8 million in annual operating cost funds for the California Institutes for Science and Innovation, and the first \$5 million increment in state matching funds to enhance the University of California's bid to build a \$200 million Petascale computer.

Also, the Governor and Administration officials met or spoke with BP executives on many occasions over the last several months to discuss the \$500 million grant proposal.

Last month, Governor Schwarzenegger established the world's first low carbon standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. Yesterday the European Union followed with a similar directive. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel or another. Fuel providers can meet the LCFS through a variety of means, including producing and selling cleaner-burning

fuels such as those to be researched and developed by EBI.

Last September, Gov. Schwarzenegger signed the Global Warming Solutions Action of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases. Like the bill, the LCFS relies on market-based mechanisms to reduce emissions at the lowest cost and in the most consumer-friendly ways.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

02/13/2007 GAAS:122:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on British Columbia Premier's Proposal to Fight Greenhouse Gases

Governor Schwarzenegger issued the following statement today after British Columbia Premier Gordon Campbell introduced a proposal to fight greenhouse gases:

"I am pleased that British Columbia has joined the fight against climate change. Global warming impacts everyone, and states and nations must work together to reduce greenhouse gas emissions. Along with other states and our international partners, such as the United Kingdom, Sweden, Manitoba, Brazil and China, California is proud to lead the way to take decisive action to combat global warming. I look forward to meeting with Premier Campbell and working with British Columbia on this critical issue.

"By setting targets to reduce our greenhouse gas emissions and damage to the environment, we are taking major steps toward preserving our natural resources for future generations."

Governor Schwarzenegger is planning to meet with Premier Campbell in British Columbia this spring to discuss environmental and trade issues.



02/21/2007 GAAS:147:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Calls for National Low Carbon Standard for Transportation Fuels

Continuing his global leadership to reduce greenhouse gas (GHG) emissions and lower California's reliance on foreign oil, today Governor Arnold Schwarzenegger, joined by U.S. Senator John McCain (R-AZ), called for a national Low Carbon Fuel Standard for transportation fuels.

"Last month I signed an Executive Order creating the world's first Low Carbon Fuel Standard so our vehicles will emit less carbon and bring a healthier future to our children and grandchildren," said Governor Schwarzenegger.

"I told Senator McCain that this will reduce greenhouse gas emissions more than 13 million tons per year by 2020, which is like taking 3 million cars off the road."

"All of this is great for our environment, our economy and our taxpayers because the Low Carbon Fuel Standard will more than triple the size of our renewable fuels market in California and put more than 7 million alternative fuel or hybrid vehicles on our roads by 2020 without any new government spending. It's also great for our national security because we will be less dependent on foreign oil and less vulnerable to price shocks and instability beyond our borders.

"A healthy environment, a growing economy and strong national security are all reasons why we need a Low Carbon Fuel Standard for America."

Prior to the event, Governor Schwarzenegger briefed Senator McCain on California's Low Carbon Fuel Standard during a helicopter tour of the Los Angeles region which included the 710 Freeway, the (nation's second busiest) Port of Long Beach and the proposed site of the new hydrogen power plant run by BP and Edison Mission Group. When this plant comes online in 2011 it will be America's first to use hydrogen as its fuel source and pump carbon dioxide into the ground instead of into the atmosphere.

The Governor wanted Senator McCain to get a firsthand look at the complex transportation needs facing California. The tour provided a firsthand look at trains, trucks and cars moving goods, major cargo ships entering port and air cargo moving in and out of the Los Angeles International Airport and the Long Beach Airport. This web of goods movement contributes to California's greenhouse gas emissions and the Low Carbon Fuel Standard allows California to meet its emissions targets while meeting the growing transportation demands on the state.

Last year, Governor Schwarzenegger signed the Global Warming Solutions Act (AB 32), which establishes the Governor's historic greenhouse gas emissions goals as California law. The target - 1990 levels by 2020 - is unmatched in America and has established California as an international leader in efforts to solve the global climate crisis. The Governor's goals will also clear almost 150 million metric tons of emissions from California's skies by 2020, the equivalent to taking more than 32 million passenger cars off the road for one year.

This past January, by Executive Order, Governor Schwarzenegger established the Low Carbon Fuel Standard (LCFS), which will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent by 2020. This first-of-its kind standard supports AB 32 emissions targets as part of California's overall strategy to fight global warming. The Low Carbon Fuel Standard will also reduce greenhouse gas emissions by more than 13 million metric tons a year, the equivalent of taking three million cars off the road.

A national Low Carbon Fuel Standard would reduce greenhouse gas emissions and America's dependence on foreign oil without requiring new government spending. Like California, the nation is dependent on a single, unstable energy supply and diversifying our energy supply is critical to national security. California relies on petroleum-based fuels for 96 percent of our transportation needs while America relies on petroleum for 97 percent.

Other countries are already adopting California's new standard, increasing the market and benefits. On January 31, 2007, the European Union announced a new pollution standard for motor fuels that is virtually identical to the Governor's executive order. The European Union's new standard will cut emissions by 500 million metric tons of carbon by 2020—equivalent to the total combined emissions of Spain and Sweden today.



02/26/2007 GAAS:164:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Announces Agreement with Western States to Reduce Greenhouse Gases

Continuing his leadership in the fight against climate change and to reduce greenhouse gas (GHG) emissions, Governor Schwarzenegger today joined the governors of four western states to sign a Memorandum of Understanding (MOU) creating the Western Regional Climate Action Initiative, a joint strategy to fight global warming.

During an address to the National Governors Association, the Governor also called on other states to adopt a low carbon fuel standard based upon the model being developed in California.

Governor Schwarzenegger signed an executive order directing California agencies to develop the LCFS earlier this year.

"This MOU sets the stage for a regional cap and trade program, which will provide a powerful framework for developing a national cap and trade program," said Governor Schwarzenegger. "This agreement shows the power of states to lead our nation addressing climate change."

At the annual winter meeting of the National Governors Association, Governor Schwarzenegger joined Governors Janet Napolitano, Bill Richardson, Ted Kulongoski and Chris Gregoire in signing the agreement that directs their respective states to, within the next six months, develop a regional target for reducing greenhouse gases. During the next 18 months, they will devise a market-based program, such as a load-based cap and trade program to reach the target.

The five states also have agreed to participate in a multi-state registry to track and manage greenhouse gas emissions in their region.

The Western Regional Climate Action Initiative builds on existing greenhouse gas reduction efforts in the individual states as well as two existing regional efforts. In 2003, California, Oregon and Washington created the West Coast Global Warming Initiative, and in 2006, Arizona and New Mexico launched the Southwest Climate Change Initiative.

Last September, Governor Schwarzenegger signed the Global Warming Solutions Action of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of

greenhouse gases.

Last month, the Governor established the world's first low carbon standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel over another.

During his address to the Natural Resources Committee of the National Governors Association, Governor Schwarzenegger discussed California's Low Carbon Fuel Standard and called on the committee and individual governors to support the policy as a model for other states and the nation.

"California's Low Carbon Fuel Standard will more than triple the size of our renewable fuels market in our state and put more than 7 million alternative fuel or hybrid vehicles on our roads by 2020 without any new government spending. It's also great for our national security because we will be less dependent on foreign oil and less vulnerable to price shocks and instability beyond our borders," said Gov. Schwarzenegger.

The committee meeting was attended by Samuel Bodman, U.S. Energy Secretary and led by John Huntsman, Committee Chair and Governor of Utah and Bill Richardson, Committee Vice-Chair and Governor of New Mexico.

Governor Schwarzenegger is visiting Washington D.C. to attend the National Governors Association annual winter meeting and to lobby the federal government for additional funding for education, healthcare, the State Criminal Alien Assistance Program, emergency assistance for victims of the January 2007 freeze and other vital federal funding.



Office of the Governor

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THE PEOPLE'S GOVERNOR

02/28/2007 GAAS:170:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Applauds Federal Grant to Boost Production of Cellulosic Ethanol in California

Governor Schwarzenegger issued the following statement applauding the U.S. Department of Energy's decision to invest \$385 million in federal funding to build the nation's first commercial-scale cellulosic ethanol plants.

Among the six grant recipients is Irvine-based BlueFire Ethanol, Inc., which will receive up to \$40 million in capital costs to build a biorefinery to produce up to 19 million gallons of cellulosic ethanol from landfill waste.

"I am pleased the federal government awarded a grant to BlueFire Ethanol, Inc. to build California's first cellulosic ethanol plant. Utilizing landfill waste produces cellulosic ethanol in a clean and low carbon manner, which is important in our fight to decrease greenhouse gas emissions from transportation fuels. This plant is good news for the environment and also the economy since it will increase revenues and create new jobs in the community."

On January 27, 2007, Governor Schwarzenegger wrote a letter to Secretary Samuel W. Bodham in support of Bluefire Ethanol, Inc.'s grant application.

Governor Schwarzenegger has led the charge to make California a global leader in alternative fuel research and development. California recently won a \$500 million grant from BP to the University of California to establish the Energy Biosciences Institute (EBI). As part of the Governor's Research and Innovation Initiative, he included \$40 million in lease revenue bonds for the EBI in his 2007-08 budget, demonstrating California's commitment to keeping the University of California system at the forefront of research and innovation. The Initiative also includes \$30 million for the University of California's Helios Project, which will produce the next generation of super-efficient solar energy technology. In January 2007, Governor Schwarzenegger signed an Executive Order establishing a groundbreaking Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. By 2020 the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent. This first-of-its kind standard will support AB 32 emissions targets as part of California's overall strategy to fight global warming and spur research and investment in alternative fuels.



Office of the Governor

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03/01/2007 GAAS:172:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Highlights California's Leadership in Fighting Climate Change in Letter to U.S. Senate

Governor Arnold Schwarzenegger sent the following letter to U.S. Senator Barbara Boxer for today's Committee on Environment and Public Works hearing at the U.S. Capitol:

February 28, 2007

The Honorable Barbara Boxer

Chair

Committee on Environment and Public Works

United States Senate

Washington, DC 20510

Dear Senator Boxer,

Thank you for allowing me to provide this written statement to the Senate Committee on Environment and Public Works for its very important hearing on State and Local Perspectives on Global Warming. I regret that my schedule does not permit me to testify in person.

I applaud your leadership on global climate change, and look forward to working with you, with members of the Committee, and with other members of the United States Senate and

House of Representatives to find solutions to this important problem.

Global climate change is one of the most critical environmental and political challenges of our time. The debate is over, the science is in, and the time to act is now. Only by putting aside our political differences and bringing all parties and stakeholders together will we truly be able to confront this crisis.

California has a history of finding innovative and effective solutions to important problems. In the area of energy efficiency, while the rest of the United States has experienced a 50 percent increase in per capita energy consumption over the past thirty years, California has kept its per capita consumption flat. Our state has achieved this while experiencing record economic growth. We have done so through government policies that set aggressive targets for efficiency, and then allow the creativity of the market to meet those targets. California is bringing this same leadership and approach to the fight against global climate change.

As you know, last year in California we developed the world's most comprehensive approach to reducing greenhouse gas emissions. By enacting the landmark Global Warming Solutions Act, California put itself on a path to reduce greenhouse gas emissions to 1990 levels by 2020. This law will achieve a 25 percent reduction from today's emissions levels through regulation, best management practices, incentives and market-based compliance mechanisms.

It is essential that we continue to develop market-based approaches to reducing carbon emissions. I urge Congress to develop a national market-based cap and trade program that helps

solve this growing threat to our planet and builds a forward-looking economic sector for our nation. This approach harnesses the power of the marketplace by giving financial value to carbon allowances and creating a financial incentive for emissions reductions.

In California, we are continuing to develop comprehensive strategies to address the problem. One recent example is the Low Carbon Fuel Standard, which I enacted by Executive Order earlier this year. The Low Carbon Fuel Standard will reduce California's dependence on oil and reduce our greenhouse gas emissions from transportation. I urge Congress to adopt a national Low Carbon Fuel Standard. Reliance on one resource to fuel our economy is unsustainable and is a risk to our nation's energy security. Today, the United States and California are dependent on oil for 97 percent and 96 percent of our respective transportation fuel needs. Moreover, transportation is the top source of greenhouse gases in California and

the second largest source in the nation. A national Low Carbon Fuel Standard would help break our unhealthy dependence on foreign oil and dramatically improve our environment.

During British Prime Minister Tony Blair's visit to California for our climate change summit last year, he spoke to me about the importance of individual U.S. states showing leadership to counteract the perception that Americans are not willing to join the climate change fight. Less than a year later, states are taking action on climate change. As one example, I signed an agreement earlier this week with four other western governors that commits our states to developing a regional reduction target for greenhouse gas emissions, and a market for achieving that reduction target.

State efforts like California's Global Warming Solutions Act, its Low Carbon Fuel Standard, and the five-state agreement to address carbon emissions not only make a difference in fighting global climate change, but also demonstrate the strong popular support for action that exists throughout the country. These efforts send a powerful message to the federal government and to the world, and they help our nation both recognize what must be done to confront the climate crisis and find the political will to do so. Because state initiatives have, and continue, to play such a critical role in advancing the fight against global climate change, I trust that whatever work Congress does on this issue will recognize and support – and not impede – those important state efforts.

I know that you and members of your Committee have long been on the front lines of the fight against global climate change. Thank you for your continued efforts to highlight the importance of this issue, and to seek real and lasting solutions. I hope that you will never hesitate to call on me as you move forward with this important work.

Sincerely,

Arnold Schwarzenegger



03/13/2007 GAAS:195:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Great Britain's Proposal to Reduce Greenhouse Gases

Governor Arnold Schwarzenegger today issued the following statement regarding the introduction of legislation in Great Britain to reduce greenhouse gases. Announced by Prime Minister Tony Blair, the legislative proposal is similar to California's Global Warming Solutions Act, signed into law by Governor Schwarzenegger last year.

"I would like to congratulate Prime Minister Tony Blair for taking this historic step to do in Great Britain at the national level what California is doing at the state level. The Prime Minister has been an inspiration to California as we have taken our own historic steps to fight greenhouse gases with the Global Warming Solutions Act. His leadership has shown us that we can protect the environment without harming the economy. Great Britain has already successfully reduced its greenhouse gas emissions below 1990 levels while at the same time growing their economy by 38 percent.

"California's economy stands to greatly benefit from the wave of new businesses and jobs created by the emerging technologies and different approaches to fighting climate change. By harnessing market forces, we will reduce carbon emissions to 1990 levels by the year 2020. And by 2050, we will reduce emissions to 80 percent below 1990 levels.

"California is proudly partnering with Great Britain to fight climate change and I look forward to advancing our efforts and linking our regional trading schemes so we can create a global carbon market. Last July, Prime Minister Blair and I took the unprecedented step of signing an agreement between California and the United Kingdom to create an international partnership to fight against global warming. Our agreement includes efforts to evaluate and implement market-based mechanisms to spur innovation, deepen our understanding of the economics of climate change, collaborate on technology research and enhance linkages between our scientific communities.



Office of the Governor

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THE PEOPLE'S GOVERNOR

03/15/2007 GAAS:207:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Meeting Today with British Columbia Premier Gordon Campbell

Governor Arnold Schwarzenegger issued the following statement today after meeting with British Columbia Premier Gordon Campbell:

"I want to thank Premier Campbell for meeting with me today and discussing what we both have been doing to reduce greenhouse gas emissions and lessen the effects of climate change. California and British Columbia can learn a lot from each other's experiences with renewable energy, building a hydrogen economy and developing a clean energy industry. I look forward to working with Premier Campbell on these and other issues when I visit him in Canada this spring."



Office of the Governor

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03/19/2007 GAAS:216:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Formally Announces Trade Mission to Canada

On Canada Day at the State Capitol today, Governor Arnold Schwarzenegger issued the following statement regarding his upcoming trade mission to Canada this spring:

"I am very excited to visit Canada - our state's second largest trading partner. Californians share so much with our neighbors to the north - whether it is a desire to protect our environment and reduce greenhouse gas emissions or our entrepreneurial spirit. I look forward to meeting with Canadian government officials to share the benefits of our state's burgeoning cleantech industry, promoting California as a travel destination and encouraging Canadians to buy California's goods and services. We have already seen great success from our past trade missions to Mexico, China and Japan, and this mission will continue on in that tradition of success."

Governor Schwarzenegger will lead a trade mission to Canada on May 29, 2007 and return May 31, 2007. The Governor will be visiting the cities of Toronto, Ottawa and Vancouver, where he will focus on promoting California trade and tourism, discuss ways of reducing the effects of climate change while boosting economic growth and look at creative ways to finance infrastructure.

Canada is one of California's largest tourism sources, sending more visitors to California than any other country except Mexico. Just over one million Canadians traveled to and through California in 2005, contributing \$710 million to the state economy in travel-related spending. Canadian tourism generates \$27 million in California state tax revenue and supports more than 7,000 California jobs. Additionally, Canada is California's second largest trading partner, generating over \$14 billion in exports from California last year alone.

In anticipation of this visit, Governor Schwarzenegger met with British Columbia Premier Gordon Campbell last week to discuss what both have been doing to reduce greenhouse gas emissions, lessen the effects of climate change and finance infrastructure.



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03/20/2007 GAAS:224:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Calls on President Bush and Congress to Pass Comprehensive Alternative Fuels Legislation

Today Governor Arnold Schwarzenegger issued the following statement in response to President Bush's Alternative Fuel Standard Act:

"While I applaud President Bush's commitment to increase the production and use of alternative fuels, effective energy policy requires a long-sighted plan that combats global warming, encourages market-based economic growth and reduces our country's dependence on oil.

By favoring one technology over another, the Alternative Fuel Standard Act allows government rather than markets and consumers to determine the alternative fuel winners and losers. And by not capping emissions, it potentially enables more global warming since some alternative fuels may produce more greenhouse gas emissions than current fuels.

California has been a global leader on this issue with passage of our Global Warming Solutions Act and the establishment of the Low Carbon Fuel Standard. I encourage President Bush and Congress to pass aggressive legislation that addresses this country's energy needs realistically and comprehensively."

For more information on California's leadership on global warming, please visit:
www.powercalifornia.com.



Office of the Governor

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THE PEOPLE'S GOVERNOR

03/22/2007 GAAS:230:07 FOR IMMEDIATE RELEASE

Text of Governor Schwarzenegger's Speech at Exporting California: California's Influence in 2008 and Beyond Luncheon as Prepared

Below is the prepared text of the Governor's remarks at Exporting California: California's Influence in 2008 and Beyond Luncheon

Hello everyone. I am very happy to be here today at this great conference about California's influence on the rest of the country and the rest of the world. It's one of my favorite subjects.

California is the leader in high-tech, bio-tech, clean-tech, environmental protection, stem cell research, solar energy, the fight against global warming, agriculture and entertainment. The list goes on and on.

But despite all that we haven't had the power to influence the presidential nominating process since California put George McGovern over the top in 1972. Candidates only came out here to raise money. And sometimes the fundraisers were barely over and they took that money and went to other states like Iowa and New Hampshire and campaigned there. We were nothing more than a cash cow. But last week, I signed the Early Primary Bill and already we are seeing the candidates paying greater attention to California.

Candidates from both major parties are now campaigning longer, campaigning harder and campaigning in more places in our state than anyone can remember.

So now it is our responsibility and the news media's responsibility as well to make sure we hear their plans for the issues that people in California and around the nation truly care about.

For instance as important as the Iraq War is this presidential campaign needs to be about so much more.

The people of California want to hear the candidates' specific plans on immigration, health care reform, education, climate change, infrastructure, social security, water, energy.

How do we get independent from fossil fuel? How do these candidates really plan on getting Democrats and Republicans in Washington working together and functioning again for the people instead of just for the political parties?

Why is it that for every one dollar we send to Washington in federal taxes we get just 79 cents back? In 1994 it was 95 cents. Let's find out if they believe we deserve more money and how they plan to help us get it?

I want to hear specific plans. Not just applause lines or rhetoric. Hope is on the Way, Compassionate Conservatism, Building a Bridge to the 21st Century. Don't tell us you invented the internet. We're tired of all the sound bites.

On immigration, for example, how many times have you heard a politician say: "We should be firm but

compassionate?" But what does that mean? What will you do with the 12 million undocumented immigrants already here? And what about those who have children here legally? Will you send them back home?

Will you build a fence on the border? Should illegals have a path to citizenship? Would you make them leave the country first? How would you accomplish that? And how will you make sure agriculture and other industries have enough workers to get the job done?

Look what's happening in Colorado. They passed tough laws on hiring undocumented workers and now they're stuck with rotten crops costing millions of dollars.

How will you reimburse California the \$700 to \$800 million for the incarceration of undocumented immigrants?

On health care, how many times have you heard a candidate say: "Every child must be insured?" Or: "It's a travesty that the richest nation in the world has 45 million people uninsured."

Again we want to hear the details. OK. Do you propose mandatory coverage? Where will the money come from? Do you want a government-run system or a strictly market system? How will you solve the emergency room crisis? What do we do with those in poverty?

What is their plan on climate change? How many times have you heard a candidate say: "We have to leave this world a better place than we found it." "Our children deserve clean air clean water." "We have to fight global warming." OK. Tell us how. America isn't even in the game on global warming. It's embarrassing. What's your specific plan to roll back greenhouse gas emissions?

Do you favor a cap and trade system? How will you make us less dependent on oil? What is your belief about off shore oil drilling? What's your energy policy? How will you promote alternative fuels? What kind of example will you set for the rest of the world so we can make global progress on climate change?

I could go on and on. Every politician in America talks about "We have to give our kids the education they need to compete in a global economy." What about no child being left behind.

But what are your specific plans? How do you intend to get more dollars in the classroom? How will you attract and keep the best teachers? How will you get rid of bad teachers? How will you increase accountability? How will you get information about schools in every state on the Internet so parents can find the best place to send their kids?

How will you expand vocational education programs? What about after school programs? What about pre-school programs. What about early childhood development? Now that California is in a position to have influence in the presidential primaries we need to ask these tough questions.

And we need to make sure we hear real answers. Answers about the candidates' vision for America in 2020, their vision for America in 2050 and how they intend to get us there.

We are going to make sure that the \$60 million we spend on this primary election means billions of dollars for our state. That is a return on investment that will benefit all of California. And if we get our questions answered it may be the greatest contribution California can make toward picking the next president. Thank you very much.



03/30/2007 GAAS:247:07 FOR IMMEDIATE RELEASE

**Text of Letter From Governor Schwarzenegger to Senator Feinstein
Applauding Legislation to Reduce Greenhouse Gas Emissions and Dependence
on Oil**

Below is the text of the letter Governor Schwarzenegger sent to Senator Dianne Feinstein applauding her along with Senators Susan Collins and Senator Olympia Snowe for introducing historic legislation modeled on California's actions to reduce carbon dioxide emissions from the use of motor vehicles.

March 30, 2007

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20515

Dear Senator Feinstein,

I am very pleased that you, Senator Collins and Senator Snowe have introduced legislation modeled on California's recent actions to reduce both greenhouse gas emissions and our unhealthy dependence on oil. Today's announcement is a powerful example of public servants reaching across the aisle and state borders to develop effective solutions to one of the greatest challenges of our time – global climate change.

By adopting performance standards that harness market forces, your legislation will dramatically increase the availability of low carbon fuels and more efficient automobiles. Your legislation would also accomplish this objective without limiting market options, providing subsidies or burdening taxpayers. In this way, the United States will reduce its greenhouse gas emissions and oil dependency in a cost-efficient manner while boosting competition, consumer choice and economic growth.

Once again, you have made all Californians proud to have you as our senior Senator. I applaud you for supporting this forward-looking legislation and look forward to seeing its early adoption and implementation.

Sincerely,

Arnold Schwarzenegger

/dc



03/30/2007 GAAS:247:07 FOR IMMEDIATE RELEASE

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Sincerely,

Arnold Schwarzenegger

/dc



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

04/02/2007 GAAS:253:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on U.S. Supreme Court Decision on Regulation of Greenhouse Gases

Gov. Schwarzenegger issued the following statement today regarding the U.S. Supreme Court decision on the U.S. Environmental Protection Agency's authority to regulate greenhouse gases, in Commonwealth of Massachusetts, et al. v. United States Environmental Protection Agency:

"I am very encouraged by the U.S. Supreme Court's decision today that greenhouse gases are pollutants and should be regulated by the federal government. We expect the U.S. EPA to move quickly now in granting our request for a waiver, which will allow California and thirteen other states that have adopted our standards to set tougher vehicle emissions levels. And we remain hopeful that the EPA will soon determine, as California has, that vehicle greenhouse gases must be reduced.

"This ruling will lead to a better quality of life for all Californians. Our state remains committed to carrying on the fight against global warming because the political will is here and Californians demand action."



Office of the Governor

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04/06/2007 GAAS-262-07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement Regarding a Report Released Today by the Intergovernmental Panel on Climate Change

Gov. Schwarzenegger issued the following statement today regarding the release of the Intergovernmental Panel on Climate Change 4th Assessment Report on the impacts of global warming:

“In California, we're taking decisive action to curb the greenhouse gas emissions that are causing our temperatures to increase. We also are proposing investments in solutions for a warmer California, such as rebuilding our water storage infrastructure. The implications of higher temperatures around the world are flush with frightening scenarios, but taking action today can dramatically decrease the impacts of global warming. While we're taking action today to reduce our greenhouse gases, we must also maintain a dialogue on how we're going to prepare for the changes that higher temperatures may bring.”



Office of the Governor

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04/09/2007 GAAS:265:07 FOR IMMEDIATE RELEASE

Governor Arnold Schwarzenegger Issues Statement on California State Lands Commission's Action on LNG Terminal

Governor Arnold Schwarzenegger issued the following statement today regarding the California State Lands Commission's vote to deny the proposed Liquefied Natural Gas (LNG) facility off the coast of Ventura County:

"I have always said that California must have a diverse, dependable and environmentally sound mix of energy supplies to meet the needs of our people and our economy. And as California continues to lead the nation in efforts to reduce greenhouse gas emissions, guaranteeing a steady source of clean-burning fuel takes on even greater significance. We must remember that our efforts to reduce carbon based, dirty energy in California creates a responsibility to ensure our state has ample clean energy.

"Hearings this week on a proposed liquefied natural gas facility 14 miles off the Southern California coast are of vital importance to our state's future, and I approach my decision-making role in that process very, very seriously.

"It would be inappropriate for me to take a position on any application before the review process is complete, but I do believe that liquefied natural gas should be a part of California's energy portfolio. Natural gas is the cleanest-burning fossil fuel and an LNG facility to serve our state would make California less vulnerable to variations in supply and price.

"Despite the action taken today by the State Lands Commission, my office, pursuant to federal law, is using the allotted 45-day review period to make sure that the project meets strict standards of public and environmental safety."



04/10/2007 GAAS:268:07 FOR IMMEDIATE RELEASE

Statement by Governor Schwarzenegger's Chief Deputy Legal Affairs Secretary Louis Mauro on the Governor's Role in the LNG Facility Approval Process

Governor Arnold Schwarzenegger's Chief Deputy Legal Affairs Secretary Louis Mauro today issued the following statement:

"The federal Deepwater Port Act (33 U.S.C. § 1501 et seq.) establishes the requirements for the federal government to issue a license to operate a deepwater port in federal waters. The proposal by BHP Billiton LNG International Inc. for an offshore Liquefied Natural Gas (LNG) facility requires a license under the federal Act.

"The federal Act provides that the federal government may not issue a license without approval from the Governor of an adjacent coastal state. (33 U.S.C. § 1503(c)(8).) In this instance, the adjacent coastal state is California. Pursuant to the federal Act, Governor Schwarzenegger has 45 days from the last federal hearing on the matter to communicate his approval, his approval with conditions, or his disapproval of the project. If the Governor does not communicate his decision within 45 days, approval is presumed under the Act. (33 U.S.C. § 1508(b)(1).)

"The last federal hearing on the matter occurred on April 4, 2007. Thus, the Governor's 45-day review period has commenced. The Governor's Office is conducting a careful and thorough review of the matter and the Governor has not made any decision on this project. Governor Schwarzenegger's decision is due by May 21, 2007.

"The State Lands Commission and the California Coastal Commission are responsible for reviewing different and distinct aspects of the proposed project pursuant to different laws. The Governor reviews whether a federal license should issue in federal waters, but the State Lands Commission reviews whether a lease of state lands should be approved for a proposed pipeline over state lands (within three miles offshore). And the California Coastal Commission reviews whether the project is consistent with California coastal laws.

"Yesterday, the State Lands Commission voted to disapprove a lease of state lands for the pipeline, and it did not certify the Environmental Impact Report (EIR) for the project. The California Coastal Commission will hold a hearing on the project on April 12, 2007.

"Because the decisions by the State Lands Commission and the California Coastal Commission may be subject to legal challenge and review, and may not be final, the Governor will continue his review of the application for a federal license. If the Governor fails to communicate a decision within 45 days, he will be deemed to have approved the project. His continuing review will ensure that he can take appropriate steps to protect the environment and the people of California."



04/11/2007 GAAS:270:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Lobbies for California's Federal Waiver to Set Strict Vehicle Emissions Standards

Governor Arnold Schwarzenegger today met with U.S. Environmental Protection Agency Administrator Stephen Johnson in Washington D.C. to push California's request for a federal waiver to restrict auto emissions. Last week, the U.S. Supreme Court issued a ruling saying that the U.S. Environmental Protection Agency has the authority to regulate greenhouse gases, which led the agency to take steps toward reviving California's petition for a waiver.

"Last week's Supreme Court ruling opened the door for California to move forward in setting our own strict vehicle emission standards to help reduce greenhouse gas emissions," said Governor Schwarzenegger.

"Today, I am calling on the federal government to expedite our request for a waiver which will allow us to carry on the fight against global warming. Californians want to be free to protect the environment and we deserve nothing less."

"With technology that exists today, California's vehicle emissions standards are eminently achievable -- It is not a matter a technological ability, it's a matter of political will."

To participate in the meeting, Governor Schwarzenegger invited former Assemblymember Fran Pavley who authored California's landmark legislation in 2002 to reduce greenhouse gas emissions from vehicles on which the federal waiver request is based. Linda Adams, California's Secretary for Environmental Protection also attended.

Under the federal Clean Air Act, California has the right to set its own vehicle emission standards, and other states have the right to adopt the California standards as their own. Ten other states have adopted California's vehicle emissions standards including: Vermont, New York, New Jersey, Massachusetts, Connecticut, Maine, Rhode Island, Pennsylvania, Washington and Oregon. New Mexico, Arizona and Maryland are in the process of adopting California's standards.

On December 21, 2005, the California Air Resources Board (ARB) requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The waiver would allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles. The waiver was requested after the ARB developed regulations based on the 2002 California law. In addition to the waiver being stalled in the federal process, the law faces a legal challenge by automakers.

In letters sent on April 10, 2006 and October 24, 2006 to President Bush, the Governor reiterated the urgency of approving California's request to address global warming.



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04/12/2007 GAAS:275:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Chevron Corporation and Weyerhaeuser Company Announcing Investment in Cellulosic Biofuels

Governor Arnold Schwarzenegger today issued the following statement on Chevron Corporation and Weyerhaeuser Company announcing a letter of intent to jointly assess the feasibility of commercializing the production of biofuels from cellulose-based sources.

"I am very excited to learn about this fantastic news that Chevron will be teaming up with the Weyerhaeuser Company to produce clean-burning biofuels for cars and trucks. This is exactly the kind of thing I was talking about in my speech yesterday at Newsweek's Global Environmental Leadership Conference. With California leading the way, we are sending the rest of the world a message to change the dynamic on greenhouse gas and on carbon emissions. If we don't make the change to a sustainable environmental economy, someone else will. We must take action now and the rest of world will follow."



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04/20/2007 GAAS:304:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on California's Low Carbon Fuel Standard on National Scene

Gov. Schwarzenegger today issued the following statement after presidential candidate Senator Barack Obama (D-Illinois) announced his support for national legislation modeled on California's Low Carbon Fuel Standard (LCFS) to reduce the carbon content of transportation fuels and create a competitive market for clean-burning fuels:

"I am proud of California's leadership in reducing greenhouse gases and am extremely pleased to see Senator Obama join Senators Feinstein, Collins, McCain and Snowe in recognizing the power of our groundbreaking Low Carbon Fuel Standard to reduce greenhouse gases and petroleum dependency while invigorating market competition and expanding consumer choice."

The Governor first called for a national LCFS in February when he was joined by presidential candidate Senator John McCain (R-Arizona). Last month, Senators Dianne Feinstein (D-California), Susan Collins (R-Maine) and Olympia Snowe (R-Maine) introduced a measure to implement a national LCFS. Today Senator Obama (D-Illinois) proposed that California's plan be enacted nationally and his campaign said a national low carbon fuel standard modeled on California's targets would reduce national greenhouse gas emissions by about 200 million tons in 2020, the equivalent of taking about 32 million cars off the road in 2020. The campaign also estimates the annual consumption of gasoline derived from foreign oil imports would drop by about 30 billion gallons in 2020. In January the European Commission announced its intention to enact a standard modeled on California's LCFS.

California's Low Carbon Fuel Standard was introduced by Governor Schwarzenegger in January to reduce the greenhouse gas content of transportation fuels. By 2020 the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent and is expected to more than triple the size of California's renewable fuels market and put more than 7 million alternative fuel or hybrid vehicles on its roads without any new government spending.

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04/23/2007 GAAS:310:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statements on Environmental Efforts by Province of Manitoba, National Commission on Energy Policy

Governor Arnold Schwarzenegger today issued the following statement after Manitoba Premier Gary Doer announced legislation to implement a climate initiative consistent with Manitoba's Memorandum of Understanding with California:

"I would like to congratulate Manitoba for their comprehensive approach to addressing climate change. Manitoba's proposal underscores the need to reduce greenhouse gas emissions across all sectors of the economy, including energy production, energy use, transportation, building standards and consumer education. Manitoba and California are strong partners in the international effort to reduce greenhouse gases and I look forward to linking our programs to maximize the benefits for the environment."

The Governor also issued the following statement in response to a new report by the National Commission on Energy Policy, citing the need for the federal government to adopt a California-like low carbon fuel standard policy:

"This is yet another example of California leading the nation in the fight against climate change. This report underlines the need to address the climate implications of our country's fuel choices. While we must create a more secure fuel future, we also must ensure that the alternative fuels chosen by the market bring reductions in greenhouse gas emissions. Building a strong market for alternative fuels is important, but they also must promote a cleaner, healthier environment."



04/25/2007 GAAS:317:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Warns U.S. EPA of California's Intent to Sue if Federal Government Fails to Act on Waiver to Reduce Emissions

Governor Arnold Schwarzenegger today notified the U.S. Environmental Protection Agency of California's intent to sue if the federal government fails to act on California's request for a waiver to regulate greenhouse gas emissions in new vehicles. In a letter (below), the Governor sent a notice of intent to sue which is required 6 months in advance of any lawsuit to be filed. The Governor also spoke with U.S. EPA Administrator Stephen Johnson today by phone. The U.S. EPA has taken preliminary steps to act on California's waiver.

"I have called on the federal government to expedite California's request, and now with a Supreme Court decision behind us, the time to act is now. If the federal government once again fails to act, we have an obligation to take legal action," said Governor Schwarzenegger. "Californians clearly want to protect our environment. The U.S. EPA must act aggressively to grant our waiver so we can begin reducing greenhouse gas emissions."

Earlier this month, the U.S. Supreme Court issued ruling saying the U.S. Environmental Protection Agency has the authority to regulate greenhouse gases.

By not acting, the U.S. EPA is preventing the rights of California and other states from taking action to reduce greenhouse gases. Eleven other states have adopted the California standards as their own and two more are now in the process. The group of states makes up about one-third of all US auto sales.

Under the federal Clean Air Act, California has the right to set its own vehicle emission standards, and other states have the right to adopt the California standards as their own. The eleven other states that have adopted California's vehicle emissions standards include: Vermont, New York, New Jersey, Massachusetts, Connecticut, Maine, Rhode Island, Pennsylvania, Maryland, Washington and Oregon. New Mexico and Arizona are in the process of adopting California's standards.

On December 21, 2005, the California Air Resources Board (ARB) requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The waiver would allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles. The waiver was requested after the ARB developed regulations based on the 2002 California law. In addition to the waiver being stalled in the federal process, the law faces a legal challenge by automakers.

In letters sent on April 10, 2006 and October 24, 2006 to President Bush, the Governor reiterated the urgency of approving California's request to address global warming.

The Governor sent the following letter to U.S. EPA Administrator Stephen L. Johnson:

April 25, 2007

The Honorable Stephen L. Johnson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue
Washington, DC 20460

RE: Regulations to Control Greenhouse Gas Emissions from Motor Vehicles; Request for Waiver of Preemption Under Clean Air Act Section 209(b), DOCKET ID EPA-HQ-OAR-2006-0173

Dear Mr. Administrator,

Thank you for speaking with me today regarding our request for a federal preemption waiver for California's motor vehicle greenhouse gas emissions standards.

While I support the timing of the hearing and comment deadline you have announced, your agency's schedule for action must take into account that our waiver request was submitted more than 16 months ago. Failure to take action by the end of October would mean that more than 22 months have passed with no decision. This is clearly an unreasonable delay under the Clean Air Act, and I ask that the EPA issue its decision on California's request within the next 180 days in order to avoid legal action by CARB.

This letter also provides you with notice of our intent to commence an action, if necessary, under Clean Air Act Sections 304(a) and 307(b) (42 U.S.C. §§ 7604(a), 7607(b), and Administrative Procedure Act Section 706 (5 U.S.C. § 706), to compel this unreasonably delayed agency action. If this action by CARB is required, we will seek declaratory and injunctive relief, and other relief as the court may deem appropriate.

I applaud you for taking this long overdue and important step toward addressing California's waiver request. We hope that your announcement reflects not only a response to the Supreme Court's decision in *Massachusetts et al. v. EPA* ((2007) ___ U.S. ___ [127 S.Ct. 1438, 75 U.S.L.W. 4149]), but also a recognition of the importance of acting expeditiously to address

the critical climate change issues that we are facing.

Please enter this letter in the subject docket. Thank you for your prompt attention to this important issue.

Sincerely,

Arnold Schwarzenegger

cc: Linda S. Adams, Secretary for Environmental Protection

Via U.S. Mail addressed to:

William L. Wehrum
Acting Assistant Administrator
U.S. EPA Headquarters
Ariel Rios Building
1200 Pennsylvania Avenue, Northwest
Washington, DC 20460

David Dickinson
EPA Office of Transportation and Air Quality
U.S. EPA Headquarters
Ariel Rios Building
1200 Pennsylvania Avenue, Northwest
Washington, DC 20460



05/04/2007 GAAS:343:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Collaborates with Premier Steve Bracks and the Australian State of Victoria to Fight Climate Change

Keeping California at the forefront of the fight against climate change, Governor Arnold Schwarzenegger today met with the Honorable Steve Bracks, Premier of Victoria, to sign a Memorandum of Understanding (MOU) and establish a partnership to fight climate change.

"I am proud that California has earned a reputation as a global leader on combating climate change," said Governor Schwarzenegger. "Engaging in this joint commitment with Premier Bracks and the State of Victoria sends a clear message of international, bipartisan dedication to cut emissions, encourage the development of clean energy, and preserve our precious natural resources."

The MOU represents an important step in the evolution of the effort to combat global climate change. In creating practical linkages between jurisdictions in both hemispheres, it builds a platform for regional integration to fight climate change globally.

The agreement provides an opportunity for California and Victoria to fight the effects of climate change by taking joint action to cap emissions, foster market competition for low carbon resources, coordinate carbon offsets, reduce greenhouse gases in the transportation sector, encourage the development of clean energy technology, develop clean building standards and help agricultural communities adapt to climate change.

In February, Governor Schwarzenegger signed a Memorandum of Understanding with Governors Janet Napolitano, Bill Richardson, Ted Kulongoski and Chris Gregoire, creating the Western Regional Climate Action Initiative, a joint strategy to fight global warming.

Last September, Governor Schwarzenegger was joined by national and international leaders in the fight against global climate change to sign the Global Warming Solutions Act of 2006, landmark legislation that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.

Attached is the Memorandum of Understanding the Governor signed today with the Honorable Steve Bracks, Premier of Victoria.



05/07/2007 GAAS:359:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Applauds Senator Obama for Proposing National Legislation Modeled after California's Low Carbon Fuel Standard

Governor Schwarzenegger issued the following statement today regarding legislation introduced by Senator Barack Obama (D-Illinois) to establish a national version of California's Low Carbon Fuel Standard:

"I applaud Senator Obama for introducing legislation to establish a national version of California's groundbreaking Low Carbon Fuel Standard. By adopting our approach of employing enforceable standards and market competition to reduce greenhouse gas emissions, Senator Obama's legislation, like the bi-partisan legislation proposed by California Senator Dianne Feinstein, can dramatically increase investment in low carbon fuels at the same time it effectively fights climate change, expands consumer choice and rewards innovation.

"Climate protection, energy security and economic well-being are not partisan issues, and I hope members of Congress on both sides of the aisle will support and help pass this important legislation."

California's Low Carbon Fuel Standard was introduced by Governor Schwarzenegger in January to reduce the greenhouse gas content of transportation fuels. By 2020 the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent and is expected to more than triple the size of California's renewable fuels market, displace 20% of California's gasoline consumption with lower carbon fuels, and put more than 7 million alternative fuel or hybrid vehicles on its roads without any new government spending. In January the European Commission announced its intention to enact a standard modeled on California's LCFS. On May 18, the Governor and an EU official will make keynote addresses to the International Low Carbon Fuels Symposium to be held at Lawrence Berkeley National Laboratory.

The Governor first called for a national LCFS in February when he was joined by presidential candidate Senator John McCain (R-Arizona). In March, Senators Dianne Feinstein (D-California), Susan Collins (R-Maine) and Olympia Snowe (R-Maine) introduced a measure to implement a national LCFS.

Today Senator Obama (D-Illinois) introduced legislation proposing that California's plan be enacted nationally. According to Senator Obama's office, a national low carbon fuel standard modeled on California's targets would reduce national greenhouse gas emissions by over 250 million tons in 2020, the equivalent of taking about 32 million cars off the road.



05/08/2007 GAAS:362:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Applauds California Climate Action Registry for Joining First Multi-State Greenhouse Gas Tracking

Governor Arnold Schwarzenegger today applauded the California Climate Action Registry (CCAR) for joining 30 other U.S. States in the nation's first cooperative effort to develop consistent protocols to track greenhouse gas (GHG) emissions. The multi-state emissions registry, called The Climate Registry, will allow California companies and organizations to join a national effort to measure, track and report GHG emissions.

"Today marks another important step toward a nationwide effort to fight global warming. Developing a common standard for reporting and recording greenhouse gases is an essential component to a national climate action policy," Governor Schwarzenegger said. "I'm proud that this multi-state registry was modeled after California's Climate Action Registry and trust that the rest of the nation will join our fight to protect the environment and secure a sound economy."

The newly formed Climate Registry will assist states in measuring, tracking and managing GHG emissions. It will provide an important administration infrastructure to help support the measurement and reporting of greenhouse emissions data. The cooperative effort will help support a wide range of state and regional programs designed to manage and reduce GHG emissions.

By Jan. 1, 2008, The Climate Registry will provide members with third-party verified, highly accurate emission formulas to create a shared standard for measuring and reporting data, so that a ton of carbon dioxide in California is the same as a ton in South Carolina.

The Climate Registry is modeled after CCAR, a non-profit organization established by legislation in 2000. California's Registry is the nation's only working voluntary emissions registry, with 250 members and more than 300 million tons of emissions registered. The CCAR provides a sophisticated web-based emissions tracking system to its members, requiring on-site verification and certification of reported emissions data.

The full list of founding member states and tribes in The Climate Registry thus far includes: Arizona, California, Colorado, Connecticut, Delaware, Florida, Hawaii, Illinois, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, Utah, Vermont, Washington, Wisconsin, Wyoming and the Campo Kumeyaay Nation.

In addition, two Canadian provinces, British Columbia and Manitoba, have also committed to participating in The Climate Registry, subject to confirmation at the Registry's first board meeting.



05/09/2007 GAAS:366:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Sponsors Legislation to Correct Flaw in California's Million Solar Roofs Plan

Governor Arnold Schwarzenegger today announced that he is sponsoring legislation to fix an unintended flaw in legislation passed last year to complete his Million Solar Roofs plan. The program, administered by the California Public Utilities Commission (CPUC), provides financial incentives to home and business owners to install solar systems to reduce electricity demand in California, helping to ensure an adequate supply and protect the environment.

"California is a national leader in solar energy. By expanding its use in homes and businesses across our state, we can help fight greenhouse gases while bringing more jobs to California," said Governor Schwarzenegger. "Last year's legislation had an unintended flaw we are seeking to immediately fix so we can maximize Californians' participation in the program."

To expedite the passage of urgency legislation, the Governor has reached a conceptual agreement with a bipartisan group of legislators including Assemblymembers Lloyd Levine, Rick Keene, Bonnie Garcia, John Benoit and Senators Christine Kehoe, Bob Dutton and Jim Battin to quickly introduce a bill that fixes the problem. The Governor has also worked with utilities, environmental groups and other stakeholders to craft the agreement.

The unintended problem is related to the current statutory requirement for Time of Use rates for electricity customers that install solar systems. The solution allows the CPUC to temporarily change the rate structure for solar systems installed since January 1, 2007. The legislation must be signed into law by June 6, 2007, to allow the CPUC to take action at its next regularly scheduled meeting.

The legislation will also allow the CPUC to offer rebates or credits to ratepayers impacted by the current rate structure.

Since taking office, the Governor has made it a priority to develop a self-sustaining solar industry for California. Gov. Schwarzenegger worked for more than two years with the legislature and the California Public Utilities Commission to create a solar program for the citizens of California. To fully implement the incentive program, he signed SB 1 by Senator Kevin Murray (D-Los Angeles) in August, 2006.

One million solar roofs will greatly increase the state's rooftop solar energy capacity, providing the output equivalent of five modern electric power plants. This program's 3,000

megawatt goal, taken together with other aggressive solar initiatives such as requiring utilities to acquire 20 percent of the power used within the state from renewable sources, will make California once again a world leader in solar power.

In October of last year, the Governor launched the Go Solar California Web site (www.GoSolarCalifornia.ca.gov), a one stop shop for information on the state's solar programs for California residential and commercial power users.

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05/15/2007 GAAS:375:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Mayor Villaraigosa's 'Green LA' Action Plan

Governor Arnold Schwarzenegger issued the following statement regarding Los Angeles Mayor Antonio Villaraigosa's "Green LA" action plan to reduce greenhouse gases:

"Today's proposal by Los Angeles shows that an essential network for climate action is spreading throughout the west and beyond. As part of the historic global warming law I signed last year, cities and counties will play a critical role in meeting the state's goal to roll back greenhouse gas emissions to 1990 levels. LA's plan shows that cities can take local action to find global solutions. I look forward to working with Mayor Villaraigosa and other local leaders to develop and implement strategies to fight global warming."



05/18/2007 GAAS:385:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Keynotes Symposium on California's Low Carbon Fuel Standard, Discusses High Gas Prices

At a symposium of officials and experts from around the world who gathered to preview implementing protocols for California's Low Carbon Fuel Standard (LCFS), Governor Schwarzenegger today pointed to already-developing market competition to meet the new standard as the best way to arrest global warming pollution from transportation fuels, reduce oil dependency, boost clean technology and give consumers a weapon against escalating gas prices. The Governor also criticized the 54 cent per gallon tariff imposed on sugar-based ethanol from Brazil.

"This is our race to the moon. And like that race, this too would be 'one giant leap for mankind.' This is the challenge of our generation, and we will meet it with innovation, technology and with a commitment that matches the greatest pioneers in our history. This is what California is all about," said Schwarzenegger.

"We can protect the environment, slow global warming and stimulate a new economy of low-carbon fuels all at once. And, the Low Carbon Fuel Standard is our best weapon against rising gas prices. A vibrant market in alternative fuels and alternative vehicles gives consumers choices. They would be empowered to say, 'Forget it, I'm not going to buy your \$4 a gallon gasoline ever again.'"

"Our low carbon standard is a solution, a policy to recognize that we can't transform our multi-billion-dollar fuels markets unless the private sector sees a reason to invest and customers see a reason to buy. We don't pick winning fuels, and we don't provide a subsidy. That way the best products will win."

The Governor first introduced the LCFS in January. The LCFS utilizes enforceable standards, market competition and flexible compliance to reduce emissions at the lowest cost and in the most consumer-friendly ways. By 2020 it will require a reduction in the carbon intensity of California's passenger vehicle fuels of at least 10 percent and is expected to more than triple

the size of California's renewable fuels market, displace 20% of California's gasoline consumption with lower carbon fuels, and put more than 7 million alternative fuel or hybrid vehicles on its roads without any new government spending.

The LCFS gained national momentum after the Governor called for a federal policy in February, joined by presidential candidate Senator John McCain (R-Arizona). In March, Senators Dianne Feinstein (D-California), Susan Collins (R-Maine) and Olympia Snowe (R-Maine) introduced a national measure modeled after California's LCFS. This month, Senators Barack Obama (D-Illinois) and Tom Harkin (D-Iowa) introduced legislation proposing that California's LCFS be enacted nationally. According to Senator Obama's office, a national low carbon fuel standard modeled on California's targets would reduce national greenhouse gas emissions by over 250 million tons in 2020, the equivalent of taking about 32 million cars off the road.

During his keynote address, the Governor also criticized the 54 cent per gallon tariff imposed on sugar-based ethanol from Brazil.

"The federal government is subsidizing corn-based ethanol and we have a tariff of 54 cents a gallon on most imported ethanol to discourage cheap fuel coming in from Brazil. This is crazy. Just meeting the President's target of 15 percent bio-fuels over the next decade would consume most of the U.S. corn crop. So of course that pushes up corn prices and then the cost of food goes up," said the Governor. "We should let the free market not government make these decisions. And that is exactly what our Low Carbon Fuel Standard does."

The Governor convened the international symposium in order to coordinate the introduction of California's protocols for implementing the LCFS with the European Union's (EU) development of similar protocols and with the hope of establishing a single universal protocol for adoption by political jurisdictions enacting low carbon fuel standards around the world.

"Imagine the power of a single, universal standard driving competitors in California, New York, Britain, Brazil, India, Indonesia and China to supply low-carbon products to the trillion-dollar-a-year international fuels marketplace," said the Governor.

At the request of the Governor, a team from the University of California presented a report on the implementation of LCFS and ways to measure the full fuel cycle carbon output for

alternative fuels. They proposed a methodology for determining the lifecycle greenhouse gas (GHG) emissions and compliance rules for the LCFS. The team also presented a scenario analysis of the combination of fuels and vehicles that could meet the LCFS target, potential California resources to produce the fuels of the future and recommendations for further research and collaborative efforts needed to implement the LCFS.

The UC team consisted of more than 20 engineering professors, public policy experts, economists, environmental scientists and graduate students. They worked with electric utilities, agriculture industry, environmental community, California Air Resources Board, California Energy Commission, European Union, U.S. EPA and members of Congress.

Among their results, the UC team concluded that, with technological advancements, a 10% reduction in carbon content of transportation fuels is achievable by 2020.

The EU is embarking on a similar policy and will be accounting for the lifecycle emissions of GHG from transportation fuels. Collaboration between the EU and California will ensure that standards and rules converge and provide a more seamless market for alternative fuel producers and distributors.

The symposium was hosted by Governor Schwarzenegger, Lawrence Berkeley National Laboratory and the International Council on Clean Transportation and attended by officials from California, the United States, Germany, Belgium, Indonesia, Canada, United Kingdom and Japan. Other speakers and panelists included: Steve Chu, Director, Lawrence Berkeley National Laboratory; David Crane, Special Advisor to Gov. Schwarzenegger; Dan Sperling, Professor, University of California Davis; General Charles F. Wald, Advisor to the National Commission on Energy Policy; Dr. Dorette Corbey, Member, European Parliament; Jason Grumet, National Commission on Energy Policy; Ian Hodgson, Directorate General of the Environment, European Commission; Alex Farrell, Professor, University of California Berkeley; Bill Provine, Director of Research, Dupont Biofuels Division; Rick Zalesky, Vice President, Biofuels and Hydrogen Division, Chevron; Peter Friebe, General Manager, DaimlerChrysler's Fuel Cell Project; and Alan R. Weverstad, Executive Director, Environment & Energy Staff, Public Policy Center, General Motors Corporation.



05/21/2007 GAAS:392:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Joins Governor Huntsman As Utah Signs Western Climate Initiative, Strengthening Regional Fight Against Global Warming

Governor Arnold Schwarzenegger today met with Governor Jon Huntsman in Salt Lake City as Utah entered into the Western Regional Climate Action Initiative. Utah is joining California, Arizona, New Mexico, Oregon and Washington to fight climate change by signing a Memorandum of Understanding (MOU) designed to reduce greenhouse gases. Both governors also signed an MOU between California and Utah to work together to combat global warming.

"I applaud Utah for joining the Western Regional Climate Action Initiative. We are also signing a Memorandum of Understanding between our two states that commits us to work together to fight global warming," said Governor Schwarzenegger. "In the west, we understand how a hotter climate can jeopardize our precious resources, including our water supply. Like California, Utah has great snow for skiing, magnificent natural forests and a productive farming and ranching industry. So higher temperatures are an economic threat as well and we literally cannot afford to stand by and do nothing."

In February, California, Arizona, New Mexico, Oregon and Washington signed an MOU to establish a regional emissions cap and develop a market-based cap and trade system to fight climate change.

By joining the Western Regional Climate Action Initiative and signing the MOU, states are establishing a priority and framework to cooperatively develop a system to fight global warming, to ensure that efforts are integrated and effective. Regional and international approaches require that parties work together so that reporting, measuring, verifying and emissions markets have consistent protocols. Through the agreement, California is able to share and receive valuable information, such as academic research, effective policy initiatives, best practices and technological innovation.

Last September, Governor Schwarzenegger signed the Global Warming Solutions Action of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.

In January, the Governor established the world's first low carbon standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel over another.



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05/23/2007 GAAS:399:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger, Legislators Honored with Edmund G. 'Pat' Brown Award on Environment, Economy

The California Council for Environmental and Economic Balance (CCEEB) today honored Gov. Schwarzenegger with the Edmund G. "Pat" Brown Award in recognition of his work on climate change. Senate President Pro Tem Don Perata and Assembly Speaker Fabian Núñez also received the award.

"The California Council for Environmental and Economic Balance was ahead of its time when Governor Pat Brown founded it in 1973. California can and must have economic growth and a better environment. As Governor Brown said it, 'The two are inter-related. They are inextricably tied together, and the decisions we make about one affects the other.' And I could not agree more," said Governor Schwarzenegger.

"I am honored to join Senate President Pro Tem Perata and Speaker Núñez in receiving this award. We have a terrific working relationship and I am proud of what we have accomplished together."

Named on behalf of CCEEB's founding Chairman, the Edmund G. "Pat" Brown Award recognizes an individual or organization whose activities exemplify the principles of environmental and economic balance.

CCEEB is a coalition of California business, labor and public leaders, which advances collaborative strategies for a sound economy and a healthy environment. CCEEB was founded over 33 years ago by the late Governor Edmund G. "Pat" Brown because he and other key leaders believed that new thinking was needed to effectively address challenges facing California. CCEEB is the only private, non-profit, non-partisan association to represent the interests of both labor and industry.



05/24/2007 GAAS:411:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Applauds Senate Passage of Bill to Fix Solar Program

Governor Arnold Schwarzenegger today applauded the Senate's passage of AB 1714 that will fix an unintended flaw in legislation passed last year to complete his Million Solar Roofs plan:

"I am very pleased that we have bipartisan support to fix this important program that will greatly expand solar energy in California. By expanding its use in homes and businesses across our state, we can help fight greenhouse gases while bringing more jobs to California," said Governor Schwarzenegger. "This legislation will correct an unintended flaw in last year's legislation so we can immediately work to maximize Californians' participation in the program."

Earlier this month, Governor Schwarzenegger announced that he is sponsoring legislation to fix the program, administered by the California Public Utilities Commission (CPUC), which provides financial incentives to home and business owners to install solar systems to reduce electricity demand in California, helping to ensure an adequate supply and protect the environment.

To expedite the passage of urgency legislation, the Governor worked with a bipartisan group of legislators including Assemblymembers Lloyd Levine, Bonnie Garcia, John Benoit and Senators Christine Kehoe, Bob Dutton and Jim Battin to quickly introduce a bill that fixes the problem. The Governor has also worked with utilities, environmental groups and other stakeholders to craft the agreement.

AB 1714 must still pass the Assembly before going to the Governor for final approval.

The unintended problem is related to the current statutory requirement for Time of Use rates for electricity customers that install solar systems. The solution allows the CPUC to temporarily change the rate structure for solar systems installed since January 1, 2007. The legislation must be signed into law by June 6, 2007, to allow the CPUC to take action at its next regularly scheduled meeting.

The legislation will also allow the CPUC to offer rebates or credits to ratepayers impacted by the current rate structure.

Since taking office, the Governor has made it a priority to develop a self-sustaining solar industry for California. Gov. Schwarzenegger worked for more than two years with the legislature and the California Public Utilities Commission to create a solar program for the

citizens of California. To fully implement the incentive program, he signed SB 1 by Senator Kevin Murray (D-Los Angeles) in August, 2006.

One million solar roofs will greatly increase the state's rooftop solar energy capacity, providing the output equivalent of five modern electric power plants. This program's 3,000 megawatt goal, taken together with other aggressive solar initiatives such as requiring utilities to acquire 20 percent of the power used within the state from renewable sources, will make California once again a world leader in solar power.

In October of last year, the Governor launched the Go Solar California Web site (www.GoSolarCalifornia.ca.gov), a one stop shop for information on the state's solar programs for California residential and commercial power users.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

05/30/2007 GAAS:428:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on U.S. EPA Waiver Hearing

Governor Arnold Schwarzenegger today issued the following statement on the second U.S. Environmental Protection Agency (U.S. EPA) hearing for California's waiver request to enact tailpipe emissions standards that are tougher than existing federal requirements:

"Under the Clean Air Act, California has the right to enact its own air pollution standards. While I'm glad that the U.S. EPA has acknowledged California's request and came to our state to listen to Californians testify on our pressing need to have this waiver approved, we can't wait any longer. Scientists have been telling us about climate change and global warming for years and we know the effect that greenhouse gases have. I see it already in California with the greater risk of forest fires, reduction in our snowpack, higher smog levels, more flooding in the winter and hotter temperatures in the summer. The U.S. EPA must grant California a waiver without further delay."



05/31/2007 GAAS:434:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Signs Agreement with British Columbia Premier Campbell to Fight Global Warming

Governor Arnold Schwarzenegger and Premier Gordon Campbell today signed a Memorandum of Understanding (MOU) between California and the Canadian Province of British Columbia to fight global warming. The agreement outlines key actions that California and British Columbia will take to reduce greenhouse gas emissions. They met in Vancouver during Governor Schwarzenegger's trade mission to Canada.

The agreement also commits British Columbia to adopt California's Low Carbon Fuel Standard (LCFS). California's LCFS will reduce the carbon content of all transportation fuels sold in our state 10 percent by 2020. Yesterday, the Province of Ontario also agreed to develop an LCFS.

"Premier Gordon Campbell has reached out to build cross-border relationships, and he has emerged as an important leader in North America who promotes collaboration and cooperation on issues that affect us all," said Gov. Schwarzenegger. "Climate change and ocean health are issues that do not respect borders, and we must foster collaboration among governments, businesses, and citizens to address these critical issues."

"This is an important step forward for our commitment to forge a Pacific Coast Collaborative, and I want to thank Governor Schwarzenegger for his tremendous leadership on tackling climate change," said Premier Campbell. "This agreement affirms the partnership between B.C. and California and sets out an action plan that can benefit our economies, our climate, our ocean and our planet."

Like California, British Columbia is committed to reducing its greenhouse gas emissions to below 1990 levels by 2020 and beyond. British Columbia is the first Canadian province to sign the Western Regional Climate Action Initiative with California, Arizona, New Mexico, Oregon, Washington and Utah. Members commit to reaching greenhouse gas targets, participating in a regional market-based program, like a cap-and-trade system for emissions, and participating in a multi-state registry.

Earlier this year, Premier Campbell announced an environmental agenda that, in addition to reducing greenhouse gas emissions, includes building a hydrogen highway; adopting California's tailpipe emissions standards; and identifying how British Columbia's government can become carbon neutral. Environmental sustainability is also a cornerstone of Vancouver's 2010 Olympic Games.

California is party to eight agreements with other states, nations and Canadian provinces, including British Columbia, Ontario and Manitoba. These agreements are important because they expand markets for clean fuels, cars and emissions credits across borders, allowing emission reductions at the lowest possible cost. California is working with other governments so that reporting, measuring, verifying and emissions markets have consistent protocols. Through the agreements, California is able to share and receive valuable information, such as academic research, effective policy initiatives, best practices and technological innovation.

Last year, Governor Schwarzenegger signed into law the Global Warming Solutions Act of 2006 which

places an economy-wide cap on greenhouse gas emissions and requires a reduction of emissions in California to 1990 levels by 2020. He has also set administrative targets to reduce greenhouse gas emissions in the state to 80 percent below 1990 levels by 2050.

