

1990

Summary of Legislation 1989-1990

Assembly Committee on Transportation

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ASSEMBLY COMMITTEE ON TRANSPORTATION

**SUMMARY OF LEGISLATION
1989-1990**



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INTRODUCTION

This report contains summaries of bills that were referred to, and considered by, the Assembly Transportation Committee during the 1989-90 Session. Bills that were passed by the Legislature and became law are shown with the chapter number. Bills that did not become law are shown with their final disposition.

Some bills could have been appropriately placed in several subject categories; an effort was made to place each bill under the most appropriate subject heading.

As used in this report, "ARB" refers to the Air Resources Board, "CHP" refers to the California Highway Patrol, "DMV" refers to the Department of Motor Vehicles, "Caltrans" refers to the Department of Transportation, "PUC" refers to the Public Utilities Commission, and "CTC" refers to the California Transportation Commission. "Urgency" indicates the measure took effect immediately upon enactment, while most legislation is effective the following January 1.

Reports will be available for the following interim and other special hearings and meetings conducted during the 1989-90 Session:

- Emergency Roadside Services and Privacy versus Access to DMV Records - October 4, 1989
- Seismic Safety of California's Freeway System - November 7, 1989
- The Commercial Driver's License, Certificates, and Endorsements: AB 264, SB 448, SB 798, SB 1510, and SB 1581 - November 9, 1989
- "Profitization" of the Los Angeles International Airport - December 5, 1989
- Propositions 111 and 108 - Can Caltrans Deliver? - October 9, 1990

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ABANDONED VEHICLES, PARKING, TOWING

AB 561 (Bradley) Would have waived past due vehicle registration fees on vehicles valued between \$300 and \$1,000, which are sold at lien sales after being towed and stored at the request of a peace officer. Would have exempted vehicles valued at less than \$1,000 which are sold at lien sales from the requirement that they meet emission control standards. **Failed passage in Assembly Transportation Committee**

AB 928 (Epple) Requires parking placards and plates for disabled persons and disabled veterans to be returned to DMV within 60 days of the death of a disabled person or veteran. **Chapter 554, Statutes of 1989**

AB 998 (Pringle) Revises requirements for release of vehicles which have been stored because of expired registration or nonlicensure of the driver to require proof of current licensure and proof of current registration. Makes other technical changes. **Chapter 331, Statutes of 1989**

AB 1441 (Clute) Would have authorized the establishment of service authorities for the abatement of abandoned vehicles if approved by local governments. Would have raised the vehicle registration fee by \$1 in counties with approved authorities. Revenues were to be used for abating abandoned vehicles, for five years after the formation of the authority. See AB 4114. **Vetoed by the Governor**

AB 1457 (Katz) Requires tow companies to accept valid credit cards for payment of towing and storage fees for vehicles removed from public property. **Chapter 502, Statutes of 1989**

AB 1536 (Bradley) Provides that garage liens on abandoned vehicles towed at the request of public agencies arise when the vehicle is removed and in transit. Clarifies language regarding evidence relating to the sale of a vehicle at a lien sale. **Chapter 457, Statutes of 1989**

AB 1679 (Costa) Would have prohibited, effective July 1, 1990, salvage pools from disposing of vehicles to any person except a dealer, dismantler, or a person who seeks to purchase the vehicle for personal use only. See AB 3972. **Vetoed by the Governor**

AB 2313 (Roybal-Allard) Revises parking violation law by allowing a local parking agency to obtain the name of a violator who has rented a vehicle. Makes other technical and conforming changes. **Chapter 750, Statutes of 1989**

AB 2789 (Quackenbush) Authorizes towing a vehicle from private property if, 96 hours before the vehicle is towed, the vehicle was issued a notice of parking violation; or 24 hours after notification of law enforcement authorities, if the vehicle lacks equipment necessary for safe operation. **Chapter 998, Statutes of 1990**

AB 3049 (Bentley) Limits the cost recovery from volume vehicle lien sales to the average per-vehicle cost, up to specified limits. Makes other clarifying changes. **Chapter 1284, Statutes of 1990**

AB 3261 (Hunter) Requires notices of parking violations to include the last four digits of the vehicle identification number, if that number is visible through the windshield. **Chapter 1004, Statutes of 1990**

AB 3398 (N. Waters) Clarifies provisions related to parking restrictions and posting requirements in snow areas, and provides that persons who willfully or negligently damage snow poles are liable for their replacement cost. **Chapter 692, Statutes of 1990**

AB 3849 (Felando) Prohibits vehicles from parking on lines or cross-hatched areas marking disabled parking spaces or loading zones for those spaces. **Chapter 303, Statutes of 1990**

AB 3972 (Costa) Would have prohibited salvage pools from selling vehicles except to dealers, dismantlers, or persons buying vehicles for personal use. Would also have prohibited purchase of a vehicle from a salvage pool except by one of the above. See AB 1679. **Died in Senate Transportation Committee**

AB 4114 (Clute) Authorizes the establishment of service authorities for the abatement of abandoned vehicles if approved by local governments. Raises the vehicle registration fee by \$1 in counties with approved authorities. Provides that the revenues may be collected for five years. See AB 1441. **Chapter 1684, Statutes of 1990**

AB 4191 (Wright) Permits the release of any towed and stored vehicle only if the owner or person in charge of the vehicle presents, to the law enforcement agency or employee who placed the vehicle in storage, proof of valid vehicle registration or, alternately, allows the release of the vehicle upon the issuance of a citation for the registration violation. **Chapter 1199, Statutes of 1990**

SB 149 (Craven) Establishes a new effective date of January 1, 1991 for provisions of SB 166 (1987) which require parking spaces for disabled persons to be marked with both signs and pavement markings. Urgency. **Chapter 338, Statutes of 1989**

SB 819 (Robbins) Authorizes the removal and storage of a parked vehicle used primarily to advertise, if the vehicle has previously been issued a parking citation and the owner has been mailed a notice warning that removal could occur. **Chapter 73, Statutes of 1990**

SB 1397 (Kopp) Authorizes parking enforcement personnel to issue a citation to a motor vehicle which is not displaying a registration "tab", even if the vehicle is not violating parking law. Prohibits a court from adjudicating such a violation without proof that the violation has been corrected. **Chapter 729, Statutes of 1989**

AERONAUTICS

AB 640 (Quackenbush) Would have required high-rise buildings to be constructed with emergency helicopter landing facilities. **Died in Assembly Local Government Committee**

AB 1471 (Moore) Would have created the Southern California Regional Airport Special District consisting of the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura, with a board of directors composed of one member from each county and a member from the City of Los Angeles. Would have granted the District sole authority to identify additional commercial airport sites, and to recommend plans for airport facilities. **Died in Assembly Transportation Committee**

AB 1830 (Peace) Would have authorized the boards of supervisors of San Diego, Orange, Imperial and Riverside counties to enter into a joint powers agreement to establish the Southern California Airport Joint Authority to study and investigate a new airport facility to serve southern California. **Died in Senate Local Government Committee**

AB 1951 (Eaves) Requires Caltrans, in conjunction with representatives of local airport-operating entities and the Federal Aviation Administration (FAA), to develop criteria to rank airport improvement projects. Prohibits local entities, except those owning or operating a primary airport, from submitting to the FAA any project application unless the project has first been reviewed, accepted and ranked by Caltrans. **Chapter 975, Statutes of 1989**

AB 2143 (Mountjoy) Eliminates all gasoline tax refunds otherwise authorized for consumers of aviation gasoline. **Chapter 1027, Statutes of 1989**

AB 2263 (Mojonnier) See Transportation Financing.

AB 2340 (Farr) Requires Caltrans to collaborate with the University of California, the NASA Ames Research Center, and the private sector in the development and implementation of a computerized cockpit instrument display for general aviation aircraft. A report is due to the Legislature on July 1, 1991 and annually thereafter. **Chapter 1213, Statutes of 1990**

AB 2491 (Costa) Would have required the governing body of an airport to make a determination of necessity prior to granting an exclusive or limited agreement for an automobile rental concession, and would have required a similar determination of necessity to be made every five years for such agreements. **Vetoed by the Governor**

AB 2630 (La Follette) Exempts emergency medical flights made by law enforcement, fire fighting, military or other persons who provide emergency flights for medical purposes, from locally adopted regulations that restrict flight departure times, aircraft noise or the operation of certain types of aircraft. Authorizes the airport proprietor to be reimbursed by the patient for any expenses incurred as a result of the emergency medical flight. **Chapter 270, Statutes of 1990**

AJR 10 (Cortese) Would have requested Congress to examine the practices of federal agencies concerning terrorist threats toward commercial aircraft and to improve those practices. **Died in Senate Judiciary Committee**

SB 707 (Rogers) Requires Caltrans to prepare a California Aviation System Plan containing specified elements in consultation with local planning agencies, with a requirement for periodic revisions and consistency with aviation projects submitted for funding from the Aeronautics Account. **Chapter 1149, Statutes of 1989**

SB 1498 (Leonard) Requires Caltrans to work with local agencies to evaluate the potential for public use of airports now owned by the military which may be abandoned, and to submit the evaluation to the California Transportation Commission by December 1, 1990, or as specified. Authorizes Caltrans to assist in the formation of a local airport operating entity, except in the case of Hamilton Field in Marin County. **Chapter 1289, Statutes of 1989**

SB 2259 (Roberti) Would have provided that no person providing air services to the public has the right to exclusive use of any public airport in the state. Would have prohibited a public airport from discriminating against any air carrier in the allocation of access to its airport gates, and would have established an arbitration process to resolve conflicts. Would have made all air carriers subject to comparable, nondiscriminatory rates, fees, rentals and other charges for airport facilities, and established related penalties. **Vetoed by the Governor**

SB 2487 (Killea) Requires a transportation planning agency, whose planning area includes a primary air carrier airport, to include in the updated regional transportation plan an airport ground access program which emphasizes mass transit. **Chapter 878, Statutes of 1990**

SJR 54 (Roberti) Memorializes the President and Congress to support policies related to aviation developed by the United States Department of Transportation, and to release federal trust funds for aviation and airport use. **Resolution Chapter 109 (1990)**

AIR QUALITY

AB 911 (Katz) Raises the fines on trucks which produce excessive exhaust emissions. Establishes specified fines for passenger vehicles which produce such emissions. Dedicates fine revenues to enforcement. **Chapter 367, Statutes of 1990**

AB 1130 (Sher) Would have authorized air pollution control district boards in non-attainment (dirty air) areas to require DMV to collect an annual fee, between \$2 and \$4, on vehicle registrations within the district. The revenue was to have been used to implement vehicle-related requirements of the California Clean Air Act of 1988. See AB 2766. **Vetoed by the Governor**

AB 1736 (Friedman) Requires the ARB to review and evaluate the adequacy of programs to reduce chlorofluorocarbon emissions from motor vehicle air conditioning systems and report to the Legislature by June 30, 1990. **Chapter 1321, Statutes of 1989**

AB 2170 (Bentley) Would have authorized the ARB to prohibit the sale of an after-market air pollution control device if advertising for the device included information inconsistent with ARB data. **Failed passage in Assembly Transportation Committee**

AB 2352 (Woodruff) Authorizes the ARB to establish alternative test procedures for certifying that direct import used motor vehicles ("gray market") meet air emissions standards. The ARB must certify that alternative procedures, identical to federal procedures, are at least as effective as existing procedures. **Chapter 859, Statutes of 1989**

AB 2766 (Sher) Authorizes air districts (except in the Bay Area) to establish annual surcharges (from \$2, increasing to \$4) to reduce air pollution from mobile sources. Specifies a method by which the district board must approve the fee increases. Specifies a distribution methodology for the funds in the South Coast Air Quality Management District. See AB 1130. **Chapter 1705, Statutes of 1990**

AB 3106 (Klehs) Requires smog check stations to post repair cost limits for vehicle smog checks, and requires stations which do not perform repairs to so post. Requires the Bureau of Automotive Repair to institute Saturday hours at referee stations, where appropriate. **Chapter 1324, Statutes of 1990**

AB 4070 (Connelly) Revises the process by which air districts are included in the Smog Check program. Instead of inclusion upon request by the local air board, the ARB will include any nonattainment (dirty air) district not now included, unless the district's air quality problem is caused by movement of pollution from elsewhere. Excludes the Lake Tahoe district from this change. Authorizes an increase from \$6 to \$7 in the cap on costs for a certificate of compliance. Revises the procedure for the ARB to adopt a fee schedule for the "toxic hot spot" program. See SB 1874. **Chapter 1432, Statutes of 1990**

SB 871 (Vuich) Requires every 1993 or later model year methanol or ethanol fueled vehicle used in California to be equipped with an anti-siphoning device. Provides that the ARB may exempt specified vehicles from this requirement. **Chapter 1301, Statutes of 1989**

SB 907 (Vuich) Would have provided, effective with the 1992 model year, a 10% reduction in vehicle license fees for specified low emission vehicles. Would have required dealers and lessors to certify to DMV which of their vehicles are low-emission. **Vetoed by the Governor**

SB 1006 (Leonard) Exempts specified low emission vehicles from sales tax on that portion of the price which is greater than the comparable price of a gasoline or diesel fueled vehicle. ARB is to determine that portion (the "reasonable incremental cost"). The exemption sunsets on January 1, 1995. Revises the requirements for the biennial Energy Commission fuels report. Urgency. **Chapter 990, Statutes of 1989**

SB 1276 (Presley) Revises and makes technical changes to the Biennial Motor Vehicle Inspection Program ("Smog Check"), as revised by SB 1997 (Presley, 1988). The bill revises requirements for smog check mechanics, stations, and equipment and revises general program provisions. **Chapter 1154, Statutes of 1989**

SB 1874 (Presley) Revises the process through which air districts are included in the Smog Check program. Instead of inclusion upon request by the local air board, the ARB will include any nonattainment (dirty air) district not now included, unless the district's air quality problem is caused by movement of pollution from elsewhere. Excludes the Lake Tahoe district from this change. Authorizes an increase from \$6 to \$7 in the cap on costs for a certificate of compliance. Requires the ARB to establish a hearing process to be used prior to storing a vehicle which has been removed under the roadside heavy vehicle inspection program. Revises the schedule for smog check fines. Makes other technical, clarifying changes to the smog check law. See AB 4070. **Chapter 1433, Statutes of 1990**

SB 1876 (McCorquodale) See Occupational Licensing.

