

**Assembly Bill No. 1811**

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Passed the Assembly June 27, 2006

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*Chief Clerk of the Assembly*

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Passed the Senate June 27, 2006

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*Secretary of the Senate*

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This bill was received by the Governor this \_\_\_\_\_ day  
of \_\_\_\_\_, 2006, at \_\_\_\_\_ o'clock \_\_\_\_M.

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*Private Secretary of the Governor*

(2) 25-Stationary Source.....	51,210,000
(3) 30.01-Program Direction and Support.....	11,074,000
(4) 30.02-Distributed Program Direction and Support.....	-11,074,000
(5) Reimbursements.....	-4,690,000
(6) Amount payable from the General Fund (Item 3900-001-0001).....	-2,280,000
(7) Amount payable from the Air Pollution Control Fund (Item 3900-001-0115).....	-128,133,000
(8) Amount payable from the Vehicle Inspection and Repair Fund (Item 3900-001-0421).....	-12,530,000
(9) Amount payable from the Air Toxics Inventory and Assessment Account (Item 3900-001-0434).....	-862,000
(10) Amount payable from the Federal Trust Fund (Item 3900-001-0890).....	-12,892,000
(11) Amount payable from the Non-Toxic Dry Cleaning Incentive Trust Fund (Item 3900-001-3070).....	-1,499,000

Provisions:

2. Of the funds appropriated in this item, \$25,000,000 shall be available for grants to public agencies to purchase low-polluting construction equipment if the Transportation and Air Quality Bond is passed by the voters at the November 4, 2006, general election; otherwise, these funds are allocated for replacement of pre-1977 model-year schoolbuses.
5. Of the funds appropriated pursuant to this item, \$6,500,000 shall be expended pursuant to Section 7 of Chapter 91 of the Statutes of 2005. Notwithstanding subdivision (a) of Section 1.80 of this act, these funds are available for expenditure until June 30, 2009.
6. \$25,000,000 shall be expended in the budget year pursuant to an expenditure plan jointly developed by the State Air Resources Board and the Energy Con-

servation Resources and Development Commission for all of the following purposes:

- (a) Market-based incentives such as buydowns, rebates, credits, or other incentives for purchasers of high efficiency, high mileage, clean alternative fuel light, medium, and heavy duty vehicles, both individual and public fleet, in California.
  - (b) Production incentives such as loans, loan guarantees, and credits for clean alternative fuel production in California.
  - (c) Market-based incentives such as loans and loan guarantees for the construction of publicly accessible, clean alternative fuel refueling stations, including refueling stations that sell ethanol blends consisting of at least 85 percent ethanol (“E-85”), sufficient in number to match the existing and anticipated supply of E-85 vehicles in California.
  - (d) Grants for research and development of clean and zero emission fuels and vehicle technology to assist in making those technologies affordable in the marketplace.
  - (e) Incentives to replace the current state vehicle fleet with clean, high mileage alternative fuel vehicles.
7. None of the funds appropriated pursuant to Provision 6 shall be used for incentives, grants, or any other form of state support for the development of fuels derived from petroleum, petroleum coke, or coal.
  8. In approving the funding and positions pursuant to this item, it is the intent of the Legislature to ensure that the specific measures to reduce air pollution and greenhouse gas emissions be undertaken and completed by the State Air Resources Board in the fiscal year. Accordingly, the board shall submit quarterly reports on the expenditure of these funds, and the status of the development and adoption of the measures.
  9. On and after the effective date of this item, the State Air Resources Board may expend funds appropriated for preliminary analysis and planning work to imple-