

PANE & PANE ASSOCIATES, INC.

March 4, 2009

MEMO TO: California Bus Association

**FROM: Josh Pane and Donna Wetterer Pane
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RE: Legislative Update: New 2009 Legislative Session Bills

The week prior to the bill introduction deadline of February 27th produced over 1,500 new bills for review. We have preliminarily identified those on the list below to be of interest to you and the CBA members; other bills may be added as bills as amended or others are identified as problematic. We hope to go through the list with the CBA Legislative Committee and weed it down to those that you want to focus on the most. We also have a separate list of Global Warming bills (there were quite a few) that we are monitoring.

A majority of the bills below were introduced in the last week and (I-the date) indicates the day the bill was introduced (FYI for future reference on the updates - the "I" changes to an "A" when the bill is amended and then lists the date the bill was last amended). We thought that needed clarification. As always, if you have any questions or need additional information, please don't hesitate to contact us.

2009 Legislation

**AB 222 (Adams-R) Energy: bio-fuels (I-22/4/09) Sponsor: author
Staff: Elizabeth Watson (916) 319-2059**

Summary: This "spot bill" would state an intent of the Legislature to enact legislation to advance bio-fuels and green power production. This will become the conversion technology bill for Los Angeles County.

STATUS: Awaiting committee assignment.

AB 282 (Assembly Transportation Committee) (I-2/12/09)

Summary: This is the committee's omnibus bill that contains the language requested by Sacramento City Police related to SPAB that would additionally include in the definition of a "school pupil activity bus" a similarly used motor vehicle operated by and under the exclusive jurisdiction of a municipal public safety agency. We have alerted committee that CBA may have concerns and are assured that this provision will be removed if agreement cannot be reached.

STATUS: Assembly Transportation; no date.

**AB 414 (Galgiani-D) Carl Moyer Memorial Air Quality Standards
Attainment Program: heavy-duty fleet modernization projects
(I-2/23/09) Sponsor: author Staff: Jim Collin (916) 319-2084**

Summary: This bill would require the Air Resources Board to develop and implement a trade-down program that provides assistance to owners of high-use, newer model, heavy-duty fleet vehicles to

convert those vehicles for lower use, commercial operations in a manner that reduces emissions of oxides of nitrogen and particulate matter. The bill would provide that the trade-down program would be eligible for funding under the Carl Moyer program as an eligible heavy-duty fleet modernization project if it meets a specified criterion.

STATUS: Awaiting committee assignment.

AB 569 (Emmerson-R) meal periods: transportation industry (I-2/25/09) Sponsor: UPS Staff: Teresa Trujillo (916) 319-2063

Summary: This bill would permit parties in the transportation industry, under a valid collective bargaining agreement, to establish an off-duty meal period that commences after not more than 6 hours of work and the circumstances for on-duty meals by commercial drivers, if the collective bargaining agreement also provides for a premium rate for overtime hours and a specified regular hourly rate. The bill would provide that it does not affect the requirements for meal periods for employees other than commercial drivers in the transportation industry subject to a collective bargaining agreement.

STATUS: Awaiting committee assignment.

AB 626 (Jones-D) Charter-party carriers: bus drivers (I-2/25/09)

Sponsor: Possibly CBA Staff: Melanie Ramil (916) 319-2009

Summary: This bill would require the PUC to permanently revoke the authority of a charter-party carrier that knowingly employs a bus driver who does not have the required license or endorsement to drive a bus and would permanently prohibit a person who drives a bus for a charter-party carrier without the proper driver's license or endorsement from driving a bus of any kind. The bill would also require an officer of the Department of the California Highway Patrol who stops or inspects a bus of a charter-party carrier that is being driven by a driver who does not have in his or her possession the appropriate license or endorsement, to impound the bus. **CBA has been asked to sponsor this bill and we are waiting to hear if author accepts our proposed changes.**

STATUS: Awaiting committee assignment.

AB 628 (Block-D) Vehicles: toll evasion violations (I-2/25/09)

Sponsor: South Bay Expressway Staff: Christopher Ward (916) 319-2078

Summary: This bill would additionally provide that, for vehicular crossings and toll highways where the issuing agency permits pay-by-plate toll processing and payment of tolls and other charges in accordance with policies adopted by the issuing agency, it is prima facie evidence of a toll evasion violation for a person to enter the vehicular crossing or toll highway without at least one of the following: (A) lawful money of the United States in the person's immediate possession in an amount sufficient to pay the prescribed tolls or other charges due from that person, or (B) a transponder or other electronic toll payment device associated with a valid Automatic Vehicle Identification account with a balance sufficient to pay those tolls, or (C) valid California vehicle license plates properly affixed to both the front and rear of the vehicle in which that person enters onto the vehicular crossing or toll highway. Where electronic toll collection is the only other method of paying tolls or other charges, the bill would provide that it is prima facie evidence of a toll evasion violation for a person to enter the vehicular crossing or toll highway without either (i) a

transponder or other electronic toll payment device associated with a valid Automatic Vehicle Identification account with a balance sufficient to pay those tolls, or (ii) valid California vehicle license plates properly affixed to both the front and rear of the vehicle in which that person enters onto the vehicular crossing or toll highway. (2) This bill would require, for a toll evasion violation that occurs where the issuing agency allows pay-by-plate toll processing and payment, the required statement under penalty of perjury from the officer or person reporting the violation to include a statement that the tolls or other charges and any applicable fee were not paid in accordance with the issuing agency's policies for pay-by-plate toll processing and payment.

AB 652 (Skinner-D) Vehicles: vehicle length limitation (I=2/25/09)

Sponsor: author Staff Caliph Assagai (916) 319-2014

Summary: This bill would revise current exemptions to the 40-foot limitation on the length of vehicles to permit a folding device that extends not more than 40 inches from the front body of the bus or trolley when fully deployed and to permit the transportation of a bicycle with handlebars that extend not more than 46 inches from the front of the vehicle. 2) The bill would also revise this exemption to permit a folding device that extends not more than 40 inches from the front body of the bus when fully deployed and to permit the transportation of a bicycle on the above-described folding device that has handlebars that extend not more than 46 inches from the front of the bus. In addition, this bill would also require that the total length of the bus, including the folding device or load, not exceed 48.8 feet.

STATUS: Awaiting committee assignment.

AB 709 (Hill-D) Charter-party carriers of passengers: driver

background checks (I-2/25/09) Sponsor: Greater CA Livery

Association Staff: Graciela Castillo (916) 319-2019

Summary: Existing law prohibits the governing body of any airport from imposing any vehicle safety, licensing, or insurance requirements on charter-party carriers operating limousines that are more burdensome than those imposed by the commission, but authorizes the governing board to require a charter-party carrier operating limousines to obtain an airport permit for operating authority at the airport, and to adopt and enforce reasonable and nondiscriminatory local airport rules, regulations, and ordinances pertaining to access, use of streets and roads, parking, traffic control, passenger transfers, trip fees, and occupancy, and the use of buildings and facilities, that are applicable to charter-party carriers operating limousines on airport property. This bill would require the commission to adopt rules for criminal history background checks of drivers, or applicants to be a driver, for a charter-party carrier of passengers that provides passenger transportation to and from any airport regularly serving an air carrier holding a certificate issued by the United States Secretary of Transportation (commercial airport) and would disqualify persons convicted of specified crimes from being drivers. The bill would require the commission to develop and make available to charter-party carriers of passengers a list of qualified vendors approved to investigate and certify the background of employees and candidates for employment as drivers. The bill would require that the rules adopted by the commission do the following: (1) require that each driver, and each applicant who is offered employment as a driver, of a charter-party carrier providing passenger

transportation to and from a commercial airport submit fingerprints and other pertinent information to the approved vendor, (2) require the vendor to transmit the fingerprints to the Department of Justice, (3) require the Department of Justice to conduct the check, and forward a request for federal level criminal offender record information to the Federal Bureau of Investigation, (4) require the Department of Justice to provide specified information to the vendor, (5) require the vendor to review all information received from the Department of Justice and forward that information to the charter-party carrier of passengers, (6) require that a charter-party carrier of passengers only employ as drivers those individuals that have successfully completed the criminal history background investigation, (7) require the charter-party carrier of passengers provide an identification credential to each employee, or applicant that becomes an employee, that successfully completes the criminal background investigation process, and (8) require all drivers that are employed by a charter-party carrier of passengers to carry identification credentials at all times on airport property.