SB 1905 (Hart) Would have established the DRIVE+ program to provide one-time sales tax credits and surcharges on the purchase of new vehicles, designed to create an incentive to purchase low-emission vehicles. Would have required the ARB, beginning in 1993, to establish the amount of the sales tax credit or surcharge, based on emissions weighted by statewide sales. Would have required dealers and the Franchise Tax Board to carry out the credit/surcharge programs. **Vetoed by the Governor**

SB 2103 (Rosenthal) Requires the PUC, in conjunction with a variety of state and local agencies, to evaluate and implement policies to promote the development of equipment and infrastructure necessary to facilitate the use of electricity and gas-powered vehicles. Requires the PUC to hold hearings on the proposed policies, and report on them to the Legislature. **Chapter 791, Statutes of 1990**

SB 2228 (Hart) Authorizes, effective April 1, 1991, an annual vehicle registration surcharge of \$2 and, effective April 1, 1992, an annual vehicle registration surcharge of \$4, on all vehicles registered in the Ventura County and Santa Barbara County Air Pollution Control Districts. Specifies an approval methodology for the district boards. Requires that the additional revenues are to be used for meeting the transportation requirements of the Clean Air Act. See AB 2766. **Chapter 1704, Statutes of 1990**

SB 2330 (Killea) Requires the ARB to adopt regulations governing the reduction of diesel emissions from heavy vehicles by 1992, or to report to the Legislature by January 1, 1994, if these vehicles cannot be appropriately modified. **Chapter 1453, Statutes of 1990**

SB 2331 (Killea) Would have authorized any nonattainment air district to adopt regulations to require public and commercial light and medium-duty fleet operators to purchase low-emission vehicles when adding to or replacing their fleets. Would have required the ARB, by June 30, 1992, to develop model regulations to guide local air districts. Would have required the ARB, by December 15, 1993, to adopt regulations requiring public and commercial operators of heavy-duty vehicle fleets to purchase low-emission vehicles when adding to or replacing their fleets. **Failed passage in Assembly Transportation Committee**

SB 2521 (Davis) Establishes a certification program for motor vehicle fuel distributors. Requires the ARB to issue certificates to distributors who meet requirements. Prohibits transportation of fuel by any distributor out of compliance with the above requirements. **Chapter 1252, Statutes of 1990**

BUS SAFETY

- AB 286 (Assembly Transportation Committee)** Revises and streamlines the selection process for school districts who will receive schoolbuses provided by AB 35 (1988). Urgency. Chapter 182, Statutes of 1989
- AB 219 (Katz)** Establishes a licensure program for private schoolbus contractors. Revises requirements for behind-the-wheel training for schoolbus drivers. Requires the State Department of Education to create a model schoolbus contract. Chapter 359, Statutes of 1989
- AB 824 (Bader)** Would have authorized the issuance of \$100 million in general obligation bonds to replace schoolbuses which do not meet federal safety standards. Died in Senate Education Committee
- AB 1388 (Connelly)** Requires bus wheelchair lift manufacturers to provide CHP with certification that lifts meet state and federal standards. Chapter 428, Statutes of 1989
- AB 1787 (Katz)** Establishes a standard minimum requirement for training for transit bus drivers. Requires that training to be indicated by a certificate. Codifies existing regulations regarding the training of drivers of specified vehicles. Chapter 1136, Statutes of 1989
- AB 1790 (Katz)** See Mass Transportation.
- AB 1959 (Wright)** See Driver Licensing.
- AB 2842 (Felando)** Authorizes Caltrans and local agencies to issue special permits (on a per-trip basis) for buses up to 45 feet in length for travel on highways designated for large trucks and associated local access routes. Chapter 1388, Statutes of 1990
- AB 3581 (Campbell)** Would have required all schoolbuses which transport students to have lap and shoulder seat belts installed at every forward-facing seat. Failed passage in Assembly Transportation Committee
- AB 3636 (Katz)** Authorizes DMV to take temporary action against the certificate of the driver of a schoolbus, youth bus, school pupil activity bus, or general public paratransit vehicle, if the holder has been arrested for specified sex crimes. Provides an opportunity for a hearing on the certificate action. Chapter 741, Statutes of 1990
- AB 3789 (Chandler)** Would have authorized the use of AB 35 funds to replace Type 2 (small van-type) schoolbuses. Would have required the Energy Commission to allocate schoolbuses proportionally to small and large districts. Failed passage in Assembly Transportation Committee
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- ACR 144 (Katz)** Proclaims October 1990 as Schoolbus Safety Awareness Month. Resolution Chapter 51 (1990)
-

HR 42 (Burton) Requests the CHP to examine the qualifications of replacement drivers employed by the Greyhound-Trailways Bus Lines, and to ensure that pre-trip vehicle inspections are completed during the strike. Requests DMV to ensure compliance with driver licensure testing procedures. Requests CAL-OSHA to conduct safety inspections of Greyhound-Trailway Bus Lines facilities. **Adopted**

SB 1814 (Vuich) Authorizes schoolbuses to be equipped with white strobe lights. Urgency. **Chapter 169, Statutes of 1990**

SB 2061 (Killea) Requires a law enforcement agency which receives a report from a schoolbus driver who has witnessed a vehicle passing a schoolbus with flashing lights to issue a letter of warning to the registered owner of the vehicle. Increases the fines for passing a stopped schoolbus with flashing warning lights. **Chapter 1296, Statutes of 1990**

DRIVER LICENSING

AB 55 (Hansen) Provides two different classes of motorcycle licenses, one for motorcycles and one for motor-driven cycles. Authorizes a court to impound motorcycles driven by illegally licensed drivers. Makes driving a motorcycle without the proper class of license a misdemeanor. Raises from 18 to 21 years the age until which a first time motorcycle driver's license applicant must show proof of completing a California Motorcyclist Safety Program (CMSP) course. Requires the CHP Commissioner to perform a specified study of the CMSP program. **Chapter 1359, Statutes of 1990**

AB 264 (Lancaster) Creates, effective July 1, 1990, a restricted firefighter driver's license for use only in operating firefighting vehicles and passenger cars. Requires applicants to pay a \$25 fee, and pass a special written test. Additionally, applicants must submit medical information to DMV every two years, and meet the same DUI and traffic violation point count standards as Commercial Driver's License licensees. Requires a report to the Legislature by January 1, 1992. **Urgency. Chapter 62, Statutes of 1990**

AB 296 (Floyd) As introduced, would have made various changes to provisions relating to parking for disabled persons. As amended, would have suspended requirements for persons under 18 years of age to complete driver training in order to be eligible for a driver's license, as long as driver training programs are not funded by the state. **Vetoed by the Governor**

AB 319 (Katz) See Bus Safety.

AB 595 (Elder) See Vehicle and Vessel Registration and Licensing.

AB 1373 (Hauser) Requires DMV, for one year, to issue six-month temporary drivers' licenses to applicants for Class A or Class B licenses who fail the examination on the first attempt, if the applicants have "clean" records. Exempts, until July 1, 1990, volunteer firefighters, operating a vehicle in response to an emergency, from the Commercial Driver's License requirements. **Urgency. Chapter 1343, Statutes of 1989**

AB 1787 (Katz) See Bus Safety.

AB 1959 (Wright) Places in statute current DMV regulations specifying the conditions under which certain pupil transportation certified drivers must or might lose their certificate. Specifies that certain reversal or dismissal actions are exempt. Provides that persons may apply for a certificate upon reversal or dismissal of convictions. **Chapter 846, Statutes of 1989**

AB 2045 (Costa) Permits DMV drive-test examiners to request proof of financial responsibility for the vehicle in which a drive-test is to be given. Permits the examiner to refuse to examine a person who cannot provide proof. **Chapter 1270, Statutes of 1989**

AB 2817 (Bane) Authorizes issuing a restricted license to a person whose license had been suspended for failure to carry automobile insurance if that person or a member of that person's family requires medical treatment. **Chapter 1407, Statutes of 1990**

AB 3470 (Burton) Authorizes DMV to issue restricted licenses to persons who have medical authorizations signed by specified psychological personnel. **Chapter 1410, Statutes of 1990**

AB 3636 (Katz) See Bus Safety.

AB 4140 (Eaves) See Trucks.

AB 4261 (Hansen) Increases, until January 1, 1994, from 9,000 pounds gross weight to 15,000 pounds gross vehicle weight rating (GVWR), the weight at which a fifth-wheel travel trailer may be towed by a Class C driver. Provides that any person towing a recreational trailer exceeding these limits must obtain a restricted Class A license, after taking a special written test, and providing a medical self-report every two years. Requires the CHP to perform a safety study on recreational trailers of various weights, and report to the Legislature by January 1, 1993. **Chapter 1358, Statutes of 1990**

SB 59 (Deddeh) Exempts a person licensed by the United States State Department as a diplomat from California licensing requirements. Requires DMV to report annually to the Legislature on the frequency of violations and accidents involving persons licensed in this manner. **Chapter 23, Statutes of 1989**

SB 798 (Deddeh) Increases the fee schedule for issuing a commercial driver's license (CDL) and endorsements. Raises from \$12 to \$25 the fee for a driver certificate which requires a criminal background check. Removes all bus drivers from the casual driver pull notice exemption. Urgency. **Chapter 104, Statutes of 1990**

SB 1109 (Kopp) Would have required a court to suspend or delay for up to one year the driver's license of any person between the ages of 13 and 21 years who had been convicted of defacing property with paint. Would have authorized reducing the suspension or delay if community service were performed. See SB 1977. **Failed passage on Assembly Floor**

SB 1510 (Russell) Revises the driver certificate program by eliminating the tour bus, hazardous material, radioactive material, bulk liquid, and special construction equipment certificates. Increases standards for the passenger vehicle endorsement and farm labor vehicle certificate by conforming the driver record standards to those for the tour bus certificate. Exempts transit bus drivers from those increased standards. Requires criminal background checks for pupil passenger certificate applicants to be completed prior to receiving certification. Revises and clarifies the A, B, and C classifications of the Commercial Driver's License program. Makes other technical, clarifying changes. **Chapter 1360, Statutes of 1990**

SB 1581 (Vuich) See Hazardous Materials Transportation.

SB 1826 (Beverly) Authorizes DMV to suspend the driver's license of a person who fails to pay a fine imposed by a court. Also provides for suspension (or non-renewal) of a driver's license for any person failing to appear in court for violation of open container alcohol laws. **Chapter 472, Statutes of 1990**

SB 1873 (Morgan) Prohibits the manufacture or sale of identification documents similar in appearance to DMV-issued drivers' licenses and identification cards. Chapter 170, Statutes of 1990

SB 1977 (Kopp) Authorizes, on a first offense, and requires, on subsequent offenses, a court to suspend or delay for one year the driving privilege of a person of any age who is convicted of defacing property with paint. Requires the court to consider personal or family hardship or employment when considering the suspension. See SB 1109. Chapter 712, Statutes of 1990

SB 2285 (McCorquodale) Would have revised the requirements for DMV hearings on the certificates of schoolbus, school pupil activity bus, and youth bus certificate holders, by requiring an additional DMV employee to present the facts to the DMV referee, who is to act as a "neutral person". Would have required that DMV procedures match as closely as possible the Administrative Procedure Act. Would have authorized the driver to submit a report to the review board. Vetoed by the Governor

SB 2311 (Bergeson) Authorizes DMV to issue, without additional charge, an identification card in exchange for a driver's license which has been surrendered due to a physical or mental condition. Authorizes DMV to issue an identification card, instead of a driver's license, to a person who has applied for, and paid fees for, a driver's license, if it is determined that the driver's license cannot be issued due to a physical or mental condition. Chapter 607, Statutes of 1990

HAZARDOUS MATERIALS TRANSPORTATION

AB 808 (Wright) Would have allowed hazardous waste haulers to apply to the Department of Health Services for authority to self-inspect and certify roll-off bin containers owned by the hauler. Died in Assembly Transportation Committee

AB 1396 (Wyman) Makes the licensing provisions for hazardous materials transporters conform with other CHP licensing programs. Authorizes the CHP to deny, suspend or revoke hazardous materials transportation licenses where licensees have repeatedly violated any provision of law. Authorizes CHP to take action against licensees who fail to properly equip or maintain their vehicles as required by law. **Chapter 161, Statutes of 1989**

AB 3904 (Wyman) Adjusts penalties for various hazardous materials violations, revises the definition of "cargo tank", and clarifies the ability of commercial vehicle drivers to accumulate off-duty time in a sleeper berth. **Chapter 429, Statutes of 1990**

SB 1581 (Vuich) Exempts specified agricultural workers from the requirement to obtain a hazardous material driver's license endorsement. Requires such workers to obtain a verification of training, and to obtain a certificate authorizing them to transport hazardous materials in a vehicle controlled or operated by a farmer. The workers must provide a medical self-report and meet driver record standards set for the Commercial Driver's License. **Chapter 115, Statutes of 1990**

HIGHWAYS AND BRIDGES

AB 40 (Eastin) Requires the lead agency, during the preparation of an environmental impact report pursuant to the California Environmental Quality Act for a project of statewide, regional or area-wide significance, to consult with transportation planning agencies and public agencies with transportation facilities that might be impacted by the project. **Chapter 626, Statutes of 1989**

AB 79 (Floyd) Would have authorized the California Transportation Commission to grant toll-free passage to motorcycles on toll bridges during peak traffic periods. **Failed passage in Assembly Ways and Means Committee**

AB 480 (Polanco) Requires Caltrans and CHP to establish an advisory committee to develop and implement a statewide Incident Response Management Program to respond to freeway incidents, with a report due to the Legislature by January 1, 1991. **Chapter 281, Statutes of 1989**

AB 488 (Campbell) Authorizes Caltrans to pay a portion of local maintenance and operations costs for San Pablo Avenue in Contra Costa County due to increased traffic because of reconstruction work underway on Interstate 80. Limits the Caltrans obligation to \$75,000 annually, adjusted for inflation. See also SB 1716. **Chapter 1009, Statutes of 1989**

