

2002

## Summary of Legislation 2001-2002

Assembly Committee on Transportation

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# ASSEMBLY COMMITTEE ON TRANSPORTATION

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## SUMMARY OF LEGISLATION 2001 - 2002

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## INTRODUCTION

This report contains summaries of bills that were referred to, and considered by, the Assembly Transportation Committee during 2001-2002. Bills that were passed by the Legislature and became law are shown with the chapter number; bills that were vetoed by the Governor or that otherwise failed to become law are so noted.

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, "BART" refers to the Bay Area Rapid Transit District, "CHP" refers to the California Highway Patrol, "CTC" refers to the California Transportation Commission, "DMV" refers to the Department of Motor Vehicles, "Caltrans" refers to the Department of Transportation, and "PUC" refers to the Public Utilities Commission. "Urgency" indicates the measures took effect immediately on becoming law, while most of the legislation is effective the following January 1, unless a different particular date is specified.

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## **ABANDONED VEHICLES, PARKING, TOWING**

**AB 73 (Washington)** Limits the amount of the penalty that can be assessed for failing to appear in court, pay a fine or bail, or comply with a condition of a court, when the original violation relates to certain vehicle registration violations, lighting equipment violations, windshield and mirror violations, and other specified equipment violations. It also requires the Department of Motor Vehicles (DMV) to retain, for ten years, all notices relating to an individual's failure to appear in court or to comply with a court order. **Died in the Assembly Transportation Committee**

**AB 360 (Wesson)** Narrows the instances when a vehicle can be impounded if the person driving the vehicle has an invalid license. Also, the bill establishes several requirements to help ensure that the public is properly informed about vehicle impoundment. **Chapter 480, Statutes of 2001**

**AB 370 (Wright)** Extends until January 1, 2004, a program that grants to qualifying private colleges and universities access to residence address information in DMV files pertaining to vehicle owners cited for parking violations on college or university property. **Chapter 676, Statutes of 2001**

**AB 677 (Steinberg)** Prohibits DMV from imposing a fee for disability parking placards, except for temporary placards for people who are temporarily disabled; requires DMV to take certain steps to help deter the fraudulent use of such placards; and requires the state to comply with equal access and nondiscrimination obligations regarding people with disabilities and other protected class members. **Chapter 708, Statutes of 2001**

**AB 926 (Maddox)** Would have required a semitrailer having a connecting device composed of a fifth wheel and kingpin assembly, and a towed motor vehicle when steered by a person who holds a license for the type of vehicle being towed, to be secured by at least 4 tiedown chains, straps, or an equivalent device, independent of the winch or loading cable. Current law exempts such semitrailers from this requirement. **Died in the Assembly Transportation Committee**

**AB 1314 (Havice)** As passed by the Assembly, this measure authorized private hospitals to participate in the disproportionate share hospital (DSH) program to enter into joint powers agreements (JPAs) with any local public agency. The bill was amended in the Senate (August 14, 2002) to delete the prior contents and insert provisions that allow local authorities and parking garage operators to designate spaces for the exclusive use of zero-emission vehicles (ZEVs). Authorizes the towing of vehicles and levying of fines for violations of such parking restrictions. Revises statutory provisions regarding wheelchair curbside access. **Chapter 640, Statutes of 2002**

**AB 1613 (Washington)** Would have narrowed the instances when a vehicle can be impounded because the person is driving with an invalid license and makes specified changes regarding post-storage hearing. **Died in the Assembly Transportation Committee**

**AB 1708 (Transportation)** Would have authorized a tow truck driver engaged to remove a disabled vehicle from a roadway and to clean up a release of vehicular waste, to transport that waste from the scene. This would have been allowed, under certain specified conditions, without the need for completion of a hazardous waste manifest or hazardous waste transporter registration. **Died in the Senate Transportation Committee**

**AB 1800 (Kehoe)** Allows, until January 1, 2006, any disabled person or disabled veteran to park, without being issued a parking violation, in any zone that is restricted for the purpose of street sweeping. The bill was subsequently amended to allow the restriction of parking by disabled persons in street sweeping zones if necessary to achieve compliance with a municipal storm water National Pollutant Discharge Elimination System permit. **Died in the Senate Transportation Committee**

**AB 2677 (Nation)** Sought to authorize local authorities to provide parking incentives designed to encourage the purchase and use of vehicles that substantially reduce emissions of greenhouse gases, criteria pollutants, and toxic air contaminants. **Died on the Senate Floor**

**AB 2716 (Ashburn)** Would have required the California Environmental Protection Agency (Cal EPA) to develop and examine scientific information regarding disabled vehicle waste. And it would have required this agency to provide a report to the Legislature on the actions that it determined were needed to minimize the potential threat to public health and safety and to the environment associated with the recovery, transportation, handling, storage, and disposal of disabled vehicle wastes. It also would have prohibited any state or local governmental entity from changing enforcement practices existing on the effective date of the act until the agency submitted the report to the Legislature. **Died in the Assembly Transportation Committee**

**SB 779 (Karnette)** Allows any local ordinance that authorizes preferential parking permits for residents, merchants, and merchants' guests, to include preferential parking permits for school personnel. **Chapter 223, Statutes of 2001**

**SB 2031 (Karnette)** Would have prohibited attorneys from gaining access to confidential records for the purpose of collecting fees or delinquent charges owed to private parking facilities. **Died in the Assembly Appropriations Committee**

## AERONAUTICS

**AB 2333 (Nakano)** Would have required the Southern California Association of Governments (SCAG) to assure that the aviation component of its regional transportation plan (RTP) provides a fair-share distribution of the burdens of commercial aviation among the counties in the SCAG region. **Vetoed by the Governor**

**AB 2630 (Cogdill)** As introduced, this measure was authored by Assemblyman Harman and included provisions regarding tax credits for conservation easements on agricultural land. The bill was later amended (August 30, 2002) to delete the prior contents, designate Assemblyman Cogdill as the author, and insert new provisions. The bill now allows, until 2006, funds in the Aeronautics Account to cover the entire portion of the federal local match requirement (10%) in order for specified general aviation airports to receive grants under the federal Airport Improvement Program, provided that the grants are used for security improvement projects. **Chapter 754, Statutes of 2002**

**AB 2719 (Maldonado)** Would have declared the intent of the Legislature to implement, upon the appropriation of funds in the annual Budget Act, certain recommendations made by the California Transportation Commission (CTC) regarding the need for additional funding for planning, security and ground access improvements at general aviation airport facilities. **Died in the Senate Rules Committee**

**AJR 39 (Alquist)** Memorializes the President and Congress to suspend or eliminate the requirement that individuals hired as security screening personnel be American citizens and instead provide that they meet the same immigration requirements that apply to National Guard members. Asks the federal government to ensure that any legal immigrant who has applied for citizenship be allowed to keep his or her security screening job, absent evidence of being a security or criminal risk. **Resolution Chapter