The bill also requires any applicant for certification or a permit to operate as a charter-party carrier of passengers to certify that its drivers have successfully completed a criminal history background check and have been issued an identification credential in accordance with the above-described requirements. The bill would prohibit the governing body of any airport from imposing requirements on charter-party carriers providing transportation to and from the airport regarding criminal background checks on drivers, but would authorize the governing body to request a list of all drivers to whom identification credentials have been issued. Under existing law, a violation of the Passenger Charter-Party Carriers' Act or an order or direction of the commission pursuant to the act is a crime.

STATUS: Awaiting committee assignment.

AB 729 (Evans-D) Public contracts: transit design-build contracts (I-2/26/09) Sponsor:

Summary: Existing law authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. Existing law repeals these provisions on January 1, 2011. This bill would delete the January 1, 2011 sunset date of this law.

AB 744 (Torrico-D) Transportation: Bay Area high-occupancy vehicle network (I-2/26/09) Sponsor: Metropolitan Transportation Commission (MTC) Staff: Ryan Spencer (916) 319-2020

Summary: Existing law provides for the department to designate certain lanes for the exclusive use of buses and high-occupancy vehicles (HOVs). This bill would authorize the authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of the commission. The bill would authorize the use of the high-occupancy vehicle lanes in the program by single-occupant vehicles for a fee.

STATUS: Awaiting committee assignment.

AB 922 (Miller-R) Diesel fuel tax exemption: bio-diesel (I-2/26/09) Sponsor: author & Biodiesel Alliance Staff Evan Oneto 319-2071

Summary: This bill exempts the imposition of the Diesel Fuel Tax after July 1, 2009 through June 30, 2014 on biomass-based diesel fuel produced with California feedstock (used cooking oil; trap grease; yellow grease; animal fat; brown grease; plant or fungal crop; algae and FOG which means fat, oil and grease).

STATUS: Awaiting committee assignment.

AB 951 (Lieu-D) Charter-party carriers (I-2/26/09) Sponsor: CBA Staff: Andrew Medina (916) 319-3686

Summary: This bill revises the penalties for violations or failure to comply with the Passenger Charter-Party Carriers' Act by setting a minimum fine of \$1,000 and a maximum fine of \$5,000. Operating a charter-party carrier of passengers or a taxicab without a valid certificate, would set a minimum fine of \$1,500 and a maximum fine of \$5,000 for a first conviction, or \$1000,000 for a subsequent conviction. The bill would also increase a number of other existing fines penalties for specific violations of the act.

STATUS: Awaiting committee assignment.

AB 1000 (Ma-D) Employment: Paid sick days (I-2/27/09) Sponsor: CA Labor Federation Staff: Catalina Hayes-Bautista (916) 319-2012

Summary: This bill would provide that an employee who works in California for 7 or more days in a calendar year is entitled to paid sick days, as defined, which shall be accrued at a rate of no less than one hour for every 30 hours worked. An employee would be entitled to use accrued sick days beginning on the 90th calendar day of employment. The bill would require employers to provide paid sick days, upon the request of the employee, for diagnosis, care, or treatment of health conditions of the employee or an employee's family member, or for leave related to domestic violence or sexual assault. An employer would be prohibited from discriminating or retaliating against an employee who requests paid sick days. The bill would require employers to satisfy specified posting and notice and recordkeeping requirements. The bill would also make conforming changes. This bill would require the Labor Commissioner to administer and enforce these requirements, including the promulgation of regulations, investigation, mitigation, and relief of violations of these requirements. This bill would authorize the Labor Commissioner to impose specified administrative fines for violations and would authorize an aggrieved person, the commissioner, the Attorney General, or an entity a member of which is aggrieved to bring an action to recover specified civil penalties against an offender, as well as attorney's fees, costs, and interest. The bill would specify that it does not apply to employees covered by a collective bargaining agreement that provides for paid sick days, nor does it lessen any other obligations of the employer to employees. This bill would further specify that it does not apply to employees in the construction industry covered by a collective bargaining agreement if the agreement expressly waives the requirements of this article in clear and unambiguous terms. However, the bill would specify that it applies to certain public authorities, established to deliver in-home supportive services, except where a collective bargaining agreement provides for an incremental wage increase sufficient to satisfy the bill's requirements for accrual of sick days.

STATUS: Awaiting committee assignment.

AB 1203 (Ma-D) Transportation bond funds: transit systems safety (I-2/27/09) Sponsor: San Francisco Bay Water Emergency Transit Authority Staff: Eric Dang (916) 319-2012

Summary: Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law requires the allocation of 25% of these funds for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, as specified, and requires the California Emergency Management Agency (Cal EMA) to administer a grant application and award program for transit agencies eligible to receive the funds. Existing law requires Cal EMA to select eligible projects to receive those grants by February 1 of each fiscal year in which funds are appropriated for that purpose. This bill would additionally require Cal EMA, by February 1 of each fiscal year, in which funds are appropriated for that purpose to provide the Controller with a list of projects and the sponsoring agencies eligible to receive an allocation. The bill would require the Controller, upon receipt of this information, to commence any necessary actions to allocate funds to those agencies.

STATUS: Awaiting committee assignment.

AB 1212 (Ruskin-D) Air resources: clean vehicle incentive program (I-2/27/09) Sponsor: Union of Concerned Scientists Staff: Erin Shaw (916) 319-2021

Summary: This bill would authorize the Air Resources Board (ARB) to adopt and implement a clean vehicle incentive, or fee-bate, program consisting of one-time rebates and one-time surcharges on the sale of new passenger motor vehicles. The bill would require the state board to establish the program only if the state board determines that it would be beneficial to achieving the greenhouse gas emission goals of the California Global Warming Solutions Act of 2006. The bill would require the ARB to adopt and implement a clean vehicle incentive program to achieve equivalent or greater emission reductions of greenhouse gases from mobile sources if the board determines that provisions of existing law requiring the state board to develop and adopt regulations to reduce greenhouse gas emissions from motor vehicles by January 1, 2005, do not remain in effect or are substantially delayed.

STATUS: Awaiting committee assignment.

AB 1243 (Lowenthal-D) Commercial motor vehicles: safe operation (I-2/27/09) Sponsor: Gateway Cities Council of Governments Staff: Dominic Bulone (916) 319-2054

Summary: This is a "spot bill" that makes a non-substantive change in the Vehicle Code. This is a placeholder for the sponsor and amendments will be added

STATUS: Awaiting committee assignment.

**AB 1268 (Gaines-R) Income taxes: carbon tax. (I-2/27/09)
Sponsor: author Staff Matt Roman (916) 319-2004**

Summary: The Personal Income Tax Law imposes a tax on taxable income in accordance with specified marginal tax rates. This bill would declare the Legislature's intent to enact legislation imposing a carbon tax and offsetting the specified marginal tax rates.

STATUS: Awaiting committee assignment.

AB 1292 (Lowenthal-D) Commercial motor vehicles: unsafe vehicles (I-2/27/09) Sponsor: author Staff: Domonic Bulone (916) 319-2054

Summary: This is another "spot bill" placeholder that makes a technical, non-substantive change in the Vehicle Code.

STATUS: Awaiting committee assignment.

AB 1315 (Ruskin-D) Public Utilities Commission (I-2/27/09)

Sponsor: Communication Workers of America (CWA) Staff: Pete Hartnett (916) 319-2021

Summary: This is a PUC "reform" bill that would make a number of changes. Specifically, those changes include specifying that the definition of "regulation" includes every proceeding designated "quasi-legislative" by the commission pursuant to certain existing law. and require the Governor to appoint, subject to the approval of the Senate, a president of the commission from among its members. The bill would repeal the requirement that the president direct commission staff. This bill would also require the commission to hold at least one session in each calendar month in the City of Sacramento. This bill would authorize the attorney for the commission to intervene in any action or proceeding involving any question arising pursuant to the Public Utilities Act and require the attorney to commence, prosecute, and expedite the final determination of all actions and proceedings, and to generally perform all duties and services as attorney to the commission, as directed or authorized by the commission. This bill would require the executive director to keep a full and true record of all proceedings of the commission, issue all necessary process, writs, warrants, and notices, and perform the other duties the commission prescribes. The bill would provide that the commission may authorize the executive director to dismiss complaints or applications when all parties are in agreement thereto, in accordance with rules that the commission may prescribe.

STATUS: Awaiting committee assignment.

AB 1318 (Manuel Perez-D) South Coast Air Quality Management

District: emission reduction credits for electrical generating facilities (I-2/27/09) Sponsor: Imperial County Staff: ?

Summary: This bill would require the executive officer of the South Coast Air Quality Management District to transfer a specified quantity of emission reduction credits for certain pollutants from the south coast district's internal emission credit accounts to eligible electrical generating facilities. The bill would grant the State Energy Resources Conservation and Development Commission the exclusive authority to review the environmental impact of the executive officer's actions. These provisions would be repealed on January 1, 2013. The bill would state the findings and declarations of the Legislature concerning the need for special legislation.

STATUS: Awaiting committee assignment.

AB 1381 (John Perez-D) High-occupancy toll lanes (I-2/27/09)

Sponsor: Caltrans Staff: Darcy Sears (916) 319-2046

Summary: This bill would require the Los Angeles County Metropolitan Transportation Authority (LACMTA) program to be implemented with the active participation of the CHP. The bill would require LACMTA, with the consent of the CHP, to establish appropriate performance measures for the purpose of ensuring optimal use of the high-occupancy toll (HOT) lanes without adversely affecting other traffic on the state highway system. The bill would also state that the authorization for this project shall not prevent the construction of competing facilities in the State Highway Route 10 or 110 corridors, and that LACMTA is not entitled to compensation for the adverse effects on toll revenue due to those facilities.

STATUS: Awaiting committee assignment.

AB 1404 (De Leon-D) CA Global Warming Solutions Act of 2006: offsets (I-2/27/09) Sponsor: Union of Concerned Scientists

Staff: Angelica Salceda (916) 319-2045

Summary:

AB 1421 (Swanson-D) Employment: work hours (I-2/27/09) Sponsor:

Author Staff: ?

Summary: This bill provides that time spent in transit on a facility-provided conveyance from a remote employee parking location to and from the place at which an employee's presence is required by the employer shall be considered to be part of a workday when the employee is employed at an airport, amusement park, sports venue, or entertainment venue.

STATUS: Awaiting committee assignment.

AB 1527 (Lieu-D) Motor vehicle emission reduction projects (I-2/27/09) Sponsor: Calstart Staff: Sherrie Pemberton (916) 319-2053

Summary: This bill would allow a motor vehicle emission reduction project to be funded from multiple air quality programs, including the Carl Moyer Memorial Air Quality Standards Attainment Program and the Goods Movement Emission Reduction Program.

STATUS: Awaiting committee assignment.

SB 124 (Oropeza-D) Air pollution: school bus idling and idling at schools (I-2/4/09) Sponsor: author Staff: Lynne Jensen (916) 651-4028

Summary: This bill would codify the ARB's regulations requiring drivers of school buses, transit buses, school pupil activity buses, youth buses, general public para-transit vehicles, as those terms are defined in the regulations, and specified transit buses and commercial motor vehicles to turn off the bus or vehicle engine upon stopping at or within 100 feet of a school and prohibiting those drivers from turning the bus or vehicle engine on more than 30 seconds before beginning to depart from a school or within 100 feet of a school, and prohibiting those drivers from causing the bus or vehicle to idle for more than 5 consecutive minutes or 5 aggregate minutes in any one hour at any location greater than 100 feet from a school. It would make any violation of the provisions of the bill subject to those civil and administrative penalties, but would specify that the minimum civil penalty that would be imposed for a violation would be \$100 and that specified violations

would also be subject to criminal penalties to the maximum extent provided by law.

STATUS: Senate Transportation & Housing; no date.

SB 201 (Oropeza-D) Vehicles: illegal taxicabs (I-2/23/09)

Sponsor: author Staff: Lynne Jensen (916) 319-4028

Summary: This bill would revise the provisions of current law that require that a vehicle operated as an illegal taxicab or illegally as a passenger vehicle for hire **MAY NOT** be released prior to the 30 days' period of impoundment unless certain conditions are met to stating that the vehicle for hire **SHALL NOT** be released.

STATUS: Awaiting committee assignment.

SB 287 (Calderon-D) Meal periods (I-2/24/09) Sponsor: ? Staff: Rocky Rushing (916) 651-4030

Summary: This bill would revise the statutory requirements for the provision of meal periods to specify that the requirements apply only to employees subject to the meal period provisions of an order of the IWC. The statutory requirements for providing the meal periods would be revised to specify that a meal period based on working more than 5 hours in a workday is required to be provided before the employee completes 6 hours of work, unless the existing waiver provision is invoked. The waiver provision for the 2nd meal period would be changed to provide an exception for different provisions within IWC wage orders in effect as of January 1, 2009, and to permit the employer and employee to agree to waive either the first or the 2nd meal period if the employee otherwise is entitled to 2 meal periods. The bill also would specify conditions under which on-duty meal periods are permitted rather than meal periods in which the employee is relieved of all duty. The meal period provisions of a valid collective bargaining agreement would be required to be implemented for covered employees rather than the statutory requirements. The bill would require that orders of the IWC be interpreted in a manner consistent with this section, and would require the Department of Industrial Relations to amend and republish specified IWC wage orders to be consistent with the revised meal period requirements.

STATUS: Awaiting committee assignment.

SB 380 (Dutton-R) Meal periods (I-2/26/09) Sponsor: author Staff: Alex Bassar (916) 651-4031

Summary: This bill would revise the statutory requirements for the provision of meal periods to specify that the requirements apply only to employees subject to the meal period provisions of an order of the IWC. The statutory requirements for providing the meal periods would be revised to specify that a meal period based on working more than 5 hours in a workday is required to be provided before the employee completes 6 hours of work, unless the existing waiver provision is invoked. The waiver provision for the 2nd meal period would be changed to provide an exception for different provisions within IWC wage orders in effect as of January 1, 2009, and to permit the employer and employee to agree to waive either the first or the 2nd meal period if the employee otherwise is entitled to 2 meal periods.

The bill also would specify conditions under which on-duty meal periods are permitted rather than meal periods in which the employee is relieved of all duty and require that orders of the IWC be interpreted in a manner consistent with the specified

provisions, and would require the Department of Industrial Relations to amend and republish specified IWC wage 2) Existing law requires an employer who fails to provide an employee with a required meal or rest period to pay the employee one hour's pay for each workday that the meal or rest period is not provided. This bill would specify that the penalty of one hour's pay is not restitutionary in nature and does not constitute additional wages to the employee. This bill would define "providing" a meal or rest period to mean making one available to the employee without interfering with its use.

STATUS: Awaiting committee assignment.

SB 462 (Strickland-R) Income and corporation taxes: credits: manufacturers of diesel exhaust filters (I-2/26/09)

Sponsor: author Staff: Carrie Yoshida (916) 651-4019

Summary: This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2009, and before December 1, 2019, of \$10,000 for a qualified taxpayer, as defined, that is a manufacturer of verified diesel emission control strategies. This bill would take effect immediately as a tax levy.

STATUS: Awaiting committee assignment.

SB 463 (Strickland-R) Income and corporation tax credits: renewable energy projects (I-2/26/09) Sponsor: author

Staff: Carrie Yoshida (916) 651-4019

Summary: This bill would, under both laws, for taxable years beginning on or after January 1, 2009, and before January 1, 2017, allow a credit for all taxable years in an amount, not to exceed \$3,000, equal to 30% of the costs paid or incurred for the purchase and installation of renewable energy resources or renewable energy resources conversion technology projects, as provided. This bill would take effect immediately as a tax levy.

STATUS: Awaiting committee assignment.

SB 464 (Strickland-R) Income and corporation taxes: credits: diesel particulate matter reduction (I-2/27/09) Sponsor: author

Summary: This bill would allow a credit for taxable years beginning on or after January 1, 2009, and before January 1, 2019, in an amount equal to 5% of the amount paid or incurred for qualified property, as defined, not to exceed \$10,000, that is used to meet diesel particulate matter reduction requirements. This bill would take effect immediately as a tax levy.

STATUS: Awaiting committee assignment.

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