AB 491 (Frizzelle) Would have established criteria under which any county could authorize the construction of toll roads by any private entity or by the county itself. Would have prohibited the use of toll revenues to fund any highway presently planned, under construction, or included in the State Transportation Improvement Program. **Died in Assembly Transportation Committee**

AB 511 (Klehs) Requires Caltrans and the Golden Gate Bridge, Highway, and Transportation District to offer bridge toll ticket books for sale by mail and at off-bridge locations, in addition to toll plazas. Requires Caltrans to study the feasibility of offering ticket books usable on all Bay Area toll bridges, with the report due to the Legislature by July 1, 1990. **Chapter 932, Statutes of 1989**

AB 680 (Baker) As introduced, would have required Caltrans to increase use of reclaimed water for highway landscaping purposes. As amended, authorizes Caltrans to instead enter into agreements with private entities to construct four demonstration highway toll facilities, which would be operated as private facilities for up to 35 years and then revert to public ownership. Part of the 1989 Transportation Funding Package. **Chapter 107, Statutes of 1989**

AB 702 (Floyd) Would have directed Caltrans to offer specified excess real property in the City of Hawthorne for sale to the bidder with the highest responsible bid by June 30, 1991. **Vetoed by the Governor**

AB 815 (Eastin) Includes Route 84 from Route 238 to Route 680 in Alameda County within the state scenic highway system, and provides that this designation does not affect the use of an adjacent railroad corridor for rail transportation purposes. **Chapter 837, Statutes of 1989**

AB 818 (Areias) Requires the specified owner or operator of a bridge open to the public to notify the city or county in which the bridge is located of its

existence, the date of construction, and the length and width of the bridge. Directs Caltrans to prepare a report on its comprehensive bridge management and inspection program, and to submit it to the Governor and Legislature by January 1, 1991. **Chapter 605, Statutes of 1989**

AB 829 (Eastin) Authorizes boards of supervisors, with the concurrence of affected cities, to designate, construct and maintain a system of county expressways which provide a level of service greater than county roads, but less than freeways. Includes carpools and ridesharing in private vehicles within the responsibilities of the Orange County Transit District. **Chapter 367, Statutes of 1989**

AB 1117 (Farr) Authorizes Caltrans to designate any state highway that meets state scenic highway standards, and that traverses United States National Forest land, as a state scenic highway. **Chapter 157, Statutes of 1989**

AB 1306 (Killea) Requires Caltrans to consult with the California Integrated Waste Management Board and review its specifications relating to purchase of specified recycled materials usable for highway pavement or subbase. Requires contracts for these materials to be made available if the price and quality are competitive. **Chapter 1092, Statutes of 1989**

AB 1545 (Cortese) Authorizes Caltrans, for a period of five years, to waive the requirement for surety bonds (which guarantee the monthly payment of tolls authorized by a permit issued to frequent toll bridge users) for any toll bridge at which an automatic vehicle identification system has been installed and is in operation. Requires Caltrans to report to the Legislature. **Chapter 64, Statutes of 1990**

AB 1792 (Katz) Requires Caltrans and local agencies to consult with each other on potential development of parcels of property identified by Caltrans as necessary for state highway rights-of-way within a seven-year period. **Chapter 744, Statutes of 1989**

AB 2038 (Eastin) Permits a list of future highway capacity increasing projects to be included in the regional transportation improvement program for the purposes of preparing project studies reports. Specifies that Caltrans may be requested by a local entity to prepare a project studies report for a project proposed for the State Transportation Improvement Program. If Caltrans is unable to complete the report in a timely fashion, the local entity is authorized to prepare the report. Requires guidelines for the preparation of a report to be adopted by CTC. **Chapter 715, Statutes of 1990**

AB 2217 (Baker) Requires Caltrans to implement drought resistant freeway landscaping, and to permit specified local agencies to place transmission lines for reclaimed water in freeway rights-of-way under specified conditions. **Chapter 369, Statutes of 1990**

AB 2218 (Ferguson) Establishes a "fast-track" approval process for certain state highway projects which will cost not more than \$2.5 million and have no environmental impact. Part of the 1989 Transportation Package. **Chapter 109, Statutes of 1989**

AB 2262 (Areias) Authorizes cities and counties to adopt ordinances which allow real property to be donated for local or state transportation projects to satisfy locally adopted transportation fee or assessment program requirements.
Chapter 857, Statutes of 1989

AB 2358 (Bradley) Authorizes county boards of supervisors to establish permanent road divisions by resolution, with requirements for a public hearing, as an alternative to the existing process which requires a petition of landowners.
Chapter 70, Statutes of 1990

AB 2670 (La Follette) Requires Caltrans to post freeway directional signs for postsecondary education institutions having an enrollment of at least 1,000 students, if private funds are made available to pay for the signs. Also requires Caltrans to replace existing signs without charge if institutions currently having signs move to new locations. **Chapter 635, Statutes of 1990**

AB 2672 (N. Waters) Would have required Caltrans to submit a highway deicing plan to the Legislature by July 1, 1991 which includes an element for reducing the amount of road salt used in specified areas. Would also have required a review of environmental issues relating to the use of road salt and salt substitutes. **Urgency. Vetoed by the Governor**

AB 2785 (Katz) Revises the statutory descriptions of various state highway routes, and includes the deletion of a portion of Route 114 in San Mateo County and the addition of a new Route 7 in Imperial County. **Chapter 1187, Statutes of 1990**

AB 2937 (Johnson) Authorizes a county service authority for freeway emergencies to install emergency roadside call boxes along local roads, but only in situations where CHP designates the agency having law enforcement responsibility for the road segment. **Chapter 282, Statutes of 1990**

AB 3396 (Baker) Requires excess toll revenues collected by private entities which construct and operate toll facilities authorized by AB 680 to be applied either to debt retirement or the State Highway Account, or both. See AB 680.
Chapter 1115, Statutes of 1990

AB 3624 (Wright) Requires Caltrans to conduct a safety study regarding highway workers, and to report its findings and recommendations, including a schedule for implementation, to the Legislature by July 1, 1991. **Chapter 1338, Statutes of 1990**

AB 3663 (Hayden) Would have specified criteria to be used in determining priority rankings for highway seismic retrofit projects. Note: later incorporated into SB 1742. **Died in Assembly Ways and Means Committee**

AB 3732 (Chandler) Would have authorized Caltrans to place "logo" information signs for roadside businesses on any freeway in a rural area, and to charge specified fees to be used for safety roadside rests. **Failed passage in Assembly Transportation Committee**

AB 4042 (Campbell) See Ridesharing.

AB 4151 (Clute) Authorizes Caltrans to develop and implement an employment recruitment program for highway engineers, and limits the expenditures for the program to \$125,000 annually. **Chapter 1553, Statutes of 1990**

AB 4279 (La Follette) Would have included pavement undulations as official traffic control devices, and would have required Caltrans to develop standards and specifications. **Held in Senate Transportation Committee**

ACR 10 (Bader) Designates a portion of Interstate 15 in San Bernardino County as the Ontario Freeway. **Resolution Chapter 136 (1989)**

ACR 23 (Peace) Designates a portion of Route 86 in Imperial and Riverside counties as the Pierson-Freeman Highway. **Resolution Chapter 68 (1989)**

ACR 27 (Jones) Designates portions of Routes 41, 120, 132, and 140 in various counties as the Southern, Northern, Historic, and Central Yosemite Highways, respectively. **Resolution Chapter 69 (1989)**

ACR 76 (Hauser) Designates a specified bridge on Highway 101 in Mendocino County as the F. Walter Sandelin Memorial Bridge. **Resolution Chapter 144 (1989)**

ACR 85 (Mojonnier) Officially designates the bridge spanning the San Diego Bay as the San Diego-Coronado Bridge. **Resolution Chapter 150 (1989)**

ACR 86 (N. Waters) Designates an overlook on Route 88 in Alpine County as the John G. Meyer Overlook. **Resolution Chapter 10 (1990)**

ACR 96 (N. Waters) Encourages Caltrans to use a deicing salt substitute on specified highways during the 1989-90 winter season, and to transmit a report to the Governor and Legislature by July 1, 1990. Not heard by the Assembly Transportation Committee. **Resolution Chapter 157 (1989)**

ACR 101 (Kelley) Requests Caltrans to conduct a feasibility study by July 1, 1992 of a transportation corridor in Riverside County between Routes 215 and 15 and extending west to the boundary of the Cleveland National Forest, and in Orange County from the National Forest boundary south to the proposed Eastern or Foothill Transportation Corridor. Caltrans is requested to do the study only if the Riverside County Transportation Commission pays for the study and if a toll road is not part of the study. **Resolution Chapter 54 (1990)**

ACR 117 (Hannigan) Urges Caltrans to determine specified real property near Route 80 in Yolo County to be excess, and to offer to sell or transfer the property to the Wildlife Conservation Board. **Resolution Chapter 74 (1990)**

ACR 120 (Bentley) Designates a bridge on Route 125 in San Diego County as the Benjamin E. Polak Memorial Bridge. **Resolution Chapter 64 (1990)**

ACR 123 (Statham) Designates a safety roadside rest area on Route 5 in Tehama County as the John C. Helmick Memorial Rest Area. **Resolution Chapter 65 (1990)**

ACR 125 (Hunter) Designates a portion of Route 15 in Riverside County as the Temecula Valley Freeway. **Resolution Chapter 78 (1990)**

ACR 162 (Katz) Requests Caltrans to report to the Legislature on past and proposed future program activities in automated highway and vehicle research and development. Resolution Chapter 165 (1990)

ACR 164 (Woodruff) Designates a portion of Route 62 in San Bernardino County as the Twentynine Palms Highway. Resolution Chapter 121 (1990)

ACR 169 (Katz) Would have requested Caltrans to not trim or remove roadside vegetation solely for the purpose of making billboards more visible. Died in Assembly Ways and Means Committee

AJR 15 (Eastin) Requests the President and Congress to enact legislation allowing the Secretary of Transportation to discharge specified responsibilities relative to federal-aid highway projects, including those under the National Environmental Policy Act of 1969 (NEPA), in states which have an environmental law as stringent as NEPA by accepting certification by the state that it will perform those duties. Resolution Chapter 57 (1989)

AJR 23 (Woodruff) Requests the President and Congress to support and enact legislation permitting commercial ventures at highway safety roadside rests, including food and fuel services, but excluding alcohol sales, with maintenance and operation of these roadside rests to be funded by revenues generated by these commercial ventures. Resolution Chapter 96 (1989)

SB 196 (Killea) Authorizes the issuance of short-term financing instruments (certificates of participation and notes) to finance seismic safety retrofit projects or to mitigate delays in projects included in the 1988 STIP due to the priority given to seismic safety retrofit projects. Chapter 1328, Statutes of 1990.

SB 209 (Morgan) Authorizes Caltrans to enter into a freeway agreement with the Santa Clara County Board of Supervisors if freeway agreements with all affected cities for Route 85 have not been reached by October 1, 1990. Sunsets on January 1, 1991. Urgency. Chapter 1240, Statutes of 1990

SB 488 (Stirling) Directs Caltrans to require the use of reclaimed water for irrigation of freeway landscaping under certain conditions. Directs Caltrans to conduct a demonstration project, subject to certain criteria, to test and evaluate the use of reclaimed water for freeway landscape irrigation and the transmission of reclaimed water to others. Chapter 763, Statutes of 1989

SB 586 (Hart) Appropriates \$15,000,000 from the State Highway Account to Caltrans for expenditure in settlement of the Big Rock Mesa landslide litigation. Urgency. Chapter 222, Statutes of 1989

SB 714 (Morgan) Authorizes property provided to Caltrans through donation or below fair market value, or acquired with local funds, to be developed by the donor or seller subject to Caltrans approval and restrictions. Also requires Caltrans to share air space lease revenues with the donor or seller in these cases, if so provided by agreement. Requires a biennial report to the Governor and Legislature beginning January 1, 1991 on the number of agreements covered by this bill. Chapter 1081, Statutes of 1989

SB 1149 (Lockyer) Authorizes Caltrans, upon request of the California Transportation Commission, to conduct a transportation study of Crow Canyon Road in Alameda County. Requests the study to be submitted to the Legislature by July 1, 1990. Chapter 1205, Statutes of 1989

SB 1435 (Seymour) Authorizes a joint powers agency, formed in Orange County for the purpose of designing, financing and constructing a toll road, to modify a resolution adopted by a city or county which is a party to the joint powers agreement, which requires the payment of development fees for those purposes. Chapter 1566, Statutes of 1990.

SB 1436 (Seymour) Authorizes a joint powers agency, formed in Orange County for the purpose of designing, financing and constructing a toll road, to loan toll revenues and other fees to another joint powers agency formed to construct interrelated toll roads. Chapter 1565, Statutes of 1990.

SB 1437 (Seymour) Authorizes development fees, collected in Orange County for the purposes of designing and constructing toll roads, to additionally be used to defray the cost of financing. Chapter 1567, Statutes of 1990.

