

Whereas, women play a crucial role in maintaining the financial well-being of their families by providing a significant percentage of their household incomes and, in many cases, women head their own households; and

Whereas, pay inequity results in a higher poverty rate for women, particularly in women-headed households, as evidenced by figures from the McAuley Institute which indicate that for families that are headed by a woman and have children under the age of five years, the poverty rate is an astonishing 46.4 percent; and

Whereas, women currently account for 47 percent of the labor force, and by 2005 are expected to comprise 48 percent of the labor force; and

Whereas, educated women are not exempt from pay disparity; and

Whereas, in 2001 the median weekly earnings of female full-time workers with a college degree was 72.5 percent of their male counterparts; and

Whereas, according to the United States Census Bureau March 2002 Current Population Survey, women with a master's degree on average earn less than men with a bachelor's degree; and

Whereas, the wage gap is even wider for women of color, as evidenced by a 2001 statistic that reported that African-American women earned 69 percent and Hispanic women earned 56 percent of average white male earnings; and

Whereas, the wage gap is also prevalent within minority communities, as shown by a 2002 report that African-American women earned 91 percent of what African-American men earned, and Hispanic women earned 88 percent of what Hispanic men earned; and

Whereas, even in professions in which women comprise a majority of workers, such as nursing and teaching, men earn an average of 20 percent more than women working in these same occupations; and

Whereas, according to the data analysis of over 300 jobs classifications provided by the United States Department of Labor, Bureau of Labor Statistics, women are paid less in every occupational classification for which sufficient information is available; and

Whereas, the wage gap continues to affect women in their senior years as lower wages result in lower pensions and incomes after retirement, and affect a women's ability to save, thereby contributing to a higher poverty rate for elderly women; and

Whereas, the average 25-year-old woman who works full-time, year-round, is projected to earn \$523,000 less over the course of her career than the average 25-year-old man who works full-time year-round; and

Whereas, if women were paid the same as men who work the same number of hours, have the same education and same union status, are the same age, and live in the same region of the country, then the annual family income of each of these women would rise by \$4,000, and the number of families who live below the poverty line would be reduced by half; Now, therefore, be it

*Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature hereby declares April 20, 2004, to be "Equal Pay Day" in California and urges California citizens to recognize the full value and worth of women and their contributions to the California workforce; and be it further*

*Resolved, That the Legislature respectfully urges the Congress of the United States to protect the fundamental right of all American women to receive equal pay for equal work, and to continue to provide more effective remedies to victims of discrimination in the payment of wages on the basis of sex; and be it further*

*Resolved, That the Chief Clerk of the Assembly transmit copies of this resolution to*

the President and Vice President of the United States, to the Speaker of the House of Representatives, to the Majority Leader of the Senate, and to each Senator and Representative from California in the Congress of the United States.

POM-23. A Joint Resolution adopted by the Assembly of the State of California relative to hybrid electric vehicles; to the Committee on Commerce, Science, and Transportation.

ASSEMBLY JOINT RESOLUTION NO. 74

Whereas, the price for gasoline has reached record levels in California, climbing to an all-time high in Los Angeles and the bay area, and potentially rising even higher during the summer; and

Whereas, increasing gasoline prices can have a negative impact on California's economy because rising oil prices drive up the average cost of production of goods and services throughout the economy and reduce the real income of consumers through higher fuel prices; and

Whereas, California is susceptible to chronic price spikes in gasoline due to tight supplies of refined gasoline and a lack of competition among the companies that produce and sell gasoline; and

Whereas, California's demand for petroleum transportation fuels will continue to grow, and is expected to increase by 50 percent in the next 20 years, as the number of registered vehicles in California increases to 31.5 million by the year 2020; and

Whereas, California's refining capacity has not been able to keep up with the growing demand for transportation fuels and is increasingly dependent on the importation of foreign crude oil, much of which comes from politically unstable regions of the world; and