The Governor introduced the LCFS in January. It utilizes enforceable standards, market competition and flexible compliance to reduce emissions at the lowest cost and in the most consumer-friendly ways. By 2020 it will require a reduction in the carbon intensity of California's passenger vehicle fuels of at least 10 percent and is expected to more than triple the size of California's renewable fuels market, displace 20 percent of California's gasoline consumption with lower carbon fuels, and put more than 7 million alternative fuel or hybrid vehicles on its roads without any new government spending. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel or another.

Earlier this month, the Governor hosted an international symposium on the LCFS with the Lawrence Berkeley National Laboratory and the International Council on Clean Transportation. The event was attended by officials from the federal government, Germany, Belgium, Indonesia, Canada, United Kingdom and Japan to learn more about how the LCFS will be implemented in California and its potential for adoption in around the world.



06/04/2007 GAAS:440:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Announces New Fleet of Caltrans Vehicles Powered by Biodiesel Fuel

Further reducing greenhouse gas emissions and the state's dependence on fossil fuels, Governor Arnold Schwarzenegger today announced the California Department of Transportation (Caltrans) is conducting a \$100,000 six-month pilot project to determine the feasibility of using B20 biodiesel fuel, derived mainly from recycled cooking oil in Southern California.

"California is continuing to establish its leadership role in reducing its dependence on oil and greenhouse gas emissions. Today's announcement is one more step and it's a step taken by the state," said Gov. Schwarzenegger.

Caltrans began the pilot project in January. About 20 Caltrans vehicles (trucks and construction equipment) in Indio have been running on B20 biodiesel. The project will conclude in July, followed by a one to two month analysis by the University of California, Riverside.

If the results are favorable, Caltrans could begin fueling up to 4,500 diesel vehicles in its fleet with B20, a blend of 20 percent non-diesel and 80 percent petroleum diesel. Caltrans uses about three million gallons of regular diesel from its fuel sites annually. A switchover to B20 would decrease its consumption of petroleum by as much as 600,000 gallons yearly.

Biodiesel is seen as a viable choice for Caltrans because the infrastructure is already in place – it has about 230 diesel fuel sites statewide - and only minor, relatively inexpensive modifications would need to be made to these facilities.

Biodiesel is an alternative fuel produced from a variety of oils that is renewable, cleaner burning and can provide significant reductions in greenhouse gasses. According to the National Biodiesel Board, biodiesel sales have skyrocketed from 500,000 gallons in 1999 to 75 million gallons in 2005.

Last year, Governor Schwarzenegger signed into law the Global Warming Solutions Act of 2006 which places an economy-wide cap on greenhouse gas emissions and requires a reduction of emissions in California to 1990 levels by 2020. He has also set administrative targets to reduce greenhouse gas emissions in the state to 80 percent below 1990 levels by 2050.

The Governor introduced the Low Carbon Fuel Standard in January, which uses enforceable standards, market competition and flexible compliance to reduce emissions at the lowest cost and in the most consumer-friendly ways. By 2020, it will require a reduction in the carbon intensity of California's passenger vehicle fuels of at least 10 percent and is expected to more than triple the size of California's renewable fuels market, displace 20% of California's gasoline consumption with lower carbon fuels and put more than 7 million alternative fuel or hybrid vehicles on its roads without any new government spending.



06/07/2007 GAAS:451:07 FOR IMMEDIATE RELEASE

Governors of Eight States Oppose Legislation that Preempts Efforts to Combat Climate Change

The Governors of Arizona, California, Massachusetts, New Mexico, New York, Oregon, Pennsylvania and Washington sent the following letter to Congressman Rick Boucher today opposing his legislation that would preempt the states' efforts to combat climate change by enacting regulations that reduce greenhouse gas emissions:

June 7, 2007

The Honorable Rick Boucher
U.S. House of Representatives
2187 Rayburn House Office Building
Washington, DC 20515

Dear Mr. Boucher,

We are writing to express our strong opposition to the June 1, 2007, discussion draft of Alternative Fuels, Infrastructure and Vehicles. This legislation preempts our states' critical efforts to combat climate change by enacting regulations that reduce greenhouse gas emissions. While federal action is necessary and long overdue on climate change, Congress must not deny states the right to pursue solutions in the absence of federal policy.

Specifically, this bill will preempt California's passenger vehicles and light duty truck emission standards, which will reduce greenhouse emissions by 30 percent. Our states, which collectively represent more than one-third of the automobile market, have either adopted or will adopt California's standards. Not only does this bill deny our right to adopt California's vehicle emissions standards – a right granted by the federal Clean Air Act – but it eliminates the Environmental Protection Agency's regulatory authority over greenhouse gases as a pollutant. This amounts to an about-face reversal of the Supreme Court decision identifying CO₂ as a pollutant within the scope of the Clean Air Act (*Massachusetts v. EPA*). Finally, we are opposed to the bill's delegation of regulatory authority to the National Highway Traffic Safety Administration.

Our states are at the forefront of the effort to reduce greenhouse gas emissions and our nation's dependence on carbon-based fuels. Climate change is real, and it impacts the public health and welfare of every American. Congress must preserve states' ability to fight greenhouse gas emissions now. Going forward, states and the federal government must collaborate to take even stronger actions against the continuing threat of climate change.

We urge you to pursue legislation that instead enhances and complements the efforts already underway in our states.

Sincerely,

ArnoldSchwarzeneggerDeval Patrick
CaliforniaMassachusetts
Eliot SpitzerChristine Gregoire
NewYorkWashington
Bill RichardsonTed Kulongoski
NewMexicoOregon
Edward Rendell
Pennsylvania
Janet Napolitano
Arizona



06/07/2007 GAAS:452:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Signs Legislation to Reduce Rates for Solar Customers

Governor Arnold Schwarzenegger today signed AB 1714 by Assemblymember Lloyd Levine (D-Van Nuys) and Senator Christine Kehoe (D-San Diego) that reduces rates for solar customers by adjusting language in legislation passed last year to complete the Million Solar Roofs plan. The program, administered by the California Public Utilities Commission (CPUC), provides financial incentives to home and business owners to install solar systems to reduce electricity demand in California, helping to ensure an adequate supply and protect the environment.

"I am very pleased the Legislature was able to act so quickly to strengthen this important program that will greatly expand solar energy in California. By expanding its use in homes and businesses across our state, we can help reduce greenhouse gas emissions while bringing more jobs to California," said Governor Schwarzenegger. "This legislation will result in lower rates for solar customers and will help us work to maximize Californians' participation in the program."

Language in the legislation passed last year related to the requirement for Time of Use rates for electricity customers that install solar systems caused some customers to experience increased costs. This bill allows the CPUC to temporarily change the rate structure for solar systems installed since January 1, 2007. The legislation will take effect immediately and will also allow the CPUC to offer rebates or credits to ratepayers impacted by the current rate structure.

To expedite the passage of this urgency legislation, Governor Schwarzenegger worked with a bipartisan group of legislators including Assemblymembers Lloyd Levine (D-Van Nuys), Bonnie Garcia (R-Cathedral City), John Benoit (R-Palm Desert) and Senators Christine Kehoe (D-San Diego), Bob Dutton (R-Rancho Cucamonga) and Jim Battin (R-La Quinta). The Governor has also worked with utilities, environmental groups and other stakeholders to craft the agreement.

Since taking office, Governor Schwarzenegger has made it a priority to develop a self-sustaining solar industry for California. The Governor worked for more than two years with the legislature and the CPUC to create a solar program for the citizens of California. To fully implement the incentive program, he signed SB 1 by Senator Kevin Murray (D-Los Angeles) in August, 2006.

One million solar roofs will greatly increase the state's rooftop solar energy capacity, providing the output equivalent of five modern electric power plants. This program's 3,000 megawatt goal, taken together with other aggressive solar initiatives such as requiring utilities to acquire 20 percent of the power used within the state from renewable sources, will make California once again a world leader in solar power.

In October of last year, the Governor launched the Go Solar California Web site (www.GoSolarCalifornia.ca.gov), a one stop shop for information on the state's solar programs for California residential and commercial power users.



06/13/2007 GAAS:469:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Tells U.S. EPA of Inevitable Lawsuit on Greenhouse Gas Emissions Waiver

Governor Arnold Schwarzenegger today notified the U.S. Environmental Protection Agency (EPA) that California will file a lawsuit against the federal government six months and one day after the required notice was originally sent on April 26, 2007. (see letter below)

Last Friday, U.S. EPA Administrator Stephen L. Johnson indicated to the U.S. House of Representatives Special Committee on Global Warming that he will wait until late next year to decide on whether to issue regulations controlling emissions from vehicles.

By announcing the EPA's intention to not act on California's waiver until late next year, the U.S. EPA is preventing California and other states from taking action to reduce greenhouse gases. Eleven other states have adopted the California standards as their own and six more are now in the process. The group of states makes up about one-third of all US auto sales.

Under the Federal Clean Air Act, California has the right to set its own vehicle emission standards, and other states have the right to adopt the California standards as their own, upon receipt of a waiver from U.S. EPA. The Federal agency is obligated to provide California a waiver unless certain conditions are not met. The eleven other states that have adopted California's vehicle emissions standards include: Vermont, New York, New Jersey, Massachusetts, Connecticut, Maine, Rhode Island, Pennsylvania, Maryland, Washington and Oregon.

On December 21, 2005, the California Air Resources Board (ARB) requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The waiver would allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles. The waiver was requested after the ARB developed regulations based on a 2002 California law.

In April, the U.S. Supreme Court issued ruling saying the U.S. Environmental Protection Agency has the authority to regulate greenhouse gases.

In letters sent on April 10, 2006 and October 24, 2006 to President Bush, the Governor reiterated the urgency of approving California's request to address global warming.

The Governor today sent the following letter to U.S. EPA Administrator Stephen L. Johnson:

June 13, 2007

The Honorable Stephen L. Johnson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue
Washington, DC 20460

RE: Regulations to Control Greenhouse Gas Emissions from Motor Vehicles; Request for Waiver of Preemption Under Clean Air Act Section 209(b), DOCKET ID EPA-HQ-OAR-2006-0173

Dear Mr. Administrator,

Nearly eighteen months ago, the State of California requested a federal preemption waiver for California's motor vehicle greenhouse gas emissions standards. Last Friday, you told the U.S. House of Representatives Special Committee on Global Warming that you will wait until late next year to decide on whether to issue regulations controlling emissions from vehicles. More recently still, the U.S. Department of Transportation defended the fact that department officials are contacting members of Congress and urging them to oppose our efforts to fight global climate change. Under your time period, California will have waited about three years for a decision that has been made in our favor more than forty times in the past. By that time, especially given a federal agency's active opposition to our waiver, our respective governments will be embroiled in a lawsuit over these regulations.

We provided 180-day notice on April 26, 2007, of our intent to sue under the Clean Air Act and Administrative Procedure Act, which provide mechanisms for compelling delayed agency action. However, we had frankly held out hope that this dispute would be resolved without the time and expense of a lengthy court battle. Given your comments in front of the Special Committee and the work of the U.S. Department of Transportation, a lawsuit on the 181st day now appears to be inevitable.

The effects of climate change in California and all over the world are not theoretical science – they are already happening. We cannot afford to go any longer without efforts to turn the tide. Scientific consensus indicates climate change's impact on every aspect of our daily lives. Let me give you one alarming example: California's snowpack – the primary source of drinking water for two-thirds of Californians – will be reduced by up to 40 percent over the next few decades.

I ask you act immediately on California's longstanding request for a federal preemption

waiver for California's motor vehicle greenhouse gas emissions standards waiver request. It is the right thing to do. It is urgent. And it is the law.

The U.S. Environmental Protection Agency (EPA) is obligated under the federal Clean Air Act to grant in a reasonable time period our request for action. If the EPA does not act on California's waiver request by October 22, 2007, the Air Resources Board will file a lawsuit. While protecting Californians from the threat of global climate change should not be forced into the court room, I am fully prepared to take whatever legal or political actions are necessary to ensure this threat is avoided. If there remains any doubt as to whether the EPA has the authority to regulate greenhouse gases as a pollutant, the Supreme Court's decision in *Massachusetts et al. v. EPA* ((2007) ___ U.S. ___ [127 S.Ct. 1438, 75 U.S.L.W. 4149]), should lay it to rest.

California and the thirteen other states that have adopted or are adopting the California standards should not have to wait three years to take action in protecting the public health and welfare of its citizens. California supports a strong federal program that aggressively reduces greenhouse gas emissions from vehicles, and we will work with the EPA when it takes on the task recently announced by the White House. But the EPA must grant California's waiver. There is simply no legal justification to do anything else. If I have misunderstood your intentions and you plan to act on California's waiver request before October 22, 2007, the end of our 180-day notice period, I would welcome the opportunity to discuss next steps with you.

Sincerely,

Arnold Schwarzenegger

cc: Linda S. Adams, Secretary for California EPA

William L. Wehrum, U.S. EPA Acting Assistant Administrator

David Dickinson, EPA Office of Transportation and Air Quality

The Honorable Deval Patrick, Governor of Massachusetts

The Honorable Eliot Spitzer, Governor of New York

The Honorable Christine Gregoire, Governor of Washington

The Honorable Bill Richardson, Governor of New Mexico

The Honorable Ted Kulongoski, Governor of Oregon

The Honorable Edward Rendell, Governor of Pennsylvania

The Honorable Janet Napolitano, Governor of Arizona

The Honorable Jim Douglas, Governor of Vermont

The Honorable Jon Corzine, Governor of New Jersey

The Honorable M. Jodi Rell, Governor of Connecticut

The Honorable John Baldacci, Governor of Maine

The Honorable Donald L. Carcieri, Governor of Rhode Island

The Honorable Martin O'Malley, Governor of Maryland



06/14/2007 GAAS:472:07 FOR IMMEDIATE RELEASE

Text of Letter from Governor Schwarzenegger to Congressional Leaders on National Climate Policy Based on State Leadership

Governor Arnold Schwarzenegger, joined by Governors from five other states, today sent the following letter to Congressional leaders urging collaboration to develop strong, smart and comprehensive federal climate change policy. As an urgent starting point, the Governors urge Congress to demand that the U.S. Environmental Protection Agency issue California's long-standing request for a waiver to move forward with its clean tailpipe standards.

June 14, 2007

The Honorable Harry Reid
Senate Majority Leader
S-230 Capitol Building
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker of the House
U.S. House of Representatives
Washington, DC 20515

The Honorable Mitch McConnell
Senate Minority Leader
S-221 Capitol Building
Washington, DC 20510

The Honorable John Boehner
House Minority Leader
H-204 Capitol Building
Washington, DC 20515

RE: Recommendations for National Climate Policy Based on State Leadership

Dear Senate Majority Leader Reid, Speaker Pelosi, Senate Minority Leader McConnell and House Minority Leader Boehner:

Over the past several years Arizona, California, New Mexico, Oregon, Utah and Washington have developed and are implementing economically sound policies and plans to address climate change. Important regional policy agreements have also been formed, including the Western Climate Initiative, the Southwest Climate Initiative and the West Coast Governors' Climate Change Initiative. In addition, many cities have set targets for emissions reductions, and Canadian Provinces are taking action, including British Columbia.

State and regional climate mitigation plans, in particular, have resulted in strong new goals for greenhouse gas (GHG) emissions reductions that are based on detailed public planning processes, with high levels of stakeholder participation and advanced technical analysis. Through these efforts, states have developed a full range of specific policies to achieve emissions reductions in all economic sectors. These policies are tailor made to meet the circumstances of individual locations, and in many cases are broadly applicable to all states.

Our experience has shown that the goals established through these efforts are consistent with climate stabilization needs and can be achieved through actions that not only reduce GHG emissions, but also generate billions of dollars in net economic savings, expand markets, create new jobs, reduce energy dependence, and provide many other benefits. Now is the time to learn from this success as we construct federal laws and policies that effectively reduce emissions and establish US leadership on climate change policy.

As an urgent starting point, Congress must demand that the US Environmental Protection Agency issue California's long-standing request for a waiver to move forward with its clean tailpipe standards. Eleven states have adopted California's clean cars regulations, with six more expected to adopt them shortly. Collectively, this represents over 40 percent of the United States' automobile market and over 45 percent of the U.S. population. This waiver is essential for states to move forward with implementation. There is no justification for EPA to continue to withhold issuance of the waiver, and it will result in substantial GHG reductions that advance both the states' and the President's call for significant GHG reductions in the transportation sector.

We welcome new bills proposed by members of both parties to reduce national GHG emissions and offer assistance with development of future climate change legislation, based on the following key needs:

1. We need strong national goals. To lessen the impacts of global warming, the world's leading climate scientists say we must take immediate action to reduce GHG emissions by 70-80 percent by 2050. In the US, this goal translates into a reduction by one third of projected US emissions levels by 2020. Twenty states, representing 150 million Americans, have developed or are developing GHG emissions reduction goals consistent with these needs. We urge Congress to set strong short and long term national goals to avoid catastrophic climate disruption.
2. We need a comprehensive, market-based approach to climate policy. The achievement of climate stabilization goals requires approaches that cover all economic sectors and use a variety of implementation mechanisms, such as those in recent state climate action plans. Key action areas that need policy support include: energy efficiency and conservation, clean and renewable energy, transportation and land use efficiency, agriculture and forest conservation and carbon sequestration, waste management, and industrial process improvements. Equally important is the integration of these approaches with a market for emissions trading. We urge

Congress to support action in all of these areas.

3. We must act quickly. Because GHGs persist for long periods, today's emissions will endure for generations. Long-term decisions we make now on our nation's infrastructure, energy facilities and natural resources will affect the atmosphere for a century or more. Congress must act quickly to encourage efficient approaches to growth and avoid lasting decisions that result in high and irreversible levels of GHG emissions.

4. Support State Programs and Leadership. Constructive federal action is needed to support the full range of state and national climate actions needed to reach strong national climate goals. To harness the full potential of state and federal actions, Congress should reach out to states and not preempt their leadership. Federal legislation should build upon the efforts of the states and provide flexibility for states to take more aggressive action on global warming to account for differing economic and environmental needs.

We urge you to work with us to develop strong, smart and comprehensive federal climate change policy that incorporates effective roles for state and local governments. Please contact any of our offices for more information and to discuss opportunities to collaborate.

Sincerely,

Janet Napolitano
Governor of Arizona

Arnold Schwarzenegger
Governor of California

Bill Richardson
Governor of New Mexico

Ted Kulongoski
Governor of Oregon

Jon M. Huntsman, Jr.
Governor of Utah

Chris Gregoire
Governor of Washington

cc: Members of Congress



06/14/2007 GAAS:475:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on Air Resources Board's Adoption of Measure in Support of Ethanol, Renewable Transportation Fuel

Governor Arnold Schwarzenegger issued the following statement today regarding the California Air Resources Board's adoption of a resolution providing more flexibility for refiners to blend up to 10 percent ethanol in transportation fuels while still maintaining air quality:

"Today's decision by the Air Resources Board is an important step toward diversifying California's fuel supply with alternative and, in this instance, renewable fuels. While many alternative fuels exist in the market, ethanol is one that can be blended into today's gasoline with no change to our current cars. This action allows fuel providers to blend up to 10 percent ethanol into gasoline, while still ensuring we're meeting California's tough air quality standards.

"It is critical that government continue reducing barriers so that alternative fuels can increasingly penetrate our transportation fuels markets. Only then can we reduce dependency on oil and give our consumers a weapon against gas price increases while maintaining air quality and reducing greenhouse gas emissions."

Today at a meeting in Fresno, the California Air Resources Board adopted a resolution updating the predictive model for gasoline reformulation. The new model allows refiners greater flexibility to blend of up to 10 percent ethanol by volume to be sold in California provided they comply with all air quality regulations.



06/22/2007 GAAS:501:07 FOR IMMEDIATE RELEASE

Statement by Governor Arnold Schwarzenegger on California Air Resources Board Actions

Governor Schwarzenegger made the following statement today following recent actions taken by the California Air Resources Board:

"I am extremely pleased that the California Air Resources Board included the world's first Low Carbon Fuel Standard to limit greenhouse gas emissions from transportation fuels in its list of Early Action measures. This groundbreaking standard has the potential to lead a world-wide effort to reduce dependence on oil and spark tens of billions of dollars in investment toward development of alternative transportation fuels. I am very proud of the work produced by experts from the University of California contributing to the development of the Low Carbon Fuel Standard and I am very excited about working with other states and other nations to build upon this effort.

"The Low Carbon Fuel Standard alone has the potential to reduce carbon emissions from the transportation sector by 10 - 20 million metric tons by 2020. The Standard combined with the other early actions by the Air Resources Board and other state agencies represents up to one quarter of the overall emission-reduction goals called for in the Global Warming Solutions Act.

"I believe the Air Resources Board should continue to identify regulatory measures that are technologically feasible and economically sound to begin reducing greenhouse gas emissions as early as possible. For example, regulations governing the specifications for cement manufacturing to allow the use of concrete blends containing 5% or more interground limestone would reduce carbon emissions by at least 2 million metric tons per year with little cost to taxpayers or developers.

"Other regulatory actions that require more time for analysis or development of regulations,

may not be able to meet the aggressive timeline for early action pursuant to the Global Warming Solutions Act, but can and should be considered for inclusion in the Scoping Plan that will be released in 2008. I look forward to a Scoping Plan that has a balanced approach, using all emission-reduction tools, including incentives, regulations, and market mechanisms, to meet our climate targets in the most cost-effective manner possible.

“I was deeply disappointed, however, that the California Air Resources Board voted last week to seek an 11-year delay in enforcement of federal air quality standards in the San Joaquin Valley. Regardless of whether the US EPA’s failure to grant California the authority to implement aggressive emissions standards is partly to blame for our inability to meet federal standards, the Air Board let the federal government off the hook by seeking delay.

“There are few environmental issues facing Californians that are more important to our children’s health, our quality of life, and our economic security than air quality. When one out of six residents in the San Joaquin Valley has been diagnosed with asthma and one in five children carry an inhaler to school, it is a call to action.

“I am pleased that the Air Resources Board agreed to work closely with the South Coast Air Quality Management District to further reduce emissions in the district. With over 5,000 deaths every year attributable to air quality, it is essential that we work together to ensure maximum emission reductions in order to protect our most vulnerable citizens. I also encourage the Board to revisit its decision and work with the San Joaquin Valley Air Pollution Control District to strengthen the clean air plan within the next month. The Air Resources Board must keep California on the path of cleaner air, particularly in areas with significant air quality issues such as the San Joaquin Valley, the South Coast, and areas around our ports. I intend to work closely with the Air Resources Board to push for more aggressive action on these fronts.”

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06/23/2007 GAAS:503:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Applauds U.S. Mayors for Fight against Climate Change

During his address to more than 200 mayors from across the nation gathered in Los Angeles, Governor Arnold Schwarzenegger today applauded them for their support in fighting climate change. The U.S. Conference of Mayors has made protecting the climate a central part of its agenda to strengthen the nation.

"Whether it is Mayor Bloomberg using hybrids to create the largest and cleanest fleet of taxis in the world, or Mayor Villaraigosa transforming the L.A. Department of Water and Power to help reduce greenhouse gas emissions, your leadership is more important than ever," said Gov. Schwarzenegger. "By taking action to make sure the people in your communities are doing their part for the environment, you are sending a powerful message to the federal government and to the rest of the world. And that is exactly what we have been doing in California."

The Governor addressed the Open Plenary Session of the multi-day conference that is being hosted by Los Angeles Mayor Antonio Villaraigosa.

"More than 500 mayors have signed the Climate Protection Agreement to meet Kyoto greenhouse gas standards by 2012. And with each new signature you build on our great momentum," continued the Governor.

"Some of the world's biggest companies are also getting on board and they are defying what used to be conventional wisdom. In other words, capitalism, long the alleged enemy of the environment, is today giving new life to the environmental movement. We are growing a whole new economy based on innovation and Clean Tech that will spark billions in new investment and create thousands of great new jobs."

Last year, Governor Schwarzenegger signed into law the Global Warming Solutions Act of 2006 which places an economy-wide cap on greenhouse gas emissions and requires a reduction of emissions in California to 1990 levels by 2020. He has also set administrative targets to reduce greenhouse gas emissions in the state to 80 percent below 1990 levels by 2050.

To fight climate change, California is party to Memorandums of Understanding with other states, nations and Canadian provinces, including: Arizona, New Mexico, Oregon, Washington, Utah, the State of Victoria in Australia, British Columbia, Ontario and Manitoba. These agreements are important because they expand markets for clean fuels, cars and emissions credits across borders, allowing emission reductions at the lowest possible cost. California is working with other governments so that reporting, measuring, verifying and emissions markets have consistent protocols. Through the agreements, California is able to share and receive valuable information, such as academic research, effective policy initiatives, best practices and technological innovation.

Governor Schwarzenegger introduced the Low Carbon Fuel Standard (LCFS) in January, which utilizes enforceable standards, market competition and flexible compliance to reduce emissions at the lowest cost

and in the most consumer-friendly ways. By 2020, it will require a reduction in the carbon intensity of California's passenger vehicle fuels of at least 10 percent and is expected to more than triple the size of California's renewable fuels market, displace 20% of California's gasoline consumption with lower carbon fuels and put more than 7 million alternative fuel or hybrid vehicles on its roads without any new government spending.

In May, the Governor hosted an international symposium on the LCFS with the Lawrence Berkeley National Laboratory and the International Council on Clean Transportation. The event was attended by officials from the federal government, Germany, Belgium, Indonesia, Canada, United Kingdom and Japan to learn more about how the LCFS will be implemented in California and its potential for adoption around the world.



06/25/2007 GAAS:506:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Meets with French President Nicolas Sarkozy, Discusses Infrastructure Financing, Public-Private Partnerships, Climate Change and 2008 Trade Mission

In preparation for a trade mission to Europe next year, Governor Schwarzenegger today met with President Nicolas Sarkozy to discuss issues of concern to both governments including infrastructure financing, public-private partnerships, opportunities to work together in the campaign against global warming and increasing California trade with France.

"President Nicolas Sarkozy is an innovative leader who shares my commitment to working across party lines for progress and change," said Governor Schwarzenegger. "With France's upcoming European Union presidency, we have a unique opportunity to collaborate on environmental policies that will move both California and the entire European Union forward on global warming.

"I am also looking at France's success with public-private partnerships as an example for California's Strategic Growth Plan."

The French government is using public-private partnerships to build infrastructure quickly and efficiently. According to the French government, the country is using partnership arrangements to complete more than 35 infrastructure projects, including schools, highways, bridges, stadiums, high speed rail, water treatment plants, energy production facilities and hospitals. France has found that public-private partnership financing results in projects being built faster and more efficiently and allows the country to engage in more infrastructure development.

France, like Canada, provides strong examples of successful public-private partnerships and professional financing. These partnerships can significantly enhance California's Strategic Growth Plan and measurably expand the amount of infrastructure the state can build. Also, France demonstrates the critical role played by the federal government in financing high speed rail systems.

In their meeting, Governor Schwarzenegger and President Sarkozy also discussed the historic bi-lateral partnership between California and Britain to share economic, scientific and technological best practices on global warming and what the European Union (EU) is doing to reduce the effects of climate change. The two discussed opportunities for collaboration between California and France in reducing greenhouse gas emissions and shared what each has been doing to fight climate change, including California's innovative new Low Carbon Fuel Standard designed to dramatically reduce greenhouse gas emissions from the transportation sector and dependence on oil by unleashing competition in the alternative fuels marketplace.

Lastly, Governor Schwarzenegger and President Sarkozy discussed ways to increase trade and tourism between the two governments and a trade mission to Europe next year. France is the fifth-largest overseas tourism market for California, with over 260,000 French tourists visiting the golden state each year. And, California is the leading U.S. exporter to France, accounting for about 10% of the \$24 billion in total U.S. exports in 2006.

Governor Schwarzenegger was invited by the French government to meet with President Sarkozy in conjunction with the Governor's planned trip to Great Britain. During their meeting, Governor Schwarzenegger presented the President, an avid stamp collector, with two gifts: a blue leather stamp album with the Governor's seal on the cover and spine and two framed first-day-issue envelopes with native to California stamps. Additionally, the Governor extended an invitation to President Sarkozy to visit the great state of California.



06/26/2007 GAAS:510:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Meets with Prime Minister Tony Blair, Discusses Continued Partnership in Combating Global Climate Change

Governor Arnold Schwarzenegger and British Prime Minister Tony Blair today met and participated in a series of events to discuss the progress of California and the United Kingdom's global warming agreement entered into last July to share economic, scientific and technological best practices on global warming.

"California's global warming laws and policies are stronger because of our partnership with the United Kingdom. I thank Prime Minister Blair for his friendship and for his leadership on climate change, which was instrumental in moving this issue forward internationally," said Governor Schwarzenegger. "California's emissions-reduction laws will achieve more as a result of our partnership, and these meetings give us the opportunity to celebrate our successes and discuss what comes next for the United Kingdom and California."

In a meeting between the two leaders earlier today, the Governor and the Prime Minister discussed the United Kingdom's environmental leadership in the European Union (EU), the successes and challenges the country has encountered in its campaign against climate change, and further opportunities for collaboration between California and the United Kingdom in reducing greenhouse gas emissions.

Following their meeting, Governor Schwarzenegger and Prime Minister Blair met with business executives, similar to a meeting the two leaders held in California in July 2006 to discuss ways to reduce greenhouse gas emissions without slowing down economic growth.

The Governor and the Prime Minister then toured Larmenier and Sacred Heart Primary School, where they were led on a tour by school children and were shown the environmental features of the school including solar panels, insulating grass roof and extensive use of natural lighting.

In addition to furthering California and the United Kingdom's climate change partnership, Governor Schwarzenegger visited Prime Minister Blair to fulfill a longstanding commitment to meet with him in the United Kingdom before he leaves office. The Governor presented Prime Minister Blair, a skilled guitarist since studying law at Oxford University, a gift during the meeting of a solid body electric single cutaway guitar made by a disabled California native, Gary Garcia. The custom-made strap on the guitar is a four inch black belt leather with "California" in gold lettering and a hand sewn leather California state flag.



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06/26/2007 GAAS:514:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Announces \$125 Million Grant for California Research Effort for Bioenergy

The U.S. Department of Energy (DOE) has awarded a \$125 million grant to fund a collaborative effort in California to develop alternative energy sources from plant materials, announced Gov. Arnold Schwarzenegger today. The goal of the Joint Bioenergy Institute near Berkeley is to bring new technologies to market within five years.

"I am very pleased that California is receiving this important grant that will lead to the development of cleaner burning fuels and less dependency on foreign oil. California has more scientists, engineers and researchers and invests more on research and development than any other state," said Governor Schwarzenegger. "We will reap tremendous rewards for our economy and environment by keeping California at the forefront of the clean tech revolution."

The DOE's Joint Bioenergy Institute will be led by Lawrence Berkeley National Laboratory, and will include Sandia National Laboratories; Lawrence Livermore National Laboratory; the University of California, Berkeley; the University of California, Davis; and Stanford University.



07/03/2007 GAAS:526:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Appoints Leading Environmentalist as Chair of California Air Resources Board

Governor Arnold Schwarzenegger today announced the appointment of Mary D. Nichols as chair of the California Air Resources Board (CARB).

"Today, I am proud to appoint a real powerhouse to lead California's most important environmental agency," Governor Schwarzenegger said. "There is no one more qualified, more committed and more able to lead our efforts on climate change and air quality than Mary Nichols.

"There are few environmental issues facing Californians that are more important to our children's health, our quality of life and our economic security than air quality. When one out of six residents in the San Joaquin Valley has been diagnosed with asthma and one in five children carry an inhaler to school, it is a call to action. The Air Resources Board must keep California on the path of cleaner air, particularly in areas with significant air quality issues such as the San Joaquin Valley, the South Coast and areas around our ports.

"Mary's unique combination of experience and knowledge in air quality management makes her the perfect fit for this position. And, I look forward to working closely with her and the Air Resources Board to push for aggressive action to implement our landmark climate change law and to meet tough air quality standards."

Nichols has served as director of the University of California, Los Angeles Institute of the Environment (IoE), an independent, interdisciplinary unit that sponsors research, teaching and public service initiatives across the entire campus, since 2004. In addition to directing the IoE, she holds a faculty appointment as professor in residence at the UCLA School of Law and an appointment in the School of Public Affairs. Nichols also teaches a seminar on air and water law at the UCLA School of Law. Before joining UCLA, she served as secretary for California's Resources Agency from 1999 to 2003, where she set policy for 27 departments, boards, commissions and conservancies, including Forestry and Fire Protection, Water Resources, Fish and Game, and State Parks, and led efforts to gain voter approval for four successful bond acts that raised over \$10 billion for land and water programs. Additionally, Nichols served as chair of the California Air Resources Board from 1978 to 1983 and was a member of the CARB for 7 years. She served as assistant administrator for Air and Radiation of the U.S. Environmental Protection Agency in the Clinton Administration.

Nichols was one of California's first environmental lawyers, initiating some of the first test cases under the Federal Clean Air Act and California air quality laws while practicing as a staff attorney for the Center for Law in the Public Interest. She has worked as a senior staff attorney for the Natural Resources Defense Council and also headed the Environment Now Foundation as executive director. Nichols co-founded the first environmental justice working group, a multi-ethnic forum for leaders from traditional environmental and community-based organizations to address issues of environmental equity.

"It is an honor Governor Schwarzenegger has asked me to serve the people of California as chair of the Air

Resources Board," said Mary Nichols. "I look forward to working with the Governor to balance California's goals for better air quality with the economic needs of our state while encouraging the technological advancements necessary to attain clean air for all Californians."

Nichols, 62, of Los Angeles, earned a Juris Doctorate degree from Yale Law School and a Bachelor of Arts degree from Cornell University. This position requires Senate confirmation and the compensation is \$127,833. Nichols is a Democrat.

California's Legislature established the CARB in 1967 to attain and maintain healthy air quality, conduct research into the causes of and solutions to air pollution and systematically attack the serious problem caused by motor vehicles. Since its formation, the CARB has worked with the public, the business sector and local governments to protect the public's health, the economy and the state's ecological resources through the most cost-effective reduction of air pollution. The CARB's eleven members are appointed by the Governor. Five are experts in fields such as medicine, chemistry, physics, meteorology, engineering, business and law. Five others are elected officials who represent regional air pollution control agencies - one each from the Los Angeles region, San Francisco Bay Area, San Diego and the San Joaquin Valley, and one represents the other districts. The chair is the only full-time member.



07/13/2007 GAAS:558:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Applauds Florida for Adopting California's Tailpipe Emissions Standards, Aggressive Environmental Protection Policies

As Governor Arnold Schwarzenegger continues to pressure the federal government to approve California's application for an auto emissions waiver, he today applauded Republican Florida Governor Charlie Crist for adopting California's strict tailpipe emissions standards. Governor Crist signed executive orders to implement aggressive policies to reduce greenhouse gas emissions, promote alternative energy and increase energy efficiency in Florida, the 4th most populous state in the nation. The Florida Governor also proposed a Low Carbon Fuel Standard modeled after California's groundbreaking policy to reduce the carbon intensity of transportation fuels.

"With our numerous similarities, including our scores of citizens who want to protect the environment, California and Florida are great partners in the fight against climate change. I am very proud to see another governor wanting to join California and the growing number of states who are not waiting for Washington to lead on this issue," said Governor Schwarzenegger.

"Today's action by Governor Crist helps California tremendously as we send a strong message to the federal government to approve our auto emissions waiver."

"I know Governor Crist intends to rollback greenhouse gas emissions just as we are doing in California. And he will build great momentum with his neighboring states just as we have done in California with great partnerships between us and states in the Northeast and West and with provinces in Canada and with Great Britain."

Included in the executive orders signed by Governor Crist are goals to significantly reduce greenhouse gas emissions similar to the landmark Global Warming Solutions Act signed by Governor Schwarzenegger last year. Governor Crist also called for strategies for increasing the amount of renewable transportation fuels and for reducing the carbon content of fuels, modeled after the Low Carbon Fuel Standard announced by Governor Schwarzenegger earlier this year.

Governor Schwarzenegger announced the world's first Low Carbon Fuel Standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel over another. By 2020 the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent.

Besides Florida, eleven other states that have adopted California's vehicle emissions standards including: Vermont, New York, New Jersey, Massachusetts, Connecticut, Maine, Rhode Island, Pennsylvania, Maryland, Washington and Oregon.

On December 21, 2005, the California Air Resources Board (ARB) requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The waiver would allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles. The waiver was requested after the ARB developed regulations based on a 2002 California law.

Last month, Governor Schwarzenegger notified the U.S. Environmental Protection Agency (EPA) that, if they do not act on California's waiver request, the state will file a lawsuit against the federal government six months and one day after the required notice was originally sent on April 26, 2007.

In April, the U.S. Supreme Court issued a ruling saying the EPA has the authority to regulate greenhouse gases.

In letters sent on April 10, 2006 and October 24, 2006 to President Bush, Governor Schwarzenegger reiterated the urgency of approving California's request to address global warming.

Last September, the Governor signed the Global Warming Solutions Act of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases. The law will reduce carbon emissions to 1990 levels by the year 2020 and to 80 percent below 1990 levels by the year 2050.

Also last year, the Governor signed legislation to complete his Million Solar Roofs Plan to provide 3,000 megawatts of additional clean energy and reduce the output of greenhouse gases by 3 million tons, equivalent to taking one million cars off the road. The \$2.9 billion incentive plan for homeowners and building owners who install solar electric systems will lead to one million solar roofs in California by the year 2018.

Governor Schwarzenegger signed legislation in September of 2004 creating the Sierra Nevada Conservancy, establishing funding for environmental preservation while providing support for economic sustainability across 25 million acres of land from the Oregon border to Kern County. As California's largest conservancy, the Sierra Nevada is providing grants to local governments for environmental protection, resource conservation, recreational opportunities and economic growth.



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07/13/2007 GAAS:561:07 FOR IMMEDIATE RELEASE

Governor Arnold Schwarzenegger Issues Statement on Increasing Natural Gas Supplies to California

Governor Arnold Schwarzenegger issued the following statement today regarding the California State Lands Commission's vote to approve expansion of the North Baja Pipeline:

"California is committed to seeking out alternative fuel sources that are available and affordable for consumers. And by expanding our fuel supplies, Californians will benefit from lower overall prices, which is why Liquefied Natural Gas (LNG) has a place in our state's future energy portfolio -- We need a diverse, dependable and environmentally sound mix of energy sources.

"Expansion of this pipeline is an important step for California because it provides a critical bridge fuel as we intensify our efforts to increase renewable energy."

The North Baja Pipeline project will facilitate the use of LNG sourced gas from a LNG terminal that is almost complete. The pipeline will also allow southern California utilities to utilize existing pipeline facilities to access the new source of supply.



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08/28/2007 GAAS:682:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Applauds County of San Bernardino for Becoming a 'Green' Leader, Removing Barriers to Installing Solar

Gov. Schwarzenegger today issued the following statement after Board of Supervisors Chairman Paul Biane of San Bernardino today unveiled a package of environmental initiatives known collectively as Green County San Bernardino:

"I would like to congratulate the County of San Bernardino for announcing its 'Green County San Bernardino' program. The county's local leaders are demonstrating environmental leadership through greening local government buildings and increasing renewables such as solar and wind. This initiative specifically cuts the red tape from installing solar or wind power on rooftops for the people of San Bernardino by waiving county building permit fees. Other counties and cities across California should step up to this challenge - finding creative ways of allowing residents to take control of their energy future and doing their part to combat global warming. My Million Solar Roofs Initiative has the goal of installing one million solar panels on rooftops across the state. The County of San Bernardino has responded to this initiative with great leadership."



09/19/2007 GAAS:735:07 FOR IMMEDIATE RELEASE

Governor Applauds Air Resources Board for Moving Quickly to Begin Process to Disburse Air Quality Funds Approved by Voters

Governor Schwarzenegger issued the following statement applauding the California Air Resources Board (CARB) for initiating a process to disburse the initial investments from Proposition 1B to accelerate badly-needed reductions of emissions from the movement of goods in California:

"We're making significant strides to clean our air by investing a billion dollars in air quality projects to get cleaner air, at the quickest rate, in the most cost-effective manner possible. I'm confident that the \$1 billion set aside in Prop. 1B for air quality improvements can leverage significant private investments to replace polluting trucks, locomotives and harbor boats with new cleaner engines.

"Combined with the other work we're doing to require cleaner engines and cleaner fuel via regulation, these incentive funds will pay for additional air quality projects in the state. The voter-approved funds will spread investments across all four of California's major trade corridors to promote a cleaner environment.

"I'm pleased that the Air Resources Board has moved quickly to begin the process for identifying and selecting projects and disbursing the initial \$250 million to reduce pollution related to goods movement in Southern California, the Central Valley stretch, the San Francisco Bay region and the San Diego border."

The 2007-08 budget signed by Governor Schwarzenegger funded the initial \$250 million of the \$1 billion set aside in Proposition 1B to pay for air quality improvement projects from the movement of goods in California. Proposition 1B was part of Gov. Schwarzenegger's Strategic Growth Plan, put on the ballot by the Legislature and before the voters in November 2006.

Voters overwhelming approved the near \$20 billion bond which also made significant investments in highway improvements, congestion relief, expanded public transit, safer rail crossings and improved anti-terrorism security at shipping ports.

Under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, the Air Resources Board is authorized to spend a total of \$1 billion on air quality improvement projects in California's major trade corridors. These corridors include the Los Angeles/Inland Empire Region, the Central Valley, the Bay Area and the San Diego/Border Region.

Today's announcement by the CARB will begin the process of crafting an allocation plan and establishing guidelines and criteria for evaluating proposed air quality improvement projects. Likely projects to be considered by the Air Board include:

- Upgrade of old, high-emitting trucks used to serve ports and intermodal rail yards, as well as to transport goods and farm produce throughout the state
- Electrification of piers that serve frequent visitor ships, to avoid the use of onboard diesel generators
- Replacement of older switch engines and other locomotives with new models meeting ultra-low emissions levels
- Replacement of existing diesel engines on harbor craft with new, cleaner engines

According to the CARB, once fully implemented, funded projects are likely capable of reducing combined emissions of nitrous oxide and diesel particulate matter by more than 250,000 tons (or more than 500,000 weighted tons) during the life of the bond-funded equipment.



09/21/2007 GAAS:743:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Joins Sony Pictures in Launch of Environmental Initiative, Announces Green Resource Guide for Film Production Companies

Governor Schwarzenegger today joined Sony Pictures Entertainment executives in breaking ground on a new construction project that will benefit California's economy and environment. The Governor also announced the Green Resource Guide issued by the California Film Commission that provides production companies with information and tools to reduce their environmental footprint.

"I would like to congratulate Sony Pictures for taking these major environmental steps – this is exactly the kind of action I have been talking about and creating since I took office. We want to show the entire world that here in California, we know how to protect the environment and grow the economy at the same time," said Governor Schwarzenegger.

The project, which includes 220,000 square feet of new office space, along with a new employee commons, will be constructed according to LEED (Leadership in Energy and Environmental Design) guidelines established by the U.S. Green Building Council in order to help combat climate change and conserve natural resources. More than 95 percent of all construction waste is being recycled. The project will also include drought tolerant and native plants to create water efficient landscaping, low-flow toilets, waterless urinals, motion detector lights and low energy bulbs to conserve water and electricity, and a new energy efficient power plant to reduce CO2 emissions and other greenhouse gases. Construction materials include 100% non-toxic carpeting, paint, sealants, adhesives and wall coverings.

Sony Pictures will also launch a pilot solar energy program with the installation of solar photovoltaic cells on the roof of the existing Jimmy Stewart Building.

Today, the Governor's announcement of the Green Resource Guide released by the California Film Commission includes a new Web-based resource to promote environmentally-conscious film production.

"The Green Resource Guide marries two of the things California does best – making great movies and reducing greenhouse gas emissions," said Governor Schwarzenegger. "We have been pioneers in aerospace, Silicon Valley and biotechnology. With the launch of this great new guide, I'm pleased that another of our signature industries joins the next wave of California's economy."

The Green Resource Guide, which can be found at www.film.ca.gov, provides production companies with information and tools to reduce their environmental footprint, while saving them the time and expense of conducting their own environmental research.

From pre-production through the final wrap and post-production, the Green Resource Guide supplies everything from handy tips on green office practices to useful contacts with green vendors. For set construction, there are links to sustainably harvested lumber; for caterers, lists of food banks that accept surplus meals; and for companies shooting on location, information on eco-friendly bio-diesel generators that operate 70% cleaner.

The Governor has made resource efficiency and green buildings a priority in his administration, ordering new energy-use standards and creating a Green Building Initiative and his cabinet-level Green Action Team to implement it.

In December 2004, Governor Schwarzenegger signed Executive Order S-20-04 calling for the State to lead the way in designing, operating and re-engineering its buildings to make them the most resource-efficient, energy-efficient and healthful public buildings in the nation. The Executive Order also calls for the State to reduce its electricity demand by 10 percent by 2010 and by 20 percent by 2015.

To achieve his ambitious goals, Governor Schwarzenegger created the Green Action Team, a Cabinet-level group working to implement the Green Building Initiative. Led by State and Consumer Services Agency Secretary Rosario Marin, the team's goal is to oversee and direct the State's efforts. The Green Building Initiative will reduce carbon emissions by 500,000 metric tons by 2010 and 1.8 million metric tons by 2020. California is also actively working to deploy fuel cell, wind and biomass solutions.

So far, nine California state government buildings, with more than 2 million sq. feet, are LEED certified. More than 100 buildings (5 million sq. ft.) are currently planned and budgeted for LEED Silver certification.

All new, renovated and built-to-suit leased state buildings will meet LEED standards. California is also making substantial upgrades to the state's older buildings to reduce their energy use by replacing HVAC system, installing new lighting and other improvements.



09/24/2007 GAAS:749:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Gives Address at United Nations on Climate Change

Putting California's leadership in the fight against climate change on a world stage, Governor Arnold Schwarzenegger today gave a speech to official delegates and invited guests of the United Nations.

In July, United Nations Secretary-General Ban Ki-moon invited the Governor to speak at today's special session when they toured a San Jose business that is developing the technology for countries to help reduce their greenhouse gas emissions.

The Secretary-General has stated that he looks forward to seeing firsthand how California is leading the world on the important issue of climate change. Demand for clean tech products in the state is expected to reach more than \$200 billion by 2020 and California has already received more than \$1.1 billion in clean tech investment, which is expected to grow 20 to 30 percent a year for the next decade.

Earlier this year, Governor Schwarzenegger signed a Memorandum of Understanding with four other states to partner in the fight against climate change, which created the Western Climate Initiative. The original states included Arizona, California, New Mexico, Oregon and Washington; Utah and the Canadian provinces of Manitoba and British Columbia have also since joined. California has also formed partnerships with Great Britain and the Australian State of Victoria.

In October of 2006, Governor Schwarzenegger and New York Gov. George E. Pataki agreed to explore ways to link California's future greenhouse gas emission credit market and the Northeastern and Mid-Atlantic states' Regional Greenhouse Gas Initiative (RGGI) upcoming market. RGGI (pronounced ReGGIe) is a cooperative effort by Northeast and Mid-Atlantic states to discuss the design of a regional cap-and-trade program initially covering carbon dioxide emissions from power plants in the region. In the future, RGGI may be extended to include other sources of greenhouse gas emissions, and greenhouse gases other than CO₂. Currently, Connecticut, Delaware, Maine, New Hampshire, New Jersey, New York, Maryland and Vermont are participating in the RGGI effort.

In January of 2007, Governor Schwarzenegger announced the world's first Low Carbon Fuel Standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard establishes lasting demand for lower-carbon fuels but without favoring one fuel over another. By 2020 the standard is expected to boost demand for low carbon fuels to over \$10 billion per year and for

advanced technology vehicles that run on those fuels by 35 times.

Last year, the Governor signed the Global Warming Solutions Act of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases. The law will reduce carbon emissions to 1990 levels by the year 2020. The Governor's goals also include a reduction of 80 percent below 1990 levels by the year 2050.

The Governor also signed legislation last year to complete his Million Solar Roofs Plan to provide 3,000 megawatts of additional clean energy and reduce the output of greenhouse gases by 3 million tons, equivalent to taking one million cars off the road. The \$2.9 billion incentive plan for homeowners and building owners who install solar electric systems will lead to one million solar roofs in California by the year 2018.

In addition, the Governor is leading the fight to obtain a waiver from the U.S. Environmental Protection Agency allowing the implementation of California's stringent tailpipe emissions standards signed into law in 2002. Those standards require a 30 percent reduction in greenhouse gases from the tailpipes of cars and light trucks by 2016, starting with the 2009 model year. 11 other states have approved those standards. Automakers have sought to nullify them, but in April, the U.S. Supreme Court ruled that the U.S. Environmental Protection Agency has the authority to regulate greenhouse gas emissions and more recently, a federal judge in Vermont has decided in favor of that state's emissions standards, which are modeled on California's.



09/26/2007 GAAS:757:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger to Participate in XXV Annual Border Governors Conference in Puerto Peñasco, Sonora, Mexico

Governor Arnold Schwarzenegger will continue his call for unified regional cooperation on environmental protection, climate change and commerce at the XXV Annual Border Governors Conference in Sonora, Mexico on September 27-28, 2007. This annual conference is the most important forum for collaboration and cooperation between the ten U.S. and Mexican Border States.

"I am honored to serve as Vice-Chair of the XXV Border Governors Conference. In our quarter century of working together, we have become more than good neighbors—we are truly partners in issues of mutual concern to Mexico and the United States," said Governor Schwarzenegger. "I look forward to meeting with my fellow governors to continue this critically important progress."

The Governor will join governors and their representatives from Arizona, Baja California, Chihuahua, Coahuila, Nuevo Leon, New Mexico, Sonora, Tamaulipas and Texas to address many issues impacting states on both sides of the U.S./Mexico border, including agriculture, security, economic development, education, energy, environment, health and tourism.

At the conclusion of the Border Governors Conference, the governors will sign a Joint Declaration confirming their commitment to bettering the relationship and economic standing of the region. In addition, Sonora Governor Eduardo Bours Castelo, Chair of this year's Conference, will hand the Border Governors gavel to Governor Schwarzenegger.

"There are pressing issues, like global warming, improving trade and enhancing border security and goods movement that demand our continued cooperation and innovative approaches, as we search for solutions that go beyond our borders. I look forward to hosting next year's conference in California and continuing the spirited debate on these important issues," continued Governor Schwarzenegger.

During last year's conference, the Governor proposed policies to strengthen border security and emergency preparedness:

- **Illegal immigration and law enforcement:** Governor Schwarzenegger demanded stronger federal action on illegal immigration and introduced a joint declaration establishing a cross-border law enforcement task force, calling on both federal governments to criminalize border tunnels and supporting significant penalties for those who violate tunneling laws.

- **Pandemic influenza:** Governor Schwarzenegger called for the creation of a border state council to coordinate regional pandemic influenza response and preparedness focused on surveillance and detection, biosecurity, public health and information sharing. The council would link with Federal partners on both sides of the border for planning and funding support.

For more information on the conference, its agenda and participants, visit [the Border Governors Conference website](#).



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09/28/2007 GAAS:760:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Signs Joint Declaration at XXV Border Governors Conference

At the XXV Border Governors Conference today, Governor Arnold Schwarzenegger and nine other United States and Mexico border governors signed a joint declaration (see attached) to continue fostering cooperation between the 10 member states that will grow economic prosperity, environmental sustainability and improve the quality of life of the region's inhabitants.

The 10 member states are: Arizona, United States; Baja California, Mexico; California, United States; Chihuahua, Mexico; Coahuila, Mexico; New Mexico, United States; Nuevo León, Mexico; Sonora, Mexico; Texas, United States; and Tamaulipas, Mexico.



10/10/2007 GAAS:789:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Signs Bills to Protect California's Ocean Resources

Governor Arnold Schwarzenegger today signed a series of bills designed to protect ocean and environmental resources. The bills, listed below, will maintain and improve the quality of California's marine environment, promote ocean and coastal research, further develop fisheries management plans and guard against the threat of aquatic invasive species.

"California's coastline is magnificent. The coast is not only where we live, but where we work and play," said Gov. Schwarzenegger. "These bills will allow California to continue on the path as a world leader in the preservation and protection of our ocean resources."

The following bills have been signed into law:

- AB 1056 by Assemblymember Mark Leno (D-San Francisco): Authorizes the Ocean Protection Council to establish a science advisory team to identify scientific research priorities necessary to protect coastal water and ocean ecosystems and authorizes the Ocean Protection Council to spend funds without the approval of the State Coastal Conservancy.
- AB 1280 by Assemblymember John Laird (D-Santa Cruz): Expands the eligible uses of monies in the California Ocean Protection Trust Fund to include the development of fisheries management plans and authorizes expenditures from that fund for community-based management and allocation strategies that would increase incentives for ecosystem improvement.
- AB 740 by Assemblymember John Laird (D-Santa Cruz): Expands the marine invasive species program by requiring specified inwater cleaning and record keeping for vessels that visit a California port or place, and requires State Lands Commission to develop regulations governing the management of hull fouling on vessels by January 1, 2012.
- AB 800 by Assemblymember Ted Lieu (D-Torrance): Requires a person, without regard to intent or negligence, who permits or causes the discharge of sewage or waste in or on any waters of the state to notify the local health officer (LHO) or director of environmental health (DEH) as soon as the person has knowledge of the discharge and requires the Office of Emergency Services (OES) to immediately notify the appropriate LHO or DEH. Upon receiving notification of the discharge, requires the LHO or the DEH to determine whether notification of the public is required to safeguard public health and safety.
- AB 1220 by Assemblymember John Laird (D-Santa Cruz): Makes a number of substantive and technical amendments pertaining to the Lempert-Keene-Seastrand Oil Spill and Response Act.
- AB 1396 by Assemblymember John Laird (D-Santa Cruz): Requires the Department of Transportation, consistent with existing law, to annually identify excess coastal zone property and provide the information to specified agencies, including the State Coastal Conservancy. Existing law authorizes the Legislature to transfer excess specified coastal zone property to

specified agencies, including the State Coastal Conservancy.

In 2004, Governor Schwarzenegger unveiled his Ocean Action Plan, setting a national standard for the management of ocean and coastal resources. The action plan sets forth a new approach to improve the way California's ocean is governed. It develops a forward looking strategy for research, education, and technical advances and it improves the stewardship of ocean resources. Goals of the plan include: increasing the abundance and diversity of California's oceans, bays, estuaries and coastal wetlands; making water in these bodies cleaner; providing a marine and estuarine environment that Californians can productively and safely enjoy and supporting ocean dependent economic activities.



10/12/2007 GAAS:801:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Signs Legislation Promoting Solar Power, Energy and Water Efficiency

Governor Schwarzenegger today signed a package of legislation furthering his commitment to energy efficiency, conservation and pollution reduction.

“California is a world leader in improving technologies and promoting conservation while protecting our environment,” said Governor Schwarzenegger. “That is why I am pleased to sign this legislation that will protect our precious resources and continue to keep California at the forefront of energy and water efficiency.”

The Governor signed the following seven bills:

- AB 662 by Assemblymember Ira Ruskin (D-Redwood City) expands the authority of the California Energy Commission to set water efficiency standards for appliances.
- AB 1103 by Assemblymember Lori Saldaña (D-San Diego) requires electric utilities to maintain records of energy consumption data for all nonresidential buildings to which they provide service and requires building owners or operators to provide benchmarking data to prospective buyers, lessees or lenders beginning January 1, 2010.
- AB 1109 by Assemblymember Jared Huffman (D-San Rafael) enacts the California Lighting Efficiency and Toxics Reduction Act which prohibits the manufacturing for sale or the sale of certain general purpose lights that contain hazardous substances. In addition, the bill requires the California Energy Commission to adopt energy efficiency standards for all general purpose lights.
- AB 1406 by Assemblymember Jared Huffman (D-San Rafael) adds condominiums to the meaning of “structure” with respect to the use of recycled water for toilet and urinal flushing.
- AB 1470 by Assemblymember Jared Huffman (D-San Rafael) creates the Solar Water Heating and Efficiency Act of 2007 which provides incentives to attain the goal of installing 200,000 solar water heating systems in the state by 2017.
- AB 1481 by Assemblymember Hector De La Torre (D-South Gate) creates a uniform, statewide permitting process for landscape irrigation uses of recycled water, such as parks, playgrounds and golf courses, by requiring the State Water Resources Control Board to adopt

a statewide general water quality permit.

- AB 1560 by Assemblymember Jared Huffman (D-San Rafael) requires the California Energy Commission to incorporate standards for water efficiency and conservation into the existing building standards governing energy efficiency.

The Governor has made energy efficiency and protecting the environment a top priority in his administration. In December 2004, he signed Executive Order S-20-04 creating his "Green Building Initiative," calling for the state to lead the way in designing, operating and re-engineering its buildings to make them the most resource-efficient, energy-efficient and healthful public buildings in the nation.

To achieve his ambitious goals, Governor Schwarzenegger created the Green Action Team, a Cabinet-level group working to implement the Green Building Initiative. Led by State and Consumer Services Agency Secretary Rosario Marin, the team's goal is to oversee and direct the State's efforts. The Green Building Initiative will reduce carbon emissions by 500,000 metric tons by 2010 and 1.8 million metric tons by 2020.

The Executive Order calls for the State to reduce its electricity demand by 10 percent by 2010 and by 20 percent by 2015. California is also actively working to deploy fuel cell, wind and biomass solutions.

So far, nine California state government buildings, with more than 2 million sq. feet, are Leadership in Energy and Environmental Design (LEED) certified through the U.S. Green Building Standard. More than 100 buildings (5 million sq. ft.) are currently planned and budgeted for LEED Silver certification.

All new, renovated and built-to-suit leased state buildings will meet LEED standards. California is also making substantial upgrades to the state's older buildings to reduce their energy use by replacing HVAC system, installing new lighting and other improvements.

Last year, Governor Schwarzenegger signed legislation to complete his Million Solar Roofs Plan to provide 3,000 megawatts of additional clean energy and reduce the output of greenhouse gases by 3 million tons, equivalent to taking one million cars off the road. The \$2.9 billion incentive plan for homeowners and building owners who install solar electric systems will lead to one million solar roofs in California by the year 2018.



10/18/2007 GAAS:826:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Second Draft Delta Vision Blue Ribbon Task Force Report

Governor Schwarzenegger today issued the following statement after the Delta Vision Blue Ribbon Task Force released their second draft report for public comment:

"This draft report by the Delta Vision Blue Ribbon Task Force reflects the growing consensus that the Sacramento-San Joaquin Delta needs a comprehensive fix. The time is now to invest in conservation, new surface and groundwater storage, new conveyance facilities and increased regional water self sufficiency. The combination of all of these water management tools is the only way we will protect and provide sufficient environmental flows in the Delta, while still ensuring supplies of safe, clean drinking water for millions of Californians," said Governor Schwarzenegger.

Last year, the Governor directed the Delta Vision Blue Ribbon Task Force to develop a Delta management plan. The task force will present its final findings and recommendations by January 1, 2008 and its Strategic Plan by October 31, 2008. The Bay Delta Conservation Plan is also underway, being developed with broad participation from water agencies, environmental organizations and local representatives.

In January, consistent with the Delta management plan, the Governor introduced a comprehensive plan to invest in additional surface and groundwater storage. The Governor's comprehensive plan also includes significant funding toward restoration of the ailing Delta and would lead to the development of a new conveyance system. Twenty five million Californians rely on the Delta for clean, safe water. It also irrigates hundreds of thousands of acres of Central Valley farmland and it is the backbone of California's \$32 billion agricultural industry.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

10/23/2007 GAAS:845:07 FOR IMMEDIATE RELEASE

Chair of California Air Resources Board Issues Statement Regarding Filing of U.S. EPA Greenhouse Gas Emissions Lawsuit

Governor Arnold Schwarzenegger's chair of the California Air Resources Board (CARB), Mary D. Nichols, today issued the following statement regarding the filing of a lawsuit against the U.S. Environmental Protection Agency (U.S. EPA) over the failure to act on California's request for a waiver to regulate greenhouse gas emissions in new vehicles:

"Governor Schwarzenegger and I intend to postpone filing the lawsuit until next week so that all state and federal resources can remain focused on fighting these devastating wildfires."

In April 2007, the U.S. Supreme Court issued a ruling saying the U.S. EPA has the authority to regulate greenhouse gases. That same month, Gov. Schwarzenegger notified the U.S. EPA of CARB's intent to sue if the federal government fails to act on California's waiver.



10/29/2007 GAAS:871:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on International Carbon Action Partnership

Governor Schwarzenegger today issued the following statement as California and a coalition of European Union countries, U.S. states and Canadian provinces formed the world's first International Carbon Action Partnership (ICAP) to develop solutions to global climate change. California was instrumental in spearheading ICAP and the international summit in Lisbon, Portugal, where the partnership was solidified today. The Governor did not attend the summit due to the Southern California wildfires. Instead, he addressed participants via video message from California.

“It is exciting for California to be a part of the International Carbon Action Partnership. This groundbreaking partnership is a historic step in the worldwide battle against climate change. In addition to regulations to reduce greenhouse gases, I firmly believe a global market for greenhouse gases will allow us to protect the environment while growing the economy. Last year in California, we took decisive action when I signed our landmark Global Warming Solutions Act of 2006. Today, 26 American states are working toward similar plans or they are developing them,” said Governor Schwarzenegger.

“This first of its kind partnership will provide more incentives for clean-tech investment and economic growth while not letting polluters off the hook. And it will help renew the health of our planet.

“I would like to thank Governors Eliot Spitzer of New York and Jon Corzine of New Jersey, Premier Gordon Campbell from British Columbia and Portugal Prime Minister José Sócrates for their strong partnership and great leadership in the fight against global warming.”

The ICAP will provide an international forum in which governments adopting enforceable caps on greenhouse gas emissions will share experience and best practice on the design of emissions trading mechanisms. ICAP will help ensure that trading mechanisms are compatible and work to boost demand for low-carbon products and services, promote innovation, and reduce the cost of effective reductions so as to allow swift and ambitious cuts in global warming emissions.

The ground-breaking international and interregional agreement was signed by U.S. and Canadian members of the Western Climate Initiative, northeastern U.S. members of the Regional Greenhouse Gas Initiative, as well as European Union members including the United Kingdom, Germany and Portugal, and the European Commission. Leaders attending the summit included: Prime Minister and EU Council President José Sócrates of Portugal;

European Commission President José Manuel Barroso; Governor Jon Corzine, New Jersey; Governor Eliot Spitzer, New York; Premier Gordon Campbell, British Columbia; Minister Sigmar Gabriel of Germany; UK Secretary of State for Business, Rt. Hon. John Hutton; and Norway's Finance Minister Kristin Halvorsen.

The Governor also sent the following letter to Prime Minister and EU Council President José Sócrates of Portugal:

October 28, 2007

The Honorable José Sócrates
Prime Minister of Portugal
Gabinete do Primeiro Ministro
Rua da Imprensa á Estrela, 4
1200-888 Lisbon, Portugal

Dear Prime Minister,

Thank you for your leadership and hospitality in hosting the groundbreaking launch of the International Carbon Action Partnership (ICAP) in Lisbon. I have no doubt that this partnership, especially as it occurs during your presidency of the European Union, will quickly become the epicenter of discussion on market-based solutions to the most defining challenge of our century: global climate change. There are many different approaches to solving the challenge of global warming, and a uniform, global market for greenhouse gas emissions will unite us in our efforts to protect our environment while growing our economies.

As you may know, California is in the midst of wildfires on a tragic scale. President Bush has declared Southern California a major disaster due to the devastating fires that have burned hundreds of thousands of acres and forced at least as many Californians out of their homes. The economic consequences of this disaster will undoubtedly be extraordinary. The situation in California demands that I remain here and oversee the suppression of the fires while ensuring the safety of those who have been evacuated.

While I unfortunately will not be able to join you at this historic event, I have directed the Secretary of the California Environmental Protection Agency, Linda Adams, and the chairwoman of the California Air Resources Board, Mary Nichols, to attend in my stead. They are two of the top leaders of California's efforts to tackle the challenge of global climate change.

I believe ICAP – considering its goal of linking the various regional greenhouse gas emissions trading systems – is in and of itself a revolutionary undertaking. We have a responsibility to be stewards of the environment and seek out unifying solutions and not half-hearted

commitments. Make no mistake: By allowing the power of markets to reduce greenhouse gas emissions, there will be winners and losers. Some businesses will prosper, and some will be forced to pay for emitting more than they are allowed – but we know the biggest winner will be the health of our planet.

Thank you again for everything you and your staff have done to host this fantastic event. I look forward to catching up with you once the people of California are able to move forward from these devastating fires.

Sincerely,

Arnold Schwarzenegger



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

10/31/2007 GAAS:874:07 FOR IMMEDIATE RELEASE

California Air Resources Board Chair Issues Statement Regarding Greenhouse Gas Emissions Lawsuit

Gov. Arnold Schwarzenegger's chair of the California Air Resources Board (CARB), Mary D. Nichols, today issued the following statement regarding the filing of a lawsuit against the U.S. Environmental Protection Agency (U.S. EPA) over the failure to act on California's request for a waiver to regulate greenhouse gas emissions in new vehicles:

"Governor Schwarzenegger believes the state and federal government should remain focused on the southern California wildfires. We have decided to postpone filing the lawsuit until the fires are under control and the victims are on the road to recovery."

In April 2007, the U.S. Supreme Court issued a ruling saying the U.S. EPA has the authority to regulate greenhouse gases. That same month, Gov. Schwarzenegger notified the U.S. EPA of CARB's intent to sue if the federal government fails to act on California's waiver.



11/08/2007 GAAS:892:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Announces Lawsuit against U.S. EPA for Failing to Act on California's Tailpipe Emissions Request

Governor Schwarzenegger today announced that California has filed a lawsuit against the U.S. Environmental Protection Agency (EPA) for failing to act on California's tailpipe emissions waiver request. The Governor put the federal government on notice six months ago saying such a lawsuit would be filed if the U.S. EPA continued to delay action on California's request for authority to regulate greenhouse gas emissions for cars and light trucks sold in the state. Fourteen other states are expected to join California's lawsuit today.

"California has a long and proud history of leadership in reducing pollution and fighting for clean air for our residents. And we are upholding that tradition today by filing a lawsuit against the federal government that takes a big step forward in the battle against global warming," said Governor Schwarzenegger. "California is ready to implement the nation's cleanest standards for vehicle emissions, but we cannot do that until the federal government grants a waiver allowing us to enforce those standards.

"Our air quality, our health and our environment are too important to delay any longer, and it is not just the people of California who are waiting. Those states that want to follow our lead cannot do so until federal permission is granted. In fact, fourteen other states are expected to join our lawsuit later today."

Following the filing of California's lawsuit against the U.S. EPA today, fourteen states will be announcing that they are joining California as interveners in the lawsuit, including: Massachusetts, New York, Arizona, Connecticut, Illinois, Maine, Maryland, New Jersey, New Mexico, Oregon, Rhode Island, Vermont, Washington and Pennsylvania.

Under the Federal Clean Air Act, California has the right to set its own tougher-than-federal vehicle emission standards as long as it obtains a waiver from U.S. EPA. Over the past 30 years the U.S. EPA has granted California more than 40 such waivers, denying none.

The original request for a waiver of federal preemption of California's Motor Vehicle Greenhouse Gas Emissions Standards was made by the California Air Resources Board (ARB) on December 21, 2005. The waiver, allowing California to enact and enforce emissions standards to reduce greenhouse gas emissions from automobiles, was requested after the Air Resources

Board developed regulations based on a 2002 California law, AB 1493 by Assemblymember Fran Pavley.

That law required California to establish new standards for motor vehicle greenhouse gas emissions beginning in model year 2009. The ARB-adopted regulations will phase in and ramp up over eight years to cut global warming emissions from new vehicles by nearly 30 percent by model year 2016.

By implementing these standards, California would be eliminating greenhouse gases equivalent to taking 6.5 million cars off the road by the year 2020. If all the other states with similar plans follow through, that figure would grow to nearly 22 million vehicles and would cut gasoline consumption by an estimated 11 billion gallons a year.

In letters sent on April 10, 2006 and October 24, 2006 to President Bush, the Governor reiterated the urgency of approving California's request to address global warming. On April 25, 2007, 16 months after the original waiver request, Governor Schwarzenegger sent a letter to Administrator Johnson informing him of California's intent to sue after 180 days under the Clean Air Act and Administrative Procedure Act, which provides mechanisms for compelling delayed agency action.

California's request has been supported by recent judicial decisions. In September, a court decision in Vermont confirmed that states do have the ability to adopt California's motor vehicle greenhouse gas emissions standards. Sixteen states comprising about 45 percent of all U.S. auto sales have adopted, or are in the process of adopting, California's standards.

In the Vermont case, the judge dismissed the argument by automobile manufacturers that they could not comply with the California-based regulation because the technology was out of reach and that it would cost too much. The Vermont decision came on the heels of a U.S. Supreme Court ruling last April saying the U.S. EPA has the authority to regulate greenhouse gases.

States that have adopted, or are in the process of adopting, California's strict automobile emissions standards are: Arizona, Colorado, Connecticut, Florida, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Utah, Vermont and Washington.



Office of the Governor

ARNOLD SCHWARZENEGGER
THE PEOPLE'S GOVERNOR

11/08/2007 GAAS:893:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Highlights Actions Taken by the State to Clean Up Oil Spill in San Francisco Bay

Governor Arnold Schwarzenegger today highlighted what the state is doing to clean up the 58,000 gallons of oil that spilled into the San Francisco Bay yesterday as the result of a container vessel grazing the footings of the western span of the Bay Bridge.

There are 11 skimmers, mechanized oil recovery systems, in the San Francisco Bay and outside of the Golden Gate Bridge working to recover the spilled oil. The skimmers utilize a belt that is made from a material that attracts oil. Additionally, 18,000 feet of boom have been placed around the Bay Area to protect the beaches and wildlife. Two flyovers were conducted this morning to evaluate the movement of the spilled oil and to assist in the directing of oil spill response vessels.

"We take this spill very seriously and we will do everything we can to protect and preserve the beauty of California's landmark estuary," said Governor Schwarzenegger. "The state, joined by the United States Coast Guard and private companies, took immediate action when we learned of the spill. We have the best people on this multi-agency effort and all parties are aggressively working to mitigate this spill and the environmental impacts."

A unified response team to clean up the spill consists of the California Office of Spill Prevention and Response under the Department of Fish and Game, the U.S. Coast Guard, the National Oceanic and Atmospheric Administration and representatives of the vessel owner.

Additionally, private companies involved in the clean up progress are the Marine Spill Response Corporation and National Response Center. Also, officials from the city and county of San Francisco, the National Marine Sanctuary, U.S. Fish & Wildlife, Department of Emergency Management, Treasure Island Development and the Bay Area Air Quality Control Board are all monitoring the clean up progress.



11/13/2007 GAAS:901:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Suspends Fishing, Expedites Review of Environmental Health Concerns Relating to San Francisco Bay Oil Spill

Governor Schwarzenegger today issued the following executive order to suspend all fishing for human consumption including the start of crab season in the San Francisco Bay in response to last week's oil spill. Additionally, the Governor directed the Office of Environmental Health Hazard Assessment in consultation with the California Department of Public Health to expeditiously review the available scientific information on whether a significant human health risk is posed by the consumption of marine life caught in the threatened area.

"We must protect public health and that is why I am signing this executive order today that will suspend harvesting of all marine life for human consumption in the areas affected by the spill. And we will continue to look at any other steps we need to take right now to protect the public and the Bay Area," said Governor Schwarzenegger.

"Our priority must be getting the oil cleaned up as quickly as possible, rescuing all marine life and most importantly protecting the public health."

The suspension is for all fishing for human consumption in the areas affected by the oil spill beginning November 15, 2007 until December 1, 2007 or when the Department of Fish and Game and state health officials determine the fishing season can be opened.

On Friday, the Governor proclaimed a State of Emergency in response to the disaster to help expedite the cleanup effort.

On Saturday, Bay Area crab fishermen voted to officially request that the season be delayed.

The text of the Governor's executive order is below:

EXECUTIVE ORDER S-14-07

WHEREAS, on November 8, 2007, a major oil spill occurred when the container ship COSCO BUSAN struck the fender surrounding a footing of the western span of the Bay Bridge in the San Francisco Bay; and

WHEREAS, on November 9, 2007, I proclaimed a State of Emergency in the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, San Mateo, Solano and Sonoma due to the effects of this major oil spill; and

WHEREAS, the conditions caused by the oil spill continue to create conditions of extreme peril to the safety of persons and property in the area; and

WHEREAS, the oil spill continues to threaten marine life in the area, including marine mammals, birds, crabs, herrings and other fish populations; and

WHEREAS, sea water contaminated from the oil spill continues to move in and around the San Francisco Bay due to tide and weather; and

WHEREAS, at this time, the human health risk posed by the human consumption of crab, herring and other marine life caught in the oil spill area is unknown.

NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER, Governor of the State of California, in accordance with the authority vested in me by the State Constitution, statutes of the State of California, including the Emergency Services Act and in particular Government Code sections 8567 and 8571, do hereby issue the following order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. The Department of Fish and Game, in consultation with the Office of Oil Spill Prevention and Response (OSPR), shall determine the geographic area impacted by the oil spill that poses a potential risk to human health that may come from the human consumption of marine life as a result of the oil spill.
2. The Office of Environmental Health Hazard Assessment (OEHHA), in consultation with the Department of Public Health, shall expeditiously review the available scientific information to determine whether a significant human health risk is posed by the human consumption of marine life caught in the area impacted by the oil spill.
3. The applicable sections of the California Fish and Game Code are suspended for all fishing seasons that are open or scheduled to open between November 8, 2007 and December 1, 2007, to the extent that such marine life is being taken for human consumption in the area impacted by the oil spill, such area to be determined by the Department of Fish and Game, in consultation with OSPR. This suspension shall remain in effect until December 1, 2007 unless modified by the Director of the Department of Fish and Game upon consultation with

OEHHA and the Department of Public Health on whether a significant human health risk is posed by the human consumption of marine life caught in the area impacted by the oil spill.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 13th day of November 2007.

ARNOLD SCHWARZENEGGER
Governor of California

ATTEST:

DEBRA BOWEN
Secretary of State



11/09/2007 GAAS:896:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Visits Bay Area Oil Spill Site, Proclaims State of Emergency

As he visited the site of Wednesday's oil spill in the San Francisco Bay, Governor Arnold Schwarzenegger today proclaimed a State of Emergency. He also directed the California Office of Spill Prevention and Response (OSPR) to tap into a state-maintained, industry-supported trust fund to ensure that all possible resources are being utilized to expedite the cleanup process.

"I have signed an emergency proclamation, so all the state's resources can be coordinated to address this oil spill. I have also directed my Office of Spill Prevention and Response to work with the ship owner and federal and local authorities to bring in whatever resources are needed to clean this up immediately," said Governor Schwarzenegger. "And to make sure there is no bureaucratic delay, I have told OSPR to use the state's Response Trust Fund to throw everything we possibly can at this without wasting a minute of time."

A proclamation of emergency allows the Governor's Office of Emergency Services (OES) to deploy emergency personnel, equipment and facilities and provide local government assistance under the authority of the California Disaster Assistance Act.

So far in response to this incident, the state has taken a number of actions. Currently deployed in the San Francisco Bay and outside of the Golden Gate Bridge are skimmers, mechanized oil recovery systems. The skimmers utilize a belt that is made from a material that attracts oil. Additionally, 18,000 feet of boom have been placed around the Bay Area to protect the beaches and wildlife. Flyovers are being conducted to evaluate the movement of the spilled oil and to assist in the directing of oil spill response vessels.

A unified response team to clean up the spill consists of the OSPR under the Department of Fish and Game, the U.S. Coast Guard, the National Oceanic and Atmospheric Administration and representatives of the vessel owner.

Additionally, private companies involved in the clean up progress are the Marine Spill Response Corporation (MSRC) and National Response Center (NRC). Also, officials from the city and county of San Francisco, the National Marine Sanctuary, U.S. Fish & Wildlife, Department of Emergency Management, Treasure Island Development and the Bay Area Air Quality Control Board are all monitoring the clean up progress.

Below is the full text of the Governor's emergency proclamation:

**A PROCLAMATION
BY THE GOVERNOR OF THE STATE OF CALIFORNIA**

WHEREAS on November 8, 2007, a significant oil spill occurred when the container ship COSCO BUSAN struck the fender surrounding a footing of the western span of the Bay Bridge in the San Francisco Bay; and

WHEREAS this incident caused approximately 53,000 gallons of medium fuel-grade oil to spill into the San Francisco Bay and continues to spread, causing damage in the City and County of San Francisco, as well as the counties of Alameda, Contra Costa, Marin, San Mateo, Solano and Sonoma; and

WHEREAS the spill continues to create conditions of extreme peril to the safety of persons and property in the area; and

WHEREAS the spill continues to threaten marine life in the area, including marine mammals, birds and fish populations; and

WHEREAS local governments and businesses along the San Francisco Bay shore and coast will be impacted by this oil spill for a very long time; and

WHEREAS I have already directed my Department of Fish and Game, Office of Oil Spill Prevention and Response and other agencies of the state to take aggressive action to mitigate the oil spill; and

WHEREAS the circumstances of the oil spill, by reason of their magnitude, are beyond the control of the services, personnel, equipment and facilities of any single county, city and county, or city and require the combined forces of a mutual aid region or regions to combat; and

WHEREAS under the provisions of section 8558(b) of the California Government Code, I find that conditions of extreme peril to the safety of persons and property exist in the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, San Mateo, Solano and Sonoma due to the effects of this oil spill.

NOW, THEREFORE, I, ARNOLD SCHWARZENEGGER, Governor of the State of California, in accordance with the authority vested in me by the state Constitution and the California Emergency Services Act, and in particular, section 8625 of the California Government Code, **HEREBY PROCLAIM A STATE OF EMERGENCY** to exist within the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, San Mateo, Solano and Sonoma; and

IT IS HEREBY ORDERED that all agencies of the state government utilize and employ state personnel, equipment and facilities for the performance of any and all activities

consistent with the direction of my Office of Emergency Services (OES) and the State Emergency Plan, and that OES provide local government assistance under the authority of the California Disaster Assistance Act.

IT IS FURTHER ORDERED THAT the California Conservation Corps, CalFire, and California Volunteers shall proactively work to ensure all resources are available to clean-up the ecosystem and restore the shore environment.

IT IS FURTHER ORDERED THAT the Department of Fish and Game and the Office of Oil Spill Prevention and Response take appropriate actions to: (1) clean up and mitigate the oil spill; and (2) hold the responsible parties accountable for the clean-up and mitigation of the impact of the oil spill.

IT IS FUTHERED ORDERED THAT the Department of Transportation take immediate steps to repair and restore any damage caused to the fender of the western span of the Bay Bridge.

I FURTHER DIRECT that as soon as hereafter possible, this proclamation be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this proclamation.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 9th day of November 2007.

ARNOLD SCHWARZENEGGER
Governor of California

ATTEST:

DEBRA BOWEN
Secretary of State



11/14/2007 GAAS:902:07 FOR IMMEDIATE RELEASE

Statement by Governor Schwarzenegger Read at Briefing by Senator Boxer on San Francisco Bay Oil Spill

Governor Schwarzenegger today issued the following statement to be read at a briefing hosted by Senator Barbara Boxer in the Senate Commerce Committee to examine last week's oil spill in the San Francisco Bay:

"I regret that my schedule does not allow me to join you today in Washington, D.C., but I applaud Senator Boxer for holding this briefing on last week's oil spill.

"Like all Californians, I share the senator's commitment to finding out exactly what caused the Cosco Busan to strike the San Francisco-Oakland Bay Bridge last week and what we can do to avoid such calamities in the future.

"I have been out to inspect the spill area on two occasions and it is obvious there was some very serious human failure. We also know that local officials were not immediately notified of the full extent of the spill and that clean-up operations might have been delayed as a result.

"I will do everything in my power to make sure we ask – and get answers to – all the hard questions we need answered to adequately protect public health, marine life and our environment.

"The success of any disaster response always starts with clear and coordinated communication between various levels of government and the public. So first and foremost, we must learn why local and state officials were not notified immediately of the spill's severity.

"I have great admiration for the Coast Guard and appreciate how its role has been expanded with regard to homeland security. But California and the nation need to be sure it also has the resources it needs for its marine safety and environmental response duties.

"We have heard how the ship's navigational equipment may not have been working properly, and we need to determine exactly who is responsible for making sure such large ocean-going ships have navigational equipment that functions in all weather conditions. And I agree with the Coast Guard's move to consider restricting the movement of large ships in heavy fog as an extra precaution.

"The federal government currently requires all oil tankers entering U.S. waters to be double-

hulled by 2015. In light of this accident, perhaps we should also encourage the shipbuilders to consider ways to improve the design of the ever-larger cargo vessels entering service to help prevent similar incidents in the future.

“The state’s Office of Spill and Prevention Response is doing everything it can to address the spill and its damage, but we must also determine whether the state has an adequate and appropriate response to oil spills through OSPR.

“Lastly, California has some of the most public-spirited citizens anywhere, and we must do everything we can to utilize that spirit by making sure our volunteers are adequately trained and prepared to assist after such accidents occur.

“I look forward to working with all of you to get answers to these and other vital questions. Only then can we do the kind of job the public expects in protecting our seaways, our environment, marine life and the public’s health and safety.”



11/15/2007 GAAS:911:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Applauds Nine Midwest States for Creating Regional Climate Partnership

Governor Arnold Schwarzenegger issued the following statement regarding today's climate announcement at the Midwestern Governor's Association meeting:

"I applaud the nine Midwestern states that have formed the Midwestern Greenhouse Gas Reduction Program, a regional cap-and-trade program. States and regions are making significant progress toward paving the way for a future federal program. Together, we're creating a network of climate initiatives that will form the foundation of an eventual national program.

"These regional partnerships provide an important forum for sharing best practices and ensuring compatibility among regional, national and international programs. They also provide the foundation for building a comprehensive program to combat global warming.

"I'm pleased to see this program address the critical issue of greenhouse gas emissions from transportation fuels. The low-carbon fuel standard, which California has developed, is a powerful tool that will reduce both greenhouse gas emissions and dependence on petroleum.

"The Midwestern Greenhouse Gas Reduction Accord is an important leap forward in the fight against global warming. I look forward to working with our new partners in the Midwest."

California originally signed on to the Western Climate Initiative (WCI) with the Governors of Arizona, California, New Mexico, Oregon and Washington at the 2007 National Governor's Association Winter meeting in Washington, D.C. on Feb. 26, 2007. Utah and the Canadian provinces of Manitoba and British Columbia have joined since that time.

In August, the WCI announced a common goal to dramatically reduce greenhouse gas emissions by 15 percent below 2005 levels by 2020, reflecting the cumulative total of individual reduction goals for each state and province.

The WCI complements California's implementation of the Global Warming Solutions Act (AB32) by bringing together partners outside of California to work on a parallel track to lay the groundwork for a regional carbon emissions trading system. The WCI allows states and provinces to better anticipate and correct potential linkage challenges when developing their own greenhouse gas reduction programs so they can obtain the maximum environmental

benefit.

In October, California and a coalition of European Union countries, U.S. states and Canadian provinces formed the world's first International Carbon Action Partnership (ICAP) to develop solutions to global climate change. ICAP will provide an international forum in which governments adopting enforceable caps on greenhouse gas emissions will share experience and best practice on the design of emissions trading mechanisms. ICAP will help ensure trading mechanisms are compatible and work to boost demand for low-carbon products and services, promote innovation and reduce the cost of effective reductions to allow swift and ambitious cuts in global warming emissions.

Last September, the Governor signed the Global Warming Solutions Act of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases. In California, the law will reduce carbon emissions to 1990 levels by the year 2020. Governor Schwarzenegger has also called for the state to reduce carbon emissions to 80 percent below 1990 levels by the year 2050.

In January of this year, the Governor also announced the world's first Low Carbon Fuel Standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel over another. By 2020, the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent.

For more information on the Midwestern Greenhouse Gas Reduction Accord go to <http://www.midwesterngovernors.org>.



11/15/2007 GAAS:910:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Promotes Alternative Fuel Vehicles at the Annual L.A. Auto Show

Today at the annual L.A. Auto Show, Governor Schwarzenegger highlighted the important role the newest alternate fuel and hybrid vehicles play in reducing greenhouse gas emissions in California and throughout the world. The Governor also highlighted the need for more fuel alternatives and greater fuel efficiency to help drive down high gasoline prices.

“It is fantastic to see that the world’s automakers are developing the technology to help us meet our goals in California. These cars come in every size and shape and they prove that we can give consumers the choices they want and still protect the environment,” said Governor Schwarzenegger. “This is exactly the kind of innovation we need. Working together, we will ensure that California remains a leader in clean and alternative fuel vehicles and we will ensure a healthy and prosperous future for our nation.

“Imagine what we can accomplish if we improve efficiency and put more alternatives on the road, whether it is biofuels, electric cars, hydrogen or hybrids. This will also help our families with fuel prices because it’s all about supply and demand. By providing more alternatives, we can drive down oil prices from the \$100 a barrel everyone is expecting.”

The L.A. Auto Show is an international auto show showcasing 1,000 of the newest vehicles from 47 of the world’s automobile manufacturers. The L.A. Auto Show has become the main stage for unveiling alternative fuel vehicles as manufacturers look to California, which drives the market for hybrids and other fuel efficient vehicles, to establish trends for environmentally-friendly cars and trucks. This is the second year in a row the Governor has appeared at the show to highlight such vehicles.

Governor Schwarzenegger has made it a priority to put California at the forefront of the booming clean tech industry and to develop a robust infrastructure to support the wide use of clean energy and hydrogen power in California.

In January, Governor Schwarzenegger announced the world’s first Low Carbon Fuel Standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel over another.

The LCFS is projected to initially displace 20% of California's gasoline consumption by 2020

and increasingly more after that. It's also projected to fuel more than 7 million low carbon vehicles by 2020 in California alone - and millions more after that. It is harnessing market forces to jump-start California's and the world's transformation to a low-carbon economy.

Allowing the market to do the work ensures the lowest cost and most consumer-friendly environment. Like AB 32, the LCFS will use market-based mechanisms that allow providers to choose how they reduce emissions while responding to consumer demand. For example, providers may purchase and blend more low-carbon ethanol into gasoline products, purchase credits from electric utilities supplying low-carbon electrons to electric passenger vehicles, diversify into low-carbon hydrogen and other to-be-developed strategies.

This year, Governor Schwarzenegger launched the effort that led to California filing a lawsuit against the U.S. Environmental Protection Agency (EPA) for failing to act on California's tailpipe emissions waiver request to regulate greenhouse gas emissions for cars and light trucks sold in the state. The Governor lobbied both President Bush and EPA Administrator Stephen Johnson to approve the request so that California can implement the nation's cleanest standards for vehicle emissions.

In April 2004, the Governor signed an executive order creating a public and private partnership to build the Hydrogen Highway in California by 2010. The Governor opened California's first public hydrogen fueling station in October 2004, located at Los Angeles International Airport. Currently, there are twenty-five hydrogen-fueling stations in the state. Eventually, a network of hydrogen-fueling stations will be opened throughout California making hydrogen fuel accessible to the increased number of vehicles in California.

Last year, the Governor signed the Global Warming Solutions Act of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases. The law will reduce carbon emissions to 1990 levels by the year 2020 and to 80 percent below 1990 levels by the year 2050.



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11/15/2007 GAAS:915:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Court Ruling Striking Down Inadequate National Fuel Efficiency Standards for SUVs, Light Trucks

Governor Schwarzenegger today issued the following statement on the 9th Circuit Court's decision to strike down inadequate national fuel efficiency standards that the federal government planned to implement for sport-utility vehicles, minivans and light pickup trucks:

"Today's 9th Circuit Court decision is another win for the environment and for consumers. At the L.A. Auto Show this morning, I saw firsthand how automobile companies are harnessing new technologies to create cleaner and more fuel efficient cars. Clearly, automobile companies have the capability to produce environmentally friendly cars, and today's court ruling underscores the need for the federal government to step in and provide the extra push necessary to make these vehicles widespread."



12/05/2007 GAAS:940:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement on Adoption of National Low Carbon Fuel Standard Amendment Modeled after California's Policy

Governor Schwarzenegger issued the following statement today after the U.S. Senate Environment and Public Works Committee adopted the amendment by Sen. Lamar Alexander (R-TN) to establish a National Low Carbon Fuel Standard (NLCFS).

"I applaud today's action by the Environment and Public Works Committee in adopting an amendment to establish a national version of California's groundbreaking Low Carbon Fuels Standard. By adopting our approach of enforceable standards and market competition to reduce greenhouse gas emissions, this amendment to the Lieberman-Warner legislation, if passed, would dramatically increase low carbon fuels, expand consumer choice and reward innovation.

"Climate protection, energy security and economic well-being are not partisan issues. I'm pleased to see members of Congress on both sides of the aisle support this amendment in committee today and I look forward to Congress passing this important legislation. I commend Senator Boxer for her leadership, as well as Senator Alexander for authoring the amendment and Senators Lieberman and Warner for carrying the original bill."

The Schwarzenegger Administration has been working with Sen. Alexander's staff over the past few months to shape this national policy and the amendment.

Sen. Lamar Alexander's national proposal is modeled after California's and will gradually reduce the amount of carbon per unit of energy over time. The NLCFS is technology neutral and lets the market pick winners while decreasing our dependence on foreign oil.

Today's amendment picked up three additional sponsors in committee today: Sens. John Warner (R-VA), Joe Lieberman (I-CT) and Barbara Boxer (D-CA). Now that it has passed out of committee, the bill will be considered by the full Senate at a future date.

In January, Governor Schwarzenegger announced the world's first Low Carbon Fuel Standard (LCFS) for transportation fuels that requires fuel providers to reduce the carbon intensity of transportation fuels sold in California. This first-of-its kind standard firmly establishes sustainable demand for lower-carbon fuels but without favoring one fuel over another.

The LCFS is projected to initially displace 20 percent of California's gasoline consumption by 2020 and increasingly more after that. It's also projected to fuel more than 7 million low carbon vehicles by 2020 in California alone - and millions more after that. It is harnessing market forces to jump-start California's and the world's transformation to a low-carbon economy.

Allowing the market to do the work ensures the lowest cost, greatest innovation and most consumer-

friendly environment. Like AB 32, the LCFS will use market-based mechanisms that allow providers to choose how they reduce emissions while responding to consumer demand. For example, providers may purchase and blend more low-carbon biofuels into gasoline products, purchase credits from electric utilities supplying low-carbon electrons to electric passenger vehicles, diversify into low-carbon hydrogen, and other to-be-developed strategies.



12/08/2007 GAAS:954:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Discusses Federal Global Warming and Energy Legislation in Weekly Radio Address

English and Spanish transcripts of Governor Arnold Schwarzenegger's weekly radio address are below.

English:

The 2-minute, 26-second address is available at http://gov.ca.gov/mp3/press/GovAddressFedEnergyBill120707_mus.mp3. The file is .97 MB.

A "clean" version of the address is available at <http://gov.ca.gov/mp3/press/GovAddressFedEnergyBill120707.mp3>. The file is .94 MB.

Spanish:

The 3-minute, 4-second address is available at http://gov.ca.gov/mp3/press/GovAddressFedEnergyBill120707_span_mus.mp3. The file is 1.22 MB.

A "clean" version of the address is available at http://gov.ca.gov/mp3/press/GovAddressFedEnergyBill120707_span_dry.mp3. The file is 1.16 MB.

Governor Schwarzenegger:

Hi, this is Governor Arnold Schwarzenegger with another California Report.

There was some big action in Congress this week on energy and global warming.

Two historic pieces of federal legislation are being debated that will reduce our dependence on foreign oil and help us in the fight against global warming.

Right now oil prices are near record highs and much of that oil comes from the globe's most unstable regions.

America is also one of the world's worst polluters of greenhouse gases.

But provisions in the federal energy and global warming bills would change all of that.

The energy bill includes a plan to raise average fuel mileage for passenger vehicles to 35 miles per gallon by the year 2020.

And that is a 30 percent improvement.

This would be the first time Congress has raised fuel economy standards in 32 years.

It would save families as much as \$1,000 a year at the pump and reduce oil consumption by 1.1 million barrels per day by the year 2020.

That is half of what we import from the Persian Gulf.

And for greenhouse gas emissions, it would be like taking 28 million vehicles off the road.

Now I am also thrilled that the U.S. Senate will consider groundbreaking initiatives to combat climate change.

The federal global warming bill includes the same principles that we enacted here in California last year in our landmark climate change initiative.

And just this week, a Senate committee added a low carbon fuel standard to the bill.

California created the world's first low carbon fuel standard this year and my office has been working with federal leaders to shape the national legislation.

So far, California has been leading the way on all of these issues and it is great to finally see Washington get on board.

These bills are complicated and the debate is vigorous, but now Congress needs to make sure that these historic provisions pass and get to the President's desk.

America cannot continue with the status quo on oil or polluting the world.

The security of our nation and the health of our planet are too important.

Thank you for listening.



12/12/2007 GAAS:957:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on Federal Court Decision in Favor of California to Regulate Auto Tailpipe Emissions that Cause Global Warming

Governor Schwarzenegger today applauded the court decision in Fresno re-confirming states' ability to set motor vehicle greenhouse gas emissions standards, modeled after California's strict regulations. Today's decision is similar to one made by a federal court in Vermont earlier this year.

"Once again, the courts have determined that states, and the federal EPA, can and should regulate greenhouse gas emissions from cars, trucks and buses. Today's decision marks another important victory in the fight against global warming. California and other states will prevail in our goal to take aggressive action on climate change," said Governor Schwarzenegger. "With motor vehicles contributing to roughly 28 percent of the state's greenhouse gas emissions, it is imperative that we be granted the fuel waiver from the federal government."

The legal decision in Fresno comes on the heels of a Vermont court decision and another by the United States Supreme Court confirming that the U.S. Environmental Protection Agency (USEPA) has the authority, under the Clean Air Act, to limit greenhouse gas emissions from motor vehicles.

On December 21, 2005, the California Air Resources Board (ARB) requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The waiver was requested after the ARB developed regulations based on a 2002 California law.

This year, Governor Schwarzenegger launched the effort that led to California filing a lawsuit against the USEPA for failing to act on California's tailpipe emissions waiver request to regulate greenhouse gas emissions for cars and light trucks sold in the state. The Governor lobbied both President Bush and USEPA Administrator Stephen Johnson to approve the request so that California can implement the nation's cleanest standards for vehicle emissions.

Last year, the Governor signed the Global Warming Solutions Act of 2006, California's landmark bill that established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases. The law calls for the reduction of carbon emissions to 1990 levels by the year 2020 and to 80 percent below 1990 levels by the year 2050.



12/17/2007 GAAS:964:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Issues Statement on Delta Vision Blue Ribbon Task Force Report

Governor Schwarzenegger today issued the following statement after the Delta Vision Blue Ribbon Task Force delivered its final report:

“I would like to thank Phil Isenberg and the members of the Delta Vision Blue Ribbon Task Force for their hard work over the past ten months. This report reaffirms the need to take immediate and long-term actions to improve both the ailing Delta habitat and the state's major water infrastructure. With shrinking snowpacks and court-ordered reductions in water deliveries to twenty five million Californians and hundreds of thousands of acres of farmland, our state is facing severe water shortages. It is clear that the time for action is now and any delay will only make problems worse over the coming decades.

“In addition to an increased emphasis on conservation and regional self sufficiency, this report shows the critical link new surface storage and conveyance play in a long term fix for the Delta. That is why I am committed to continue working with legislative leaders to approve a comprehensive water infrastructure bond for 2008. This will ensure that these key recommendations can be funded without delay.”

The Governor has directed a cabinet-level committee led by Secretary for Resources Mike Chrisman to evaluate the recommendations and entire report.

In July, the Governor directed the Department of Water Resources to take immediate action steps to improve conditions in the Sacramento-San Joaquin Delta, to help restore its natural habitat and protect the Delta smelt and other species.

In October, the Governor signed a package of legislation that calls for development of a comprehensive Central Valley Flood Protection Plan and reforms the Reclamation Board to improve efficiency, require cities and counties to increase consideration of flood risks when making land use decisions and create a new standard in flood protection for urban development in the region.

Last year, the Governor directed the Delta Vision Blue Ribbon Task Force to develop a Delta management plan. The Bay Delta Conservation Plan is also underway, being developed with broad participation from water agencies, environmental organizations and local representatives.

In January, consistent with the Delta management plan, the Governor introduced a comprehensive plan to invest in additional surface and groundwater storage. The Governor's comprehensive plan also includes significant funding toward restoration of the ailing Delta and would lead to the development of a new conveyance system. Twenty five million Californians rely on the Delta for clean, safe water. It also irrigates hundreds of thousands of acres of Central Valley farmland and it is the backbone of California's \$32 billion agricultural industry.

Throughout this year, the Governor visited several sites around the state highlighting the need to upgrade California's water infrastructure, calling on the legislature to pass his comprehensive plan. Over the last several months, the Governor has been negotiating with legislative leaders to gain consensus on a proposal.



12/19/2007 GAAS:969:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Issues Statement after U.S. EPA Rejects California's Tailpipe Emissions Waiver Request

Governor Schwarzenegger today issued the following statement after the U.S. Environmental Protection Agency (USEPA), after nearly two years of delay, rejected California's request to regulate tailpipe emissions from passenger cars and light trucks. Over the past year, the Governor has lobbied the federal government, meeting and sending letters to both President Bush and USEPA Administrator Johnson. Last month, the Governor announced California's lawsuit against the agency for failing to act. Today, he vowed to appeal the decision and pursue every legal opportunity to obtain the waiver.

"While the federal energy bill is a good step toward reducing dependence on foreign oil, the President's approval of it does not constitute grounds for denying our waiver. The energy bill does not reflect a vision, beyond 2020, to address climate change, while California's vehicle greenhouse gas standards are part of a carefully designed, comprehensive program to fight climate change through 2050," said Governor Schwarzenegger.

"California has a long and proud history of leadership in reducing pollution and fighting for clean air. Our citizens place a high priority on good health and a clean environment, and we are ready to implement the nation's cleanest standards for vehicle emissions. It has been nearly two years since we requested the waiver and, now, sixteen other states are following our lead to reduce our dependence on foreign oil, increase fuel efficiency and help reduce harmful greenhouse gases. A ruling from the U.S. Supreme Court earlier this year made it clear that the USEPA has the authority to limit greenhouse gas emissions from motor vehicles.

"It is disappointing that the federal government is standing in our way and ignoring the will of tens of millions of people across the nation. We will continue to fight this battle. California sued to compel the agency to act on our waiver, and now we will sue to overturn today's decision and allow Californians to protect our environment."

Under the Federal Clean Air Act, California has the right to set its own tougher-than-federal vehicle emission standards, as long as it obtains a waiver from USEPA. Over the past 30 years the USEPA has granted California more than 40 such waivers, denying none.

The original request for a waiver of federal preemption of California's Motor Vehicle Greenhouse Gas Emissions Standards was made by the California Air Resources Board (ARB) on December 21, 2005. The waiver, allowing California to enact and enforce emissions standards to reduce greenhouse gas emissions from automobiles, was requested after the Air Resources Board developed regulations based on a 2002 California law, AB 1493 by Assemblymember Fran Pavley.

That law required California to establish new standards for motor vehicle greenhouse gas emissions beginning in model year 2009. The ARB-adopted regulations will phase in and ramp up over eight years to

cut global warming emissions from new vehicles by nearly 30 percent by model year 2016.

By implementing these standards, California would be eliminating greenhouse gases equivalent to taking 6.5 million cars off the road by the year 2020. If all the other states with similar plans follow through, that figure would grow to nearly 22 million vehicles and would cut gasoline consumption by an estimated 11 billion gallons a year.

In letters sent on April 10, 2006 and October 24, 2006 to President Bush, the Governor reiterated the urgency of approving California's request to address global warming. On April 25, 2007, 16 months after the original waiver request, Governor Schwarzenegger sent a letter to Administrator Johnson informing him of California's intent to sue after 180 days under the Clean Air Act and Administrative Procedure Act, which provides mechanisms for compelling delayed agency action.

California's request has been supported by recent judicial decisions. In September, a court decision in Vermont confirmed that states do have the ability to adopt California's motor vehicle greenhouse gas emissions standards. Sixteen states, comprising about 45 percent of all U.S. auto sales have adopted, or are in the process of adopting, California's standards.

In the Vermont case, the judge dismissed the argument by automobile manufacturers that they could not comply with the California-based regulation because the technology was out of reach and that it would cost too much. The Vermont decision came on the heels of a U.S. Supreme Court ruling last April saying the U.S. EPA has the authority to regulate greenhouse gases.

States that have adopted, or are in the process of adopting, California's strict automobile emissions standards are: Arizona, Colorado, Connecticut, Florida, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Utah, Vermont and Washington.



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12/20/2007 GAAS:974:07 FOR IMMEDIATE RELEASE

Gov. Schwarzenegger Announces Intent to Appeal Denial of California's Tailpipe Emissions Waiver Request

Governor Arnold Schwarzenegger today announced his intention to file a lawsuit in the District of Columbia Court of Appeals to challenge the U.S. Environmental Protection Agency's (EPA) denial of California's tailpipe emissions waiver request. The lawsuit will be filed as soon as possible, which is expected to be within the next three weeks.

Governor Schwarzenegger today issued the following statement:

"I am extremely disappointed by EPA's decision to block the will of millions of people in California and 16 other states who want us to take tough action against global warming.

"EPA's denial of our waiver request to enact the nation's cleanest standards for vehicle emissions is legally indefensible and another example of the failure to treat climate change with the seriousness it demands.

"We will sue to overturn this ruling as quickly as possible. I have no doubt that we will prevail because the law, science and the public's demand for leadership are on our side. Anything less than aggressive action is inexcusable."