SB 1457 (C. Green) Clarifies the restrictions on the use of state funds on Routes 231 and 241 in Orange County. See SB 2048 and SB 2049 (1988). Urgency. Not heard by Assembly Transportation Committee. Chapter 960, Statutes of 1989

SB 1505 (Watson) Would have appropriated \$3 million of Petroleum Violation Escrow Account (PVEA) funds to Caltrans for smart corridor demonstration projects. Died on the Senate Floor Awaiting Concurrence

SB 1523 (Kopp) Requires Caltrans, in cooperation with other agencies operating or planning toll facilities, to develop standards and specifications for automated vehicle identification (AVI) systems to be installed after January 1, 1991. Chapter 1080, Statutes of 1990

SB 1577 (C. Green) Would have required Caltrans to conduct a study of appropriate factors involved in determining priorities for constructing freeway soundwalls, including the length of time a given neighborhood has been eligible to receive a soundwall. Vetoed by the Governor

SB 1716 (Boatwright) Authorizes Caltrans to pay local entities in Contra Costa County for increased road maintenance costs due to higher traffic levels on San Pablo Avenue while Interstate 80 is reconstructed. See also AB 488. Urgency. Chapter 1164, Statutes of 1989

SB 1742 (L. Greene) Requires the CTC to allocate federal highway funds needed each year for the earthquake retrofit program, as determined by the Director of Transportation, and requires each Caltrans budget to include a recommended transfer of funds from the State Highway Account to the Seismic Safety Retrofit Account to match the federal funds. Provides Caltrans more time to complete the retrofit program: until December 31, 1992, for single column structures and until December 31, 1994, for multiple column structures. Specifies the criteria to be used for ranking of seismic projects on a priority list, and allows funding of local agency seismic overhead costs in Los Angeles and Santa Clara counties. Urgency. See also AB 38X. Chapter 1082, Statutes of 1990

SB 1784 (Leonard) Requires Caltrans to use proceeds of excess property sales and rental income, up to a cumulative amount of \$25 million, for preservation of rights-of-way that may be needed for future transportation purposes, but requires the sale of the property after 20 years if no facility has been constructed on the property. Chapter 781, Statutes of 1990

SB 1882 (Kopp) Authorizes the Golden Gate Bridge Highway and Transportation District to procure toll collection and similar equipment by competitive negotiation. Revises competitive negotiation requirements applicable to other transportation agencies. Chapter 591, Statutes of 1990

SB 2005 (Kopp) Requires Caltrans to convey at no cost, to the City and County of San Francisco for transportation purposes, real property acquired for construction of a portion of Route 280 which was subsequently withdrawn from the federal Interstate highway system. Authorizes Caltrans to lease specified real property in San Diego, which is not excess property, for emergency shelter or feeding program purposes for \$1 per month. Chapter 242, Statutes of 1990.

SB 2104 (Kopp) Requires Caltrans to prepare an inventory of all state-owned bridges requiring seismic retrofit, together with a multiyear plan, schedule, and cost estimate for completing this work. The inventory is due to the Legislature on January 1, 1991. Chapter 265, Statutes of 1990

SB 2404 (Morgan) Authorizes California to participate in the federal Combined Road Program, and establishes an advisory committee to assist Caltrans with this program. Repeals provisions dealing with the Federal-Aid-Urban Advisory Committee. Urgency. Chapter 647, Statutes of 1990

SB 2557 (Garamendi) As introduced, would have required Caltrans to sell right-of-way acquired for the Route 108 Sonora Bypass in Tuolumne County and to use the proceeds to acquire right-of-way on a new alignment (a similar provision was incorporated in SB 2829). Amended to authorize new county-imposed fees for various non-transportation purposes. Chapter 466, Statutes of 1990

SB 2747 (Torres) Would have required Caltrans to reserve, until January 1, 2000, the airspace rights above a specified segment of the Santa Ana freeway (Route 5) in Los Angeles County for lease to a private non-profit entity, at fair market value, for development of a cultural center. Vetoed by the Governor.

SB 2829 (Kopp) Requires the CTC to allocate funds realized from the sale of right-of-way, which was rescinded at the request of a local agency, to a substitute project in the same county, without subjecting those expenditures to "county minimum" or "north-south split" allocation formulas. Also provides that the Caltrans rail passenger development plan is to be submitted to the Legislature on a biennial, rather than annual, basis. Corrects a technical error in the diesel fuel tax law. Chapter 627, Statutes of 1990

SCR 20 (Kopp) Requests the Metropolitan Transportation Commission to conduct an initial analysis of the need for an additional Bay crossing (bridge or tunnel), or ferry terminals. Specifies the membership of an advisory committee, and requests a report to the Legislature by August 1, 1990. Resolution Chapter 168 (1989)

SCR 25 (Doolittle) Designates a specified bridge on Highway 299 in Trinity County as the Charles William Carpenter Memorial Bridge. **Resolution Chapter 84 (1989)**

SCR 45 (Presley) Designates a portion of Highway 60 from Route 10 to Route 91 in Riverside County as the Moreno Valley Freeway. **Resolution Chapter 103 (1989)**

SCR 53 (Russell) Requests the cities of Palmdale and Los Angeles, and the County of Los Angeles, to assist Caltrans and the California Transportation Commission with studies to identify a new alignment for Route 138 near Palmdale. **Resolution Chapter 33, Statutes of 1990.**

SCR 61 (Keene) Designates a portion of Route 101 in Mendocino County as the Leo Stanley Hulett Highway. **Resolution Chapter 21 (1990)**

SCR 67 (Deddeh) Designates a portion of Highway 94 in San Diego County as the Martin Luther King, Jr. Freeway. **Resolution Chapter 129 (1989)**

SCR 73 (Kopp) Designates a portion of Route 101 in Sonoma County as the Colonel William R. "Bill" Lucius Highway. **Resolution Chapter 15 (1990)**

SCR 85 (Boatwright) Designates a portion of Route 80 in Contra Costa County as the Linus F. Claeys Freeway. **Resolution Chapter 80 (1990)**

SCR 90 (Keene) Designates a bridge on Route 283 in Humboldt County as the Eagle Prairie Bridge. **Resolution Chapter 79 (1990)**

SCR 109 (Davis) Requests Caltrans to convene a task force of specified persons in an attempt to resolve disputes which are delaying the construction of the Valley Circle interchange on Route 101 in Los Angeles County. **Resolution Chapter 134 (1990)**

AB 38X (Sher) Provides a temporary accelerated permit approval process to expedite reconstruction of state highways damaged by the October 17, 1989 Loma Prieta Earthquake. Creates the Seismic Safety Retrofit Account in the state Transportation Fund, funded by \$80 million from the special earthquake sales tax, to be used to inspect and retrofit transportation facilities. Requires Caltrans to inspect all publically-owned bridges by December 31, 1991. Redirects \$3.8 million from transit capital improvement funds to enhanced ferry and transit services in the Bay Area. **Urgency. Chapter 17, Statutes of 1989 (1st Extraordinary Session)**

ACR 1X (Polanco) Would have requested all state agencies to give fair and equal consideration to minority and women business enterprises in the contracting for earthquake reconstruction work. **Died on the Assembly Floor**

SB 36X (Kopp) Similar to AB 38X. **Chapter 18, Statutes of 1989 (1st Extraordinary Session)**

MASS TRANSPORTATION

AB 257 (Hannigan) Authorizes a portion of bridge tolls from Bay Area state-owned bridges to be allocated by the Metropolitan Transportation Commission for ferry purposes (operations and capital projects), as well as bicycle projects. **Chapter 401, Statutes of 1989**

AB 479 (Chacon) Authorizes the San Diego Metropolitan Transit Development Board to regulate the operation of jitneys within its area of jurisdiction. **Chapter 953, Statutes of 1990**

AB 551 (Hannigan) Authorizes Article XIX guideway (State Highway Account) funds to be used for eligible capital improvements on rail lines on which publically-funded rail passenger service is provided or proposed. **Chapter 252, Statutes of 1989**

AB 770 (Frazee) Defines as a "public agency" a nonprofit transit corporation wholly owned by a public agency for the purposes of cost accounting and for bidding of public works projects pursuant to the Uniform Public Construction Cost Accounting Act. Authorizes the North San Diego County Transit Development Board to increase the amount of contracts required to be competitively bid for the purchase of supplies, equipment and materials from \$5,000 to \$20,000. **Chapter 733, Statutes of 1989**

AB 961 (Bane) Would have prohibited the Los Angeles County Transportation Commission or any other public agency from constructing any rail transit system (other than a subway) on a specified portion of Wilshire Boulevard in Los Angeles County. **Died in Assembly Transportation Committee**

AB 973 (Costa) See Transportation Financing.

AB 1147 (Baker) Requires each public transit operator to report to the Controller annually on the extent to which the operator has contracted with the Prison Industries Authority. **Chapter 562, Statutes of 1989**

AB 1148 (Baker) Would have permitted a transit district or operator to enter into a contract for the purchase of up to \$100,000 of supplies, equipment or materials furnished by the Prison Industry Authority, through direct negotiations with the authority, rather than through competitive bidding as otherwise required. **Died in Assembly Transportation Committee**

AB 1186 (Costa) Would have appropriated \$1.5 million in PVEA funds to Caltrans for high-priority intercity rail projects on the Los Angeles-Fresno-Bay Area corridor. **Died in Assembly Ways and Means Committee**

AB 1333 (Mountjoy) Would have required transit operators to conduct actuarial studies of employee pension plans at least once every three years. **Died on the Senate Floor**

AB 1374 (Hauser) ~~Makes short-line railroad rehabilitation projects eligible for funding under the Transit Capital Improvement program, as specified. Urgency.~~ **Chapter 1355, Statutes of 1989**

AB 1386 (Polanco) Would have required the Auditor General to conduct an audit of the Los Angeles County Transportation Commission's (LACTC) Los Angeles to Long Beach light rail construction project, and to submit the audit to the Legislature by August 31, 1990. Would have directed the LACTC to require all construction contracts to include participation goals of not less than 15% for minority business enterprises and 5% for women business enterprises. **Held in Senate Appropriations Committee**

AB 1582 (Costa) Requires Caltrans to identify in the annual rail passenger development plan the three most decrepit intercity rail stations, those stations requiring improved parking facilities, and the status of federal rail-highway crossing funds. Also allows newly eligible "guideway counties" additional time to apply for Article XIX guideway funds, and statutorily creates the Office of Rail Services within Caltrans. **Chapter 740, Statutes of 1989**

AB 1640 (Filante) Appropriates \$5,589,750 from the Transportation Planning and Development Account to the State Transit Assistance program for the 1989-90 fiscal year. **Chapter 1228, Statutes of 1989**

AB 1790 (Katz) Authorizes transit districts, until January 1, 1993, to certify driver instructors as an alternative to the process required by AB 1787 (Chapter 1136, Statutes of 1989). Authorizes school districts which receive money under the AB 35 program (Chapter 1426, Statutes of 1988) to use their own funds to pay for seating capacity which exceeds that of the bus being replaced. Includes provisions of several bills which were inadvertently chaptered out in the 1989 session. **Urgency. Chapter 65, Statutes of 1990**

AB 1922 (La Follette) See Transportation Financing.

AB 2077 (Leslie) Would have exempted Roseville from specified handicapped accessibility requirements for intercity transit services provided under contract. **Referred to Interim Study**

AB 2184 (Eaves) Increases from two to three percent the percentage of local Transportation Development Act (TDA) revenues allocated to Riverside and San Bernardino counties for transportation planning purposes, extends the sunset date of a provision which excludes liability/casualty payments and insurance from the calculation of transit operator farebox requirements, allows State Transit Assistance (STA) funds to be exchanged dollar for dollar for TDA funds, and grants an exemption to the farebox requirement otherwise imposed on the Golden Empire Transit District. **Chapter 630, Statutes of 1989**

AB 2277 (Wright) Would have created the Metropolitan Transportation Authority of Los Angeles County (MTA) as successor to the Los Angeles County Transportation Commission, prescribed its membership and structure, abolished the Southern California Rapid Transit District and transferred its duties, powers and responsibilities to the MTA. **Failed passage in Assembly Transportation Committee.**

AB 2462 (Baker) Requires public rail transit systems to develop parking facilities at park and ride stations, and to expand private enterprise participation in development of air space and other publicly-owned assets. **Chapter 579, Statutes of 1989**

AB 2484 (Lempert) Requires Caltrans to evaluate the CalTrain Feederbus Demonstration Program, as specified, as part of the annual rail passenger development plan due in 1991. **Chapter 435, Statutes of 1989**

AB 2541 (Polanco) Would have changed the name of the Southern California Rapid Transit District to the Southern California Regional Transit District (SCRTD), transferred the powers, duties and responsibilities of the Los Angeles County Transportation Commission (LACTC) related to the planning, design and construction of mass transit guideways in Los Angeles County to the SCRTD. Would have prohibited the LACTC, until 1995, from creating transportation zones and frozen the requirement for subjecting issues relating to disposition of SCRTD assets to binding arbitration. **Failed passage in Assembly Transportation Committee**

AB 2725 (Lempert) Would have included the Dumbarton railroad bridge corridor as eligible for funding from Proposition 108 rail bonds, and required Caltrans to implement service upon completion of a feasibility study and availability of funding. **Died in Senate Transportation Committee**

AB 2740 (Cortese) Authorizes the Santa Clara County Transit District to build and operate child care and day care centers as part of its transit facilities, but prohibits the use of state transportation funds for this purpose. **Chapter 147, Statutes of 1990**

AB 2899 (Hunter) Authorizes the North San Diego County Transit Development Board, upon a 2/3 vote, to direct that specialized rail equipment, computers, telecommunications equipment and other specified equipment be purchased through competitive negotiations. **Chapter 1462, Statutes of 1990**

AB 3122 (Costa) Requires Caltrans to conduct a study of various rail passenger technologies and facilities, including on-board telephone and facsimile systems, passenger information systems, ticket vending machines and track signal systems. Appropriates \$95,000 to Caltrans from the Transportation Planning and Development Account. The study is due to the Legislature on August 1, 1991. **Urgency. Chapter 847, Statutes of 1990**

AB 3436 (Isenberg) Requires Caltrans to conduct a feasibility study of consolidating rail freight traffic between Sacramento and Stockton in order to make one existing rail corridor available for rail passenger service, with the final study to be submitted to the Legislature by January 1, 1992. Appropriates \$40,000 from the Transportation Planning and Development Account to be matched by nonstate funds. **Chapter 1468, Statutes of 1990**

AB 3671 (Eastin) Requires Caltrans to determine the feasibility of obtaining rail equipment for use in overnight rail service between Sacramento, the San Francisco Bay area and southern California, to determine methods to finance capital expenses and to estimate operating costs, and to report its findings to the Legislature by March 1, 1991. **Chapter 298, Statutes of 1990**

AB 3736 (Costa) Creates the Division of Rail within Caltrans. Requires Caltrans to inspect state-funded intermodal station facilities once annually for maintenance and cleanliness, and establishes a standard for rail platform height. Requires Caltrans to investigate service improvements on the Amtrak San Joaquin route. Also provides that if Los Angeles County voters approve two half-percent

sales tax measures (transportation and jails) in November 1990, each measure would be reduced to one-quarter percent to allow both to become effective. **Chapter 1490, Statutes of 1990**

AB 3901 (Bentley) Requires the San Diego Metropolitan Transit Development Board to, by a 2/3 vote, elect a chairperson, and prescribes the manner of publication of proposed ordinances and ordinances adopted by the board. **Chapter 1397, Statutes of 1990**

AB 4066 (Lempert) Would have authorized the use of up to 5% of local transportation funds made available to the Metropolitan Transportation Commission for public transportation for the purposes of promoting and implementing the coordination of fares, schedules and transfers of public transit systems. **Died in Senate Transportation Committee**

AB 4089 (Cannella) Requires transit operators which provide publically funded paratransit services for handicapped persons to provide the service regardless of the place of residence of the person requesting service within the service area, or whether the person is a member of a household that owns a vehicle. Requires transit operators which require identification for use of paratransit services by those with physical disabilities to accept specified forms of identification. Prohibits the allocation of funds to transit operators who do not comply with these requirements, and permits a handicapped person to request the Attorney General to resolve any disputes related to compliance. **Chapter 1036, Statutes of 1990**

AB 4175 (Costa) Would have created a Department of Rail Services in the Business Transportation and Housing Agency. **Died in Assembly Transportation Committee**

ACA 32 (Costa) See Transportation Financing.

ACR 38 (Eastin) Would have requested the Metropolitan Transportation Commission to report to the Legislature on the feasibility of adopting coordinated fares and schedules for Bay Area transit operators. **Died in Senate Transportation Committee**

ACR 66 (Eastin) Requests Caltrans to reevaluate the potential financial performance of overnight rail passenger service along the coast route in the context of specified conditions, including lower operating costs, service extensions, and higher air fares, and to recommend an implementation plan for this service if appropriate. **Resolution Chapter 142 (1989)**

AJR 51 (Johnston) Requests the Congress to provide additional funds to Amtrak to allow sanitary holding tanks to be installed on passenger trains. **Resolution Chapter 163 (1989)**

SB 1 (Robbins) Would have abolished the Southern California Rapid Transit District, transferred its powers, duties and responsibilities to the Los Angeles County Transportation Commission, renamed the commission the Metropolitan Transportation Authority, prescribed the membership of the Authority, and deleted the prohibition against the issuance of more than \$100 million in bonds for the construction of the Los Angeles Metro Rail project, and instead authorized up to \$300 million in bonds. **Died in Assembly Ways and Means Committee**

SB 128 (Beverly) Authorizes the Los Angeles County Transportation Commission to purchase rail cars through competitive negotiation rather than competitive bidding. **Chapter 164, Statutes of 1989**

SB 129 (Beverly) Deletes the prohibition against the issuance of more than \$100 million in bonds for the construction of the Los Angeles Metro Rail project, and instead authorizes up to \$300 million in bonds. **Chapter 1607, Statutes of 1990.**

SB 378 (Boatwright) Requires holders of bonds issued by the Bay Area Rapid Transit District to obtain an undertaking to indemnify the District if the instruments are lost or destroyed and subsequently replaced. **Chapter 360, Statutes of 1990**

SB 602 (Kopp) Requires the Metropolitan Transportation Commission (MTC) to adopt rules and regulations to promote fare and schedule coordination between transit operators in the Bay Area, and requires operators to enter into a joint fare revenue sharing agreement with connecting systems. **Chapter 692, Statutes of 1989**

SB 741 (Hart) Authorizes the transportation planning agency for Santa Barbara County to allocate five percent of Transportation Development Act revenues available within the boundaries of the Santa Barbara Metropolitan Transit District to community transit services such as paratransit. **Chapter 226, Statutes of 1989**

SB 807 (Mello) Requires transportation planning agencies to consult with social services advisory councils concerning transit needs, and requires Caltrans to submit to the Legislature a biennial summary of reports received from those agencies on the availability and funding of social transportation services. **Chapter 658, Statutes of 1989**

SB 856 (Robbins) Requires intercity rail capital projects (other than those funded by rail bonds) to be evaluated through the transit capital improvement process. **Chapter 807, Statutes of 1990**

SB 928 (Morgan) Authorizes Caltrans to extend the contract for operation of the Peninsula Commuter Rail Service, but requires a local agency to be the lead agency after June 30, 1992. Prohibits the California Transportation Commission from allocating state funds for right-of-way acquisition if a local agency has not assumed responsibility for the service by June 30, 1993. **Chapter 1283, Statutes of 1989**

SB 1159 (Mello) Requires Caltrans to extend commuter rail service from San Jose to Gilroy, provided local agencies provide all operating and capital funds needed for the first two years of service. **Chapter 922, Statutes of 1989**

SB 1263 (Robbins) Would have authorized the Los Angeles County Transportation Commission to select, from among specified alternatives, a station location for the North Hollywood station of the Los Angeles Metro Rail project, and within specified areas, prohibited the construction of the San Fernando Valley rail transit project, other than as a subway.

Vetoed by the Governor

SB 1273 (Robbins) Would have specified a particular alignment and construction techniques for a rail transit project to be funded in the San Fernando Valley by the Los Angeles County Transportation Commission. **Vetoed by the Governor**

SB 1307 (Garamendi) Appropriates \$100,000 to Caltrans to develop a work plan for a feasibility study of developing an integrated publicly or privately financed high-speed ground transportation system, including specified rail corridors. Requires the Director of Caltrans to appoint an advisory committee to review and comment on the work plan, and requires Caltrans to submit the work plan to the California Transportation Commission for approval. Requires the commission to report to the Legislature on recommended funding for the study and a schedule for implementation. **Chapter 1104, Statutes of 1990.**

SB 1391 (Keene) Makes passenger ferry and terminal projects eligible for funding under the Transit Capital Improvement (TCI) program. Appropriates \$5,589,750 from the Transportation Planning and Development Account to Caltrans for TCI projects, to be allocated by the California Transportation Commission after April 1, 1990. Clarifies that the Contra Costa County Transportation Commission may issue bonds payable from its transportation sales tax revenues. **Urgency. Chapter 1232, Statutes of 1989**

SB 1402 (Presley) Requires the county transportation commissions for the counties of Los Angeles, Orange, Riverside and San Bernardino, upon their approval and in consultation with other specified agencies, to develop a program for regional transit service which will become the basis for a coordinated application for funds allocated by the California Transportation Commission. **Chapter 114, Statutes of 1990**

SB 1522 (Kopp) Repeals prohibitions against using state bridge toll revenues to fund common carrier ferry operations. Also authorizes the San Mateo County Transit District to issue refunding bonds and to borrow money in anticipation of bond revenues. **Chapter 1120, Statutes of 1989**

SB 1562 (Presley) Authorizes specified local transportation agencies to conduct an inventory of rail rights-of-way that may be needed for commuter and intercity rail development, for submission to the California Transportation Commission, as specified. Requires Caltrans to prepare a similar inventory for intercity rail development, and to update that inventory every other year. Appropriates \$75,000 from the Transportation Planning and Development Account to Caltrans for this purpose. **Urgency. Chapter 1039, Statutes of 1989**

SB 1663 (Keene) Creates the North Coast Railroad Authority in Humboldt and Mendocino counties, with the power to acquire and operate railroads, apply for public funds, select rail operators, and issue revenue bonds. Requires the authority to convene its first meeting no later than 120 days after specified rail lines are abandoned or service is discontinued. **Chapter 1085, Statutes of 1989**

SB 1769 (Kopp) Authorizes the Bay Area Rapid Transit District (BART) to purchase rail cars by competitive negotiation or competitive bid. **Urgency. Chapter 310, Statutes of 1990**

SB 1882 (Kopp) See Highways and Bridges.

SB 2013 (Robbins) Requires a joint powers agency established in order to implement a multicounty commuter rail or urban rail transit system in southern California to notify the Legislature only four months, rather than one year, prior to start of operations, and only if state funds are to be used for operations. Chapter 1449, Statutes of 1990

SB 2169 (Kopp) Requires the Metropolitan Transportation Commission to develop and adopt a high-speed ferry plan for the Bay Area. Chapter 112, Statutes of 1990

SB 2237 (Robbins) Would have revised an outdated definition of the Los Angeles Metro Rail project, and excluded the cost of liability and casualty insurance in excess of \$600,000 per year from the calculation of commuter rail farebox recovery ratios. Vetoed by the Governor

SB 2354 (Deddeh) Requires the San Diego Metropolitan Transit Development Board to elect, by a 2/3 vote, a chairperson, and to extend provisions authorizing additional compensation for the chairperson until January 1, 1993. Chapter 1158, Statutes of 1990

SB 2487 (Killea) See Aeronautics.

SB 2559 (L. Greene) Requires the Department of Housing and Community Development, in cooperation with the California Transportation Commission, to develop a demonstration program to test the effectiveness of increasing residential densities near mass transit guideway stations, and to report to the Legislature by 1994. Requires the commission and other departments, when allocating the proceeds of specified bonds, to consider applicants that promote high density residential development near guideway stations. Chapter 1304, Statutes of 1990

SB 2591 (Kopp) Would have excluded the costs of liability and casualty insurance in excess of \$600,000 per year from the computation of the Peninsula Commuter Rail Service's farebox ratio. Would have revised the eligibility standards applicable to transit operators for allocations of new State Transit Assistance Funds made available through voter approval of Proposition 111. Vetoed by the Governor

SB 2592 (Kopp) Provides that state rail bond funds from Proposition 116 may not be used by local agencies as the required 50 percent local match for Proposition 108 rail bond funds. Chapter 1599, Statutes of 1990

SB 2800 (Presley) Authorizes a local agency, upon approval by the California Transportation Commission, to make advance expenditures of local funds for transit capital improvements, commuter rail and urban rail transit projects, if the projects are included in the adopted state transportation improvement program (STIP). Chapter 993, Statutes of 1990

SB 2829 (Kopp) See Highways and Bridges.

SCR 91 (Keene) Requests the Metropolitan Transportation Commission to allocate available bridge toll funds for the Vallejo-San Francisco ferry service.
Resolution Chapter 60 (1990)

SJR 8 (Robbins) Requests the President and Congress to authorize Amtrak to operate commuter rail service in conjunction with intercity rail service, particularly where the two services are compatible. **Resolution Chapter 73 (1989)**

AB 5X (Eastin) See Transportation Financing.

AB 7X (Hannigan) Would have requested Caltrans to provide earthquake reliever rail services in certain corridors and to develop a ferry plan for the Bay Area, and would have appropriated funds for those purposes and for repair or replacement of rail stations damaged in the October 1989 earthquake. Urgency.

Died on Assembly Floor

AB 26X (Bates) Would have required the Metropolitan Transportation Commission to study potential sources for new revenue for public transit in the Bay Area. **Died in Senate Transportation Committee**

OCCUPATIONAL LICENSING

AB 467 (Mojonnier) Permits vessel dealers to display trailers at fairs, expositions, or exhibits for not more than thirty days without securing a branch license and permits the sale of trailers in conjunction with the vessels. **Chapter 147, Statutes of 1989**

AB 1104 (Tanner) Modifies provisions of the "Lemon Law" (AB 1787, 1982) relating to the dispute resolution process. **Chapter 193, Statutes of 1989**

AB 1111 (Ferguson) Requires DMV to publish twice annually the list of licensed traffic violator schools, including the schools' names. Authorizes the courts to remove names from the list if the names are not deemed to be professional. **Chapter 1091, Statutes of 1990**

AB 1314 (Clute) Requires vehicle dealers to report to the Department of Justice any vehicle sale involving more than \$10,000 in cash. **Chapter 89, Statutes of 1990**

AB 1679 (Costa) See Abandoned Vehicles, Parking, Towing.

AB 2187 (Eaves) Would have required salvage pools to be licensed by the DMV. **Failed passage in Senate Transportation Committee**

AB 2958 (Harris) Would have authorized "auto brokers" (non-franchised new car dealers) to advertise vehicles which were available to them from other dealers. Would have authorized brokers to accept purchase deposits for vehicles not in their possession under specified circumstances. **Died in Assembly Ways and Means Committee**

AB 2999 (Polanco) Requires DMV to contract with a motor club to perform a study of traffic violator school (TVS) effectiveness. Authorizes courts to assign specified violators to the study, and to exempt persons used as "control" subjects from the requirement to complete TVS. Establishes an advisory committee. **Chapter 1354, Statutes of 1990**

AB 3243 (Lancaster) Revises and recasts a broad variety of requirements for retaining DMV occupational licenses, and for taking action against those licenses. **Chapter 1563, Statutes of 1990**

AB 3269 (Bentley) Establishes requirements for an agreement between a vehicle dealer accepting a vehicle for consignment sale and the consignee. Provides that failure to comply with the terms of the agreement is cause for action against the dealer's license. **Chapter 735, Statutes of 1990**

AB 3780 (Hannigan) Would have required courts in counties which have exclusive contracts with traffic violator schools to conduct a procurement process every four years. **Died in Senate Judiciary Committee**

AB 3972 (Costa) See Abandoned Vehicles, Parking, Towing.

AB 3998 (Klehs) See Vehicle Safety Requirements.

AB 4008 (Clute) Provides for DMV regulation and licensing of vehicle registration services. **Chapter 1196, Statutes of 1990**

SB 840 (Dills) Raises automobile dealer's bond amount from \$5,000 to \$10,000. Increases dealer documentary fee from \$25 to \$35. **Chapter 622, Statutes of 1989**

SB 1876 (McCorquodale) Authorizes the sale of vehicles which do not meet emission or safety standards if they are sold by dismantlers, salvage pools, or owners who have obtained salvage certificates. Such a sale must be for the purpose of legal wrecking or dismantling. **Chapter 1012, Statutes of 1990**

SB 2006 (Robbins) Provides that limitations on towing/storage charges do not apply in situations where the vehicle owner has filed a "Declaration of Opposition" to a lien sale. **Chapter 111, Statutes of 1990**

SB 2381 (Dills) Would have required DMV to return a specified portion of lien sale proceeds to public agencies operating towing services if no claims against those proceeds were made by the vehicle owner within three years. **Vetoed by the Governor**

SB 2722 (C. Green) Imposes additional requirements on vehicle lessor-retailers by prohibiting a variety of acts which are also prohibited for vehicle dealers. The restrictions include current dealer restrictions on advertising and the offer of rebates. **Chapter 1576, Statutes of 1990**

OFF-ROAD VEHICLES

AB 1479 (Frazee) Would have exempted lifeguards and peace officers on duty from the requirement to wear safety helmets while operating all-terrain vehicles.
Died in Assembly Transportation Committee

AB 2545 (Katz) See Vehicle and Vessel Registration and Licensing.

AB 2735 (Allen) See Vehicle Safety Requirements.

AB 2912 (Eaves) See Vehicle and Vessel Registration and Licensing.

ACR 82 (Frizzelle) Officially proclaims October 28 as California Off-Road Vehicle Day. Resolution Chapter 148 (1989)

RIDESHARING

AB 1463 (Klehs) Authorizes corporate and personal income tax credits for specified ridesharing and vanpool activities. Sunsets on January 1, 1996. Tax Levy. **Chapter 1227, Statutes of 1989**

AB 2036 (Speier) Would have authorized a \$1 surcharge on each biennial smog check inspection certificate fee, for the purpose of funding ridesharing programs. Also would have required a study of high-occupancy vehicle lane approaches to Bay Area toll bridges. **Died in Senate Transportation Committee**

AB 2963 (Klehs) Requires the establishment of a unit within the Department of General Services to oversee telecommuting programs, and authorizes every state agency to incorporate telecommuting as an element of its transportation management program (required by Executive Order). **Chapter 1389, Statutes of 1990**

AB 3069 (Clute) Appropriates \$200,000 from the Petroleum Violation Escrow Account (PVEA) to the Department of General Services, if matched by \$200,000 in local agency and private contributions from both Riverside and San Bernardino counties, for the purposes of conducting a one-year telecommuting pilot project. **Chapter 1651, Statutes of 1990**

AB 4042 (Campbell) Requires the Metropolitan Transportation Commission and California Transportation Commission to adopt a schedule of free or reduced-rate passage for buses and carpools on the Carquinez and Benicia-Martinez toll bridges by June 30, 1991. **Chapter 1551, Statutes of 1990**

AB 4319 (Bates) Establishes the Guaranteed Return Trip Demonstration Program, to be administered by Caltrans and the Department of General Services and funded by \$300,000 in Petroleum Violation Escrow Account funds, in order to provide alternative transportation in emergencies for persons using transit or ridesharing. A report is due to the Legislature on June 30, 1993. **Chapter 1653, Statutes of 1990**

ACR 77 (Katz) Declares the week of October 1 through 7, 1989 as California Rideshare Week. **Resolution Chapter 145 (1989)**

AJR 26 (Klehs) Requests the President and Congress to provide tax incentives for employers and employees to encourage ridesharing and the use of public transit. **Resolution Chapter 97 (1989)**

SB 1317 (Seymour) Repeals and reenacts, with revisions, the Ridesharing Vanpool Revolving Loan Fund created by SB 2723 (1988). Provides that the program is to be administered by Caltrans, instead of the Energy Commission, revises loan allowances, definitions, and priorities, and makes other technical changes. **Urgency. Chapter 799, Statutes of 1989**

SB 2629 (Bergeson) See Miscellaneous.

RULES OF THE ROAD

- AB 701 (Frazee)** Would have allowed local agencies, after a public hearing, to reduce speed limits on local roads by up to ten miles per hour below the 85th percentile level indicated by the results of a traffic and engineering survey. Died in Assembly Transportation Committee
- AB 1326 (Jones)** Authorizes CHP to enforce the Vehicle Code on certain private roads in unincorporated areas which are generally open to public use. Chapter 160, Statutes of 1989
- AB 2416 (Eastin)** Authorizes local agencies to set, and enforce with radar, prima facie speed limits of 25 miles per hour on local streets adjacent to children's playgrounds in public parks during hours when children are expected to be present, without the need for a traffic and engineering survey. Chapter 508, Statutes of 1989
- AB 2699 (La Follette)** Would have included within the definition of "pedestrian" a disabled person using specified conveyances, such as wheelchairs, for transportation. See AB 2953. Died in Senate Transportation Committee
- AB 2769 (Epple)** Prohibits vehicles from traveling in two-way left turn lanes for a distance of more than 200 feet. Chapter 232, Statutes of 1990
- AB 2883 (Speier)** Authorizes the establishment of a 25-mile-per-hour prima facie speed limit on local streets (other than state highways) adjacent to senior citizen facilities, when posted with signs. Similar to SB 1860. Chapter 441, Statutes of 1990
- AB 2953 (Pringle)** Includes within the definition of 'pedestrian' a disabled person riding in a self-propelled wheelchair, or other specified equipment. See AB 2699. Chapter 400, Statutes of 1990
- AB 3298 (Hunter)** Requires the City of Palm Desert to perform a study and plan for a pilot program to operate electric golf carts within the city. Requires the study to be submitted to the Legislature. Urgency. Chapter 402, Statutes of 1990
- SB 48 (Maddy)** Authorizes local authorities to designate a highway for joint use by golf carts if the highway provides access to a golf course. Authorizes local authorities to establish crossing zones for joint-use highways. Makes other technical changes. Chapter 389, Statutes of 1989
- SB 451 (Robbins)** Requires reporting of motor vehicle accidents occurring off-highway, if those accidents involve vehicles subject to registration, and the accidents would be reportable if they had occurred on the highway. Becomes effective July 1, 1990. Chapter 808, Statutes of 1989
- SB 463 (Seymour)** Authorizes a \$200 fine for the first speeding conviction of a driver of a heavy truck or bus, if the driver exceeded the speed limit by 10 miles per hour or more. Chapter 980, Statutes of 1989

SB 529 (Rogers) Permits authorized emergency vehicles used by local agency park rangers to be equipped with a blue warning light. Chapter 245, Statutes of 1989

SB 854 (Keene) Would have established a speed limit of 30 miles per hour on Route 128 in the community of Boonville in Mendocino County, pending the outcome of an engineering and traffic survey. Died in Senate Transportation Committee following re-referral

SB 1860 (Kopp) Similar to AB 2883.

SB 2061 (Killea) See Bus Safety.

TRANSPORTATION FINANCING

AB 14 (Kelley) Would have, commencing on July 1, 1989, increased the motor vehicle fuel tax rate from nine cents per gallon to 12 cents per gallon, and would have increased the tax rate by an additional one cent per gallon on July 1 of each of the four years thereafter. **Died in Assembly Transportation Committee**

AB 471 (Katz) Provides, in conjunction with SB 300 (Kopp), a comprehensive \$18.5 billion increase in transportation funding, funded by a phased nine-cent-per-gallon gas tax increase and a 55 percent increase in truck weight fees. Restructures the transportation fund allocation process to provide, among other things, for biennially-adopted, seven-year State Transportation Improvement Programs, and requires local agencies to adopt and implement Congestion Management Programs (CMPs) in order to receive enhanced funding. Part of the 1989 Transportation Package. **Chapter 106, Statutes of 1989**

AB 973 (Costa) Submits to the voters three separate rail passenger bond acts which, if adopted, would each authorize the issuance of \$1 billion in General Obligation bonds for capital intercity, commuter rail, and urban rail transit capital purposes. Provides for the submission of the first bond act to the voters on June 5, 1990, and for remaining bond acts to appear on the November ballots in 1992 and 1994. Part of the 1989 Transportation Package (Proposition 108 on the June 1990 ballot). **Chapter 108, Statutes of 1989**

AB 1145 (Sher) Appropriates, to the extent permitted by law, \$7,495,000 from Petroleum Violation Escrow Account (PVEA) funds to the State Energy Resources Conservation and Development Commission for allocation for specified transportation-related projects. Requires that a specified portion of new PVEA funds available for appropriation during fiscal year 1989-90 be appropriated for the Katz Safe Schoolbus Clean Fuel Efficiency Demonstration Program. **Chapter 1648, Statutes of 1990**

AB 1520 (Cortese) Would have authorized the Metropolitan Transportation Commission (MTC) to impose a gas tax of an unspecified amount for regional transportation improvements, subject to approval of a majority of the voters in the MTC region. **Died in Assembly Transportation Committee**

AB 1791 (Katz) Revises the process for developing and adopting a Congestion Management Program (CMP) and modifies the standards for that program. Provides a process for local jurisdictions to designate individual deficient segments or intersections which do not meet prescribed standards for a specified system of highways and arterials, and to adopt a deficiency plan. Provides that nonconformance with a CMP does not give rise to a cause of action against a city or county for failing to conform with a local general plan. Specifies exceptions and exemptions to the standards for the CMP. **Chapter 16, Statutes of 1990**

AB 1922 (La Follette) Would have increased the annual amount of funding in the Budget from the State Highway Account for railroad/highway grade separations from \$15 million to \$20 million. **Held in Senate Transportation Committee**

AB 2263 (Mojonnier) Would have eliminated the exemption of commercial airlines from the two-cent per gallon jet fuel tax, and would have deposited the resulting revenues in the Aeronautics Account. **Failed passage in Assembly Transportation Committee**

AB 2933 (Eastin) Would have required local agencies responsible for developing the Congestion Management Program (CMP) to report to Caltrans on the adequacy of funding for the preparation of the CMP, and would have required Caltrans to annually provide a summary of the reports to the transportation committees of the Assembly and Senate. **Vetoed by the Governor**

AB 3322 (Filante) Authorizes special county transportation sales taxes to be imposed in quarter-percent increments. **Chapter 318, Statutes of 1990**

AB 3499 (Bates) Would have increased bridge tolls on state-owned Bay Area toll bridges to \$2 for passenger vehicles, with revenues to be allocated to the Metropolitan Transportation Commission to maintain the additional public transit service added in response to the Loma Prieta Earthquake of 1989. Urgency. **Held in Assembly Ways and Means Committee**

AB 4293 (Harris) Requires the CTC to study the feasibility of establishing a California Transportation Assistance Bank to assist in financing the state's transportation infrastructure by accumulating and investing fuel tax revenues and borrowed funds, making the funds available for long-range transportation improvements. **Chapter 1555, Statutes of 1990**

AB 4363 (Elder) Would have authorized the City of Los Angeles to expend certain tidelands oil and gas revenues for transportation purposes. Urgency. **Died in Senate Natural Resources and Wildlife Committee**

ACA 7 (Lancaster) Would have submitted a constitutional amendment to the voters to exempt increases in motor vehicle fuel tax revenues from the state appropriations limit. See also SCA 1. **Died in Assembly Transportation Committee**

ACA 32 (Costa) Submits a constitutional amendment to the voters to authorize use of motor vehicle fuel tax revenues for rail rolling stock (Proposition 125). **Resolution Chapter 55 (1990)**

ACA 44 (Ferguson) Would have submitted a constitutional amendment to the voters to increase fuel taxes by nine cents per gallon and to increase truck weight fees by 30 percent, with the increased revenues to be exempt from the state appropriations limit. **Died in Assembly Transportation Committee**

AJR 17 (Lancaster) Requests the President and Congress to oppose increases in federal fuel taxes for the purpose of reducing the federal deficit. Not heard in the Assembly Transportation Committee. **Resolution Chapter 16 (1989)**

AJR 100 (Katz) Notifies Congress that the Caltrans document "California's ~~Recommendations for a Post-Interstate National Surface Transportation Program~~" is not consistent with a number of policies of the Legislature on a number of issues, including mass transit, trucks, alternative fuels, and air quality. **Resolution Chapter 175 (1990)**

SB 100 (Lockyer) Establishes separate accounts for Bay Area toll bridge funds which the Metropolitan Transportation Commission (MTC) is authorized to allocate to transit projects, and requires Caltrans to provide at least one pedestrian/bicycle lane on the existing or proposed Benicia-Martinez or Carquinez bridges. Authorizes MTC to retain a specified portion of toll revenues for administrative costs. Requires cooperation between MTC and the California Transportation Commission over the issuance of bonds backed by bridge tolls, and makes other modifications to SB 45 (Lockyer, 1988). Urgency. **Chapter 1405, Statutes of 1989**

SB 195 (Killea) See Highways and Bridges.

SB 300 (Kopp) Provides, in conjunction with AB 471 (Katz), a comprehensive \$18.5 billion increase in transportation funding, funded by a phased nine-cent-per-gallon gas tax increase and a 55 percent increase in truck weight fees. Restructures the transportation fund allocation process to provide, among other things, for biennially-adopted seven-year State Transportation Improvement Programs, and requires local agencies to adopt and implement Congestion Management Programs (CMPs) in order to receive enhanced funding. Part of the 1989 Transportation Package. **Chapter 105, Statutes of 1989**

SB 640 (Alquist) Revises provisions relating to the disposition of gasoline and earthquake sales tax revenues to resolve chaptering problems due to the passage of Proposition 116. Urgency. **Chapter 174, Statutes of 1990**

SB 1391 (Keene) See Mass Transportation.

SB 1653 (Alquist) As introduced, would have earmarked additional state sales tax revenues attributable to increased federal fuel taxes for the Transportation Planning and Development Account. As amended, would have exempted commemorative medallions from sales taxes. **Died on the Senate Floor**

SB 2055 (Morgan) Provides that specified cities are in compliance with certain State Controller notification requirements and are therefore not required to return local road maintenance funds made available by SB 300 (Chapter 1600, Statutes of 1985). **Chapter 214, Statutes of 1990**

SB 2593 (Kopp) Provides that the guidelines adopted by the CTC for the various state transportation funding programs shall be the sole basis for making transportation programming decisions. Authorizes the guidelines to be amended following a public hearing, but prohibits the CTC from amending the guidelines during the programming process once the fund estimate has been adopted. **Chapter 487, Statutes of 1990**

SCA 1 (Garamendi) Reforms the state's appropriation limit and Proposition 98 (1988), and exempts fuel taxes and truck weight fees above existing levels from the appropriation limit. Not heard in the Assembly Transportation Committee. See also AB 471 and SB 300. (Proposition 111 on the June 1990 ballot)
Resolution Chapter 66 (1989)

AB 5X (Eastin) Appropriates \$3.115 million from the Disaster Relief Fund to the Metropolitan Transportation Commission for allocation to Bay Area transit operators for supplemental transit service provided during the October 1989 earthquake. Urgency. **Chapter 28, Statutes of 1990 (1st Extraordinary Session)**

AB 38X (Sher) See Highways and Bridges.

SB 36X (Kopp) See Highways and Bridges.

TRUCKS

AB 352 (Bentley) Authorizes Caltrans and local agencies to issue specified oversize truck permits electronically or by facsimile. **Chapter 201, Statutes of 1989**

AB 353 (Bentley) Would have prohibited Caltrans or local agencies from requiring extra insurance coverage or posting of bonds to cover potential damage from movement of extra-legal trucks operating by permit. **Died in Assembly Transportation Committee**

AB 738 (Hauser) Would have required the courts to exercise discretion with overweight fines if trucks carrying unprocessed forest products or livestock were no more than 4,000 (rather than 1,000) pounds overweight. **Failed passage in Assembly Transportation Committee**

AB 776 (Eaves) Provides for the assessment of civil penalties against public agencies operating overweight garbage trucks (\$2,500 per occurrence), with revenues to be deposited into the State Highway Account for highway maintenance. **Chapter 88, Statutes of 1990**

AB 808 (Wright) See Hazardous Materials Transportation.

AB 911 (Katz) See Air Quality.

AB 1187 (Hill) Appropriates \$50,000 from the State Highway Account to the Department of Transportation for the purposes of studying ways to encourage motor carriers, shippers and receivers in the Los Angeles area to switch to night shipping and receiving, and creates a committee with specified membership for that purpose. Requires the department to report to the Legislature by January 1, 1991. **Chapter 944, Statutes of 1989**

AB 1301 (Kelley) Would have eliminated the requirement for pilot cars to accompany the movement of manufactured homes between 12 and 14 feet wide. **Referred to Interim Study**

AB 1555 (Hansen) Authorizes DMV to establish and enforce liens against registrants of commercial vehicle fleets, even if the registrant is not the registered owner of the vehicle subject to the lien. **Chapter 187, Statutes of 1989**

AB 1683 (Clute) Requires any person or business having an axle weight scale at its loading facility to weigh any truck leaving the loading facility, at the request of the truck driver, before the truck enters a public highway. **Chapter 217, Statutes of 1990**

AB 1785 (Katz) Requires CHP, in cooperation with other state agencies and the courts, to develop an interagency agreement on a pilot program basis which will allow unpaid fines and fees to be collected from commercial vehicles passing through truck scales, with a report due to the Legislature by February 1, 1992. Authorizes commercial vehicles to be impounded or stored upon failure of the driver to post bail, or pay fines and fees, as appropriate. **Chapter 1322, Statutes of 1989**

AB 1849 (Quackenbush) Requires Caltrans to develop a standard application form for use by local governments in issuing permits for oversize commercial vehicles, and requires local governments to follow a standardized fee schedule except in cases of unusually large or heavy loads. Chapter 206, Statutes of 1989

AB 2097 (Lempert) Makes a number of modifications to the CHP's biennial truck terminal inspection (BIT) program established by AB 2706 (1988). Provides opportunities for pre-suspension hearings, requires certain "non-employee" drivers such as volunteers to be enrolled in the DMV "pull notice" program, extends mandatory self-inspection intervals for trucks from 45 to 90 days, excludes trucks carrying small amounts of hazardous materials from the BIT program, and makes other clarifying changes. Chapter 1216, Statutes of 1989

AB 2153 (Harvey) Exempts tow trucks towing certain abandoned or disabled vehicles from truck length limits otherwise applicable to combination vehicles if the tow truck operator obtains an annual permit from Caltrans and operates within a 100-mile radius of the location authorized by the permit. Chapter 575, Statutes of 1989

AB 2386 (Lancaster) Authorizes tow trucks with a gross vehicle weight of 26,000 pounds or more to have an axle weight on the front steering axle of 20,000 pounds. Chapter 632, Statutes of 1989

AB 2567 (Moore) Would have reduced the number of hours truck drivers may drive or be on duty without rest, largely conforming California intrastate "hours of service" to those applicable to interstate drivers. Died in Assembly Ways and Means Committee

AB 2926 (Quackenbush) Would have authorized the operator of a pilot car accompanying an oversize permit load to direct traffic in emergencies. Failed passage in Assembly Transportation Committee

AB 3424 (Lancaster) Clarifies provisions governing the operation of emergency vehicles owned by public agencies in situations where oversize permits are required or where vehicle inspections may otherwise be required. Urgency. Chapter 899, Statutes of 1990

AB 3904 (Wyman) See Hazardous Materials Transportation.

AB 4140 (Eaves) Would have required motor carriers to institute a controlled substance testing program for their drivers. Would have required testing before employment, upon reasonable cause, and every two years as part of the biennial medical screening. Would have established procedures to protect confidentiality, and would have provided that no driver could drive after having failed the screening. Died in Assembly Transportation Committee

AB 4228 (Quackenbush) Prohibits Caltrans or local agencies issuing permits for movement of oversize vehicles from requiring extra security or insurance beyond the standard insurance already required, except in situations involving unusually heavy or large loads posing a substantial risk to public facilities. Chapter 938, Statutes of 1990

AJR 28 (Hill) Would have memorialized the President and Congress to enact exemptions from preemptive provisions of the Surface Transportation Assistance Act, permitting the state to enact heavy truck traffic restrictions during peak hours on high-accident sections of urban freeways. Died in Senate Transportation Committee

AJR 100 (Katz) See Transportation Financing.

SB 286 (Campbell) Prohibits local agencies in urbanized areas, except in Los Angeles County, from imposing truck fees and taxes and prohibits truck travel restrictions (after June 1, 1989), unless those restrictions are consistent with adopted congestion management plans and are coordinated with restrictions of adjoining entities. Allows the City of Los Angeles to impose truck travel restrictions if otherwise authorized by the Vehicle Code, and requires other Los Angeles County cities to be consistent. Also provides limited exemptions for public emergency vehicles from weight, size, and load limits. Chapter 1337, Statutes of 1989

SB 462 (Seymour) Prohibits truck drivers from using trailer brakes instead of the comprehensive braking system, except in case of an emergency. Chapter 316, Statutes of 1989

SB 463 (Seymour) See Rules of the Road.

SB 469 (Ayala) Authorizes the Board of Equalization, with Department of Finance approval, to enter into a multiple jurisdiction fuel tax agreement for motor carriers. Chapter 411, Statutes of 1989

SB 610 (Leonard) Extends the equipment and covering requirements for dump trucks (AB 3220, 1988) to trucks hauling dirt, and makes clarifying changes to those requirements. Urgency. Chapter 125, Statutes of 1989

SB 1456 (C. Green) Requires Caltrans to cooperate with local agencies in the Los Angeles area in developing truck traffic management strategies, including the designation of freeway truck routes during peak travel periods. Chapter 1160, Statutes of 1989

SB 2331 (Killea) See Air Quality.

SB 2462 (Seymour) Would have required certain commercial vehicles to be equipped with electronic recording devices capable of monitoring compliance with "hours of service" requirements, and would have increased penalties for "hours of service" violations. Died in Assembly Transportation Committee

SB 2502 (Rogers) Would have explicitly specified the options available to a CHP officer under existing law upon making the determination that a tow truck hauling a disabled heavy vehicle was overweight. Died on the Senate Floor

SB 2546 (Ayala) Requires DMV to assess commercial vehicles subject to the International Registration Plan (IRP) an additional fee of \$1 for payment to the association administering the IRP. Chapter 880, Statutes of 1990

SCR 35 (Seymour) Authorizes CHP to continue to use specially-marked vehicles to enforce highway safety laws relating to trucks. See SB 1873 (1986). **Resolution Chapter 169 (1989)**

VEHICLE AND VESSEL REGISTRATION AND LICENSING

AB 24 (Hauser) Would have exempted pickup trucks under 4,500 pounds unladen weight from commercial vehicle weight fees if used entirely for personal, rather than business, purposes. Would have required Caltrans to determine the most appropriate means of replacing revenues lost from enacting this exemption. Died in Assembly Ways and Means Committee

AB 406 (Bradley) Establishes procedures for county tax collectors and DMV by which they can prohibit owners of property tax delinquent vessels from renewing their registration and from receiving a certificate of number until delinquent taxes have been paid. Chapter 183, Statutes of 1989

AB 561 (Bradley) See Abandoned Vehicles, Parking, Towing.

AB 595 (Elder) Would have required the DMV to refuse to register the vehicle of a person whose driver's license is suspended. Would have become operative only when DMV is capable of cross-matching the driver's license and vehicle registration data files. Died in Assembly Ways and Means Committee

AB 1109 (Katz) As introduced, would have required vehicle odometer readings to be noted on vehicle titles at the time of transfer of ownership (Wyman). Amended to impose a \$300 vehicle smog impact fee on vehicles under 6,001 pounds which were not manufactured to meet California air quality standards and which were previously registered in another state. See also AB 2561. Chapter 453, Statutes of 1990

AB 1204 (Campbell) Authorizes Purple Heart veterans who also qualify as disabled veterans to receive a Purple Heart license plate without paying additional fees. Urgency. Chapter 176, Statutes of 1989

AB 1381 (McClintock) Would have required renewal of vessel "certificates of number" by DMV on a biennial, rather than annual, basis. Died in Senate Transportation Committee

AB 1538 (Lempert) Requires a vehicle owner to notify DMV within five calendar days of any ownership change. Chapter 738, Statutes of 1989

AB 1668 (Mojonnier) Authorizes DMV, effective July 1, 1990, to issue special license plates to active or specified retired members of the California National Guard. Provides for a special fee for the plates. Chapter 1135, Statutes of 1989

AB 1822 (Katz) Authorizes DMV, upon completion of specified procedures, to collect the amount of a lien for delinquent vehicle registration by filing a certificate with the county clerk requesting the entry of a judgment rather than by civil action. Chapter 676, Statutes of 1990

AB 2041 (Gosta) Extends for two months the period during which cotton module movers may use specified county highways and may cross state highways. Urgency. Chapter 1361, Statutes of 1989

AB 2545 ((Katz) Extends from January 1, 1991 to January 1, 1993, the \$1 surcharge on annual motor vehicle registration fees. The surcharge is dedicated to maintain the uniformed field strength of the CHP. Conforms the sunset on a \$1 surcharge on annual off-highway vehicle identification fees to the motor vehicle surcharge. Chapter 954, Statutes of 1990

AB 2561 (Katz) Revises the vehicle smog impact fee, limiting it to gasoline-powered vehicles manufactured beginning in 1975 and diesel-powered vehicles beginning in 1980. Also makes the fee effective October 15, 1990. See also AB 1109. Chapter 1362, Statutes of 1990

AB 2766 (Sher) See Air Quality.

AB 2885 (Moore) Would have required "power of attorney" forms provided by DMV to include separate spaces for transfer of interest of a vehicle and registration of a vehicle. Vetoed by the Governor

AB 2902 (Moore) Would have required DMV to issue special Los Angeles Marathon License Plates, upon payment of a fee. Would have provided that the fee be used to support youth sports programs in Los Angeles. Died on the Assembly Floor

AB 2912 (Eaves) Requires vehicle owners to file a "certificate of nonoperation" (\$5 fee) with DMV in advance of the time that normal registration fees would otherwise be due, in order to avoid payment of those fees for vehicles which do not operate on public highways, with related provisions applying to vessels and off-road vehicles. Increases delinquency penalties for vehicles for which required registration fees have not been paid, and requires DMV to set up a toll-free hotline in Los Angeles County for reporting of unregistered vehicles, with a report due to the Legislature by July 1, 1991. Urgency. Chapter 1352, Statutes of 1990

AB 3115 (Moore) Would have required DMV and PUC to enter into an interagency agreement to provide for the issuance of special license plates to for-hire limousines displaying the PUC carrier number. Died in Assembly Transportation Committee

AB 3225 (Moore) Would have required a person applying for a replacement for a stolen license plate to show proof of ownership and identification at DMV. Died in Senate Transportation Committee

AB 3449 (Statham) Requires DMV to issue special plates to the owner of a vehicle which qualifies as a "street rod", if the owner pays a specified fee. Extends to "street rods" allowances regarding outdoor storage which now apply to collector vehicles. Chapter 929, Statutes of 1990

AB 3911 (Hansen) Provides that the \$100 fee for special Olympic license plates includes all DMV administrative charges, and requires a biennial report to the Legislature beginning December 31, 1991 on the revenues raised by this program for the California Olympic Training Account and other issues. See also SB 1403. Chapter 706, Statutes of 1990

AB 4114 (Clute) See Abandoned Vehicles, Parking, Towing.

ACR 156 (Mojonnier) Requests DMV and the Department of Boating and Waterways (DBW) to conduct a joint study to determine the feasibility of either transferring vessel registration responsibilities from DMV to DBW or enhancing existing DMV services. The study is to be submitted to the Legislature by January 1, 1992. **Resolution Chapter 117 (1990)**

SB 135 (Lockyer) Authorizes DMV to issue commemorative "Bicentennial of the Bill of Rights" license plates, from July 1, 1990 to December 31, 1991. **Chapter 312, Statutes of 1989**

SB 118 (Marks) Would have increased the fee for Environmental License Plates from \$35 to \$40 for issuance and from \$20 to \$25 for renewal. Would have renamed the Environmental Protection Program and Fund. Would have authorized the use of \$3 million in Environmental License Plate revenues for a waterfront park along the San Francisco Bay. **Vetoed by the Governor**

SB 442 (Kopp) Establishes a program to authorize foreign visitors to purchase American-made vehicles in California without payment of vehicle registration, license fee, or sales tax. Establishes an alternative "in-transit permit" to be issued by DMV in lieu of registration. Requires such vehicles to be operated in state no more than 30 days. Establishes a system of fines and penalties for not meeting program requirements. **Chapter 762, Statutes of 1989**

SB 1397 (Kopp) See Abandoned Vehicles, Parking, Towing.

SB 1403 (Campbell) See Miscellaneous.

SB 2216 (Rogers) Extends DMV authority to issue Pearl Harbor Survivor license plates to eligible owners of all types of vehicles other than vehicles for hire or motorcycles. Urgency. **Chapter 484, Statutes of 1990**

SB 2228 (Hart) See Air Quality.

SB 2522 (Davis) Makes a variety of changes in penalties for vehicle theft. Provisions in this measure which would have authorized county boards of supervisors to add a \$1 vehicle registration surcharge to annual vehicle fees in their county were amended into SB 2139 (Chapter 1670, Statutes of 1990). Urgency. **Chapter 1564, Statutes of 1990**

SB 2643 (Cecil Green) Would have made changes in the method of calculating the annual depreciation of the market value of vehicles for the purposes of determining the amount of the vehicle license fee, and would have provided that additional revenues collected by the Department of Motor Vehicles due to these changes be deposited in the State Treasury to the credit of the County Assistance Fund. **Died in Assembly Ways and Means Committee.**

SB 2708 (Kopp) Increases DMV vessel registration fees for out-of-state owned vessels and makes other vessel fee changes. **Chapter 951, Statutes of 1990**

VEHICLE SAFETY REQUIREMENTS

AB 8 (Floyd) Would have required a driver or passenger on any motorcycle operated on the highway to wear a helmet meeting federal safety standards. Would have sunset on January 1, 1994. **Vetoed by the Governor**

AB 55 (Hansen) See Driver Licensing.

AB 484 (Killea) Would have made enforcement of the passenger seat belt law primary, not secondary. Would have expanded the requirements for child safety seats to all cars, not just those owned by the parents. Would have revised the disposition of second offenses for child safety seat convictions and would have revised the distribution of fines. Would have revised distribution of liability for the sale of inadequate child safety seats, and expanded the responsibility of car rental agencies in that regard. Would have instituted a biennial vehicle safety check requirement. See SB 1372 (Petris). **Failed passage in Senate Transportation Committee**

AB 1479 (Frazee) See Off-Road Vehicles.

AB 2029 (Condit) Would have added a law enforcement education and services penalty of \$50 to each conviction for driving under the influence. Proceeds would have been used for specified enforcement and training activities. Would have established a distribution method. **Died in Senate Appropriations Committee**

AB 2498 (N. Waters) Revises the definition of tire chains, and renames them as tire traction devices. Repeals requirement for a tire chain study already completed by the CHP. **Urgency. Chapter 71, Statutes of 1990**

AB 2735 (Allen) Extends until December 31, 1993, the collection of the \$2 surcharge on annual motorcycle registration fees, to be used for the California Motorcycle Safety Program (CMSP). Extends the program until January 1, 1994. Authorizes persons holding drivers' licenses in good standing from a contiguous state to obtain an All-Terrain Vehicle Safety Training Course instructor license. **Chapter 1460, Statutes of 1990**

AB 3007 (La Follette) Would have required the CHP, in conjunction with Caltrans, to study the safety of "lane-splitting" by motorcycles. **Died in Senate Transportation Committee**

AB 3097 (Leslie) Requires diesel buses designed to carry 45 or more passengers to be equipped with exhaust systems that discharge above the passenger compartment and to the left rear of the bus, beginning with the 1993 model year. Also requires buses, motortrucks, and truck tractors to be in compliance with federal exhaust system requirements, effective January 1, 1993. **Chapter 895, Statutes of 1990**

AB 3549 (N. Waters) ~~Would have allowed peace officers, rather than the courts, to dismiss equipment violation citations in situations where required repairs had been undertaken. **Died on the Assembly Floor**~~

~~AB 3635 (Katz) Would have established a statewide advisory committee and program to establish guidelines for providers of emergency roadside service. Would have~~

required CHP to establish a program to check the criminal backgrounds of emergency roadside service drivers. **Vetoed by the Governor**

AB 3998 (Klehs) Would have required dealers to label each multipurpose passenger vehicle which does not meet federal safety standards for roof crush resistance and side door strength set for passenger cars. Would have provided that this requirement is deleted if the federal government included multipurpose passenger vehicles in those passenger car standards. See SJR 61 (Killea). **Vetoed by the Governor**

AB 4108 (Polanco) Requires rental vehicles to conform to requirements of the federal National Traffic and Motor Vehicle Safety Act of 1966, and authorizes CHP to conduct unannounced inspections of rental vehicle businesses. **Chapter 306, Statutes of 1990**

AB 4342 (W. Brown) Would have required all 1995 and later model-years of passenger vehicles, pick-up trucks and emergency vehicles to be equipped with anti-lock brake systems, and established a \$500 fine for each noncomplying vehicle delivered by a manufacturer. Would have modified the requirements for braking systems for trailers and other towed vehicles. **Died in Senate Transportation Committee**

SB 1130 (C. Green) Prohibits drivers of motor vehicles from operating a sound amplification system which can be heard outside of the vehicle from 50 or more feet away, with specified exemptions. **Chapter 538, Statutes of 1989**

SB 1372 (Petris) Requires law enforcement agencies to maintain safety belts in good working order on emergency vehicles. Requires law enforcement agencies to develop a policy by January 1, 1991 on whether or not officers must use safety belts. Expands to all cars the requirement that children under the age of four or under 40 pounds must ride in child safety seats. Prohibits dismissal of a second violation of the child safety seat requirement. Extends to manufacturers and wholesalers the prohibition currently applied to retailers against selling child safety seats which do not meet standards. Requires car rental agencies to provide child safety seats and to notify customers of the law. See AB 484. **Chapter 33, Statutes of 1990**

SB 1757 (Kopp) Requires owners of taxicabs and limousines to maintain safety belts for occupants of their vehicles. **Chapter 585, Statutes of 1990**

SB 2434 (Davis) Requires vehicle dealers to inform purchasers prior to delivery of new or previously unregistered vehicles if the purchased vehicle was previously damaged and repaired, or if other known unrepaired damage remains. **Chapter 1373, Statutes of 1990**

SB 2544 (Robbins) Would have required the CHP Commissioner to create a program to reward persons whose information leads to the arrest and successful prosecution of vehicle thieves. Would have established a reward schedule. Would have provided for a revenue source from a surcharge of up to \$0.10 per vehicle on annual insurance fees. Would have sunset the program and fee on January 1, 1995. **Vetoed by the Governor**

SJR 61 (Killea) Requests the federal government to require the adoption of motor vehicle safety standards for multipurpose passenger vehicles which are the same as those for passenger vehicles. See AB 3998. Resolution Chapter 128 (1990)

MISCELLANEOUS

AB 35 (Eastin) Would have required the action element of the regional transportation plan to include consideration of ground access to commercial airports. Would have required local general plans, by July 1, 1992, to include a comprehensive and detailed transportation element which correlates with the general plan land-use element. **Held in Senate Appropriations Committee**

AB 757 (Friedman) Requires DMV to establish and maintain a data monitoring system to evaluate DUI intervention programs, and to report annually to the Legislature. **Chapter 450, Statutes of 1989**

AB 1122 (Eastin) Requires DMV to perform a pilot program involving up to 16 field offices to study allowing DMV offices to have flexible hours, including hours on Saturday. Requires the study to last for two years, and requires a final report to the Legislature on the study by January 1, 1992. **Chapter 941, Statutes of 1989**

AB 1611 (Eastin) Would have revised and enlarged the membership of the Metropolitan Transportation Commission (MTC) to more closely reflect the relative population of the counties under MTC jurisdiction. **Failed passage on the Assembly Floor**

AB 1779 (Roos) Allows persons to request DMV to keep their home addresses on driver's license records confidential. Authorizes DMV to establish commercial requester accounts for individuals and organizations. Not heard by the Assembly Transportation Committee. **Chapter 1213, Statutes of 1989**

AB 1786 (Katz) The Vehicle Code Omnibus Bill, which makes a variety of changes in law, including changing nonsubstantive definitions, making nonsubstantive changes in procedure, delaying occupancy of a Caltrans building, ratifying an allocation for the Madera airport, and deleting the sunset on the employer responsibility provisions for truck violations. **Chapter 533, Statutes of 1989**

AB 2216 (Ferguson) Would have created the Orange County Transportation Authority, prescribed its membership, and abolished specified local transportation agencies, transferring their powers, duties and responsibilities to the authority. Would have authorized the authority to override any transportation-related decision made by another local agency, city or county. **Died in Assembly Ways and Means Committee**

AB 2580 (Assembly Transportation Committee) Would have made various changes to miscellaneous transportation laws (the Omnibus Transportation Act of 1990). **Died on the Assembly Floor**

AB 2723 (Felando) Requires courts to impose a fine of between \$5,000 and \$10,000 on any person convicted of removing or damaging a traffic sign or signal, if that action resulted in injury or death, or a fine of up to \$3,000 if no injury or death resulted. Also authorizes courts to require community service in lieu of the fine. **Chapter 447, Statutes of 1990**

AB 2768 (Mojonnier) Would have prohibited persons under 16 years of age from operating "jet skis", prohibited the rental or lease of "jet skis" to persons

under 16, and prohibited owners of "jet skis" from allowing persons under 16 to use these vessels, with limited exceptions. Violations would have been infractions. **Vetoed by the Governor**

AB 3620 (O'Connell) Requires CHP to prepare an information sheet about its Designated Driver Program, which shall be distributed to licensees of the Department of Alcoholic Beverage Control (ABC). Also requires ABC to collect a \$5 surcharge from each licensee, with revenues to be deposited in the Motor Vehicle Account for appropriation to CHP for the Designated Driver Program. **Chapter 1337, Statutes of 1990**

AB 3635 (Katz) See Vehicle Safety Requirements.

AB 3738 (Chandler) Increases the membership of the Nevada County Transportation Commission by one member, as specified, to be appointed by the board of supervisors. **Chapter 759, Statutes of 1990**

AB 3796 (Bane) Authorizes licensed manufacturers to obtain home addresses from DMV records in order to notify vehicle owners of recalls. Authorizes licensed dealers to obtain home addresses from DMV records in order to complete registration transactions. Authorizes persons who request and use the information for statistical and reporting information to obtain information from DMV records only if the information is in a form which does not identify individuals. See SB 2068. **Chapter 1635, Statutes of 1990**

AB 3956 (Woodruff) Requires boat operators towing water skiers to display ski flags under certain conditions. Violation is an infraction. **Chapter 751, Statutes of 1990**

ACR 32 (Farr) Designates the coastal bicycle route as an official state bicycle route, and requests Caltrans to post appropriate signs. **Resolution Chapter 143 (1990)**

ACR 160 (Roos) Requests Caltrans to continue its long-term transportation planning efforts through the development of a multimodal, strategic transportation plan. **Resolution Chapter 119 (1990)**

AJR 8 (Elder) Requests the President and Congress to examine the major role of the Long Beach Naval Shipyard in the support of the Navy and requests that it not be closed. **Resolution Chapter 34 (1990)**

AJR 14 (Peace) Declares the Legislature's support for the opening of additional entry lanes at the Calexico border crossing, points out the need for additional customs officers to reduce waiting time at the border crossing, and memorializes the President and Congress to investigate deaths that occurred at the Calexico border crossing on January 2, 1989. **Resolution Chapter 56 (1989)**

HR 51 (Katz) Requests General Motors to keep the Van Nuys automobile assembly plant open. **Adopted**

SB 262 (Garamendi) Authorizes fuel tax refund claims for exported fuel to be filed with the Board of Equalization within the later of three months of export or 13 months after purchase. **Chapter 437, Statutes of 1989**

SB 838 (Bergeson) Revises the membership of the Orange County Transportation Commission and renames the commission the Orange County Transportation Authority. Makes the members of the authority the board of directors of the Orange County Transit District, and the governing body of the Orange County Service Authority for Freeway Emergencies. Prescribes the minimum allocation of local transportation funds for municipal transit operators until 1996, and requires the commission, the district, the service authority and the Orange County Consolidated Transportation Services Agency to jointly develop a plan for consolidation by December 1, 1991. **Chapter 983, Statutes of 1990**

SB 1002 (Beverly) Adds specified equipment, load, and size violations to the list of violations which courts may report as "failures to appear" to the DMV when persons cited fail to appear for a court hearing. Does not include violations which are cited as the owner's responsibility, rather than the driver's. **Chapter 126, Statutes of 1989**

SB 1243 (Garamendi) Requires the Board of Equalization to serve a notice of successor liability on the purchaser of a business within three years of change of ownership, in situations involving unpaid diesel fuel taxes. **Chapter 74, Statutes of 1990**

SB 1403 (Campbell) Appropriates \$15 million from the General Fund for a loan to the San Diego National Sports Training Foundation, for development and construction of a California Olympic Training Center. Requires the Foundation to provide a \$15 million match. Requires the loan proceeds to be repaid from the revenues derived from a special Olympic Center license plate, to be developed by DMV. **Chapter 1182, Statutes of 1989**

SB 1572 (Leonard) Authorizes county transportation authorities to contract with private entities for engineering, project management, and contract management services relating to locally-funded transportation projects. **Chapter 665, Statutes of 1989**

SB 1578 (Doolittle) Authorizes the CHP Commissioner to enter into agreements with law enforcement agencies in Oregon, Nevada, and Arizona to provide reciprocal services in areas adjacent to these states' borders. Provides for reciprocal definitions of peace officers, with limitations. **Chapter 594, Statutes of 1989**

SB 2019 (Davis) Authorizes the Ventura County Transportation Commission to use up to two percent of Transportation Development Act revenues for transportation planning purposes. **Chapter 213, Statutes of 1990**

SB 2063 (Doolittle) Would have required DMV to report to the Legislature on DMV's implementation of AB 1779 (Roos). See AB 1779. **Died in Assembly Transportation Committee**

SB 2284 (Robbins) Authorizes the use of blue lights on law enforcement vessels in specified search and rescue operations, and redefines the term "bather" for the purpose of determining lawful boat speed limits. **Chapter 975, Statutes of 1990**

SB 2629 (Bergeson) Clarifies that fines and forfeitures from violations of high-occupancy vehicle (HOV) lane laws are to be allocated to county transportation commissions in five southern California counties. Chapter 266, Statutes of 1990

SB 2847 (Alquist) Would have required the Commissioner of the Department of the California Highway Patrol to have served as a peace officer member of the patrol for a minimum of 10 years.
Vetoed by the Governor