Whereas, this growing dependence on oil from unstable regions makes the state's economy more vulnerable to external disruptions and volatile fuel prices; and

Whereas, increasing use of petroleum fuels results in additional climate change emissions including carbon dioxide, and global climate change is projected to cause environmental and economic damage to California; and

Whereas, increasing use of gasoline causes a decline in air quality, thereby adversely affecting public health; and

Whereas, the world supply of petroleum is expected to fall short of demand after the year 2020, causing the price of petroleum products to increase significantly; and

Whereas, on-road fuel economy of cars and light-duty trucks has remained relatively constant since 1985, and has actually decreased in years as consumers purchase greater percentages of sport utility vehicles; and

Whereas, most technological improvements to engines and vehicles have been used to increase performance and overcome gains in weight, rather than to improve fuel economy; and

Whereas, Californians would consume 30 percent less gasoline by 2020 if fuel efficiency in new model light-duty vehicles were doubled to at least 40 miles per gallon, and that reduction in gasoline consumption would result in increased air quality throughout the state as well as a reduction in the state's dependency on foreign sources of petroleum; and

Whereas, hybrid electric drive train technology can significantly increase vehicle fuel efficiency and, simultaneously, greatly reduce a vehicle's smog-forming emissions; and

Whereas, several vehicle models, using hybrid electric drive train technology that achieves at least 45 miles per gallon and as much as 70 miles per gallon fuel efficiency ratings, are readily available to consumers in California; and

Whereas, Californians would greatly reduce their gasoline dependence, improve their own economic condition, and significantly better the environment and public health if they were to embrace the use of hybrid electric vehicles that achieve at least 45 miles per gallon ratings; and

Whereas, the primary purpose of High Occupancy Vehicle (HOV) lanes is to relieve traffic congestion by offering persons who carpool an easier commute; and

Whereas, in many instances, California's HOV lanes have excess capacity that could allow them to accommodate single-occupant hybrid electric vehicles temporarily, without degrading the HOV lanes' traffic flow or diminishing their attractiveness to carpools; Now, therefore, be it

*Resolved by the Assembly and Senate of the State of California, jointly, That the President and the Congress of the United States of America are urged to take legislative action to allow single-occupant hybrid electric vehicles that achieve a fuel economy highway rating of at least 45 miles per gallon, and conform to any additional emissions category of the federal Environmental Protection Agency or the California Air Resources Board, or meet any other requirements identified by the responsible agency, to travel in California's High Occupancy Vehicle (HOV) lanes; and be it further*

*Resolved, That the Chief Clerk of the Assembly transmit copies of this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, to the Majority Leader of the Senate, and to each Senator and Representative from California in the Congress of the United States.*

POM-24. A resolution adopted by the Mayor and City Council of Atlanta, Georgia relative to the denunciation of the actions of the Janjaweed in Sudan and urging the Sudanese government to cut its ties to the Militia responsible and demand that they disarm immediately; and for other purposes; to the Committee on Foreign Relations.

POM-25. A resolution adopted by the Board of Commissioners of Ferry County, State of Washington, relative to supporting county custom, culture, and heritage in decision making on federal lands in Ferry County, State of Washington; to the Committee on Energy and Natural Resources.

POM-26. A resolution adopted by the Fleet Reserve Association, Latte Stone Branch 73, Young Men's League of Guam relative to Petitions from the People of Guam in Support of the Findings and Recommendations of the War Claims Review Commission; to the Committee on Energy and Natural Resources.

POM-27. A resolution adopted by the Mayor and City Council of Atlanta, Georgia relative to supporting the District of Columbia's right to have its elected Representative have full voting rights in the United States House of Representatives and for other purposes; to the Committee on Foreign Relations.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. HATCH (for Mr. SPECTER), from the Committee on the Judiciary, with amendments:

S. 256. A bill to amend title 11 of the United States Code, and for other purposes.

EXECUTIVE REPORTS OF COMMITTEES

The following executive reports of committees were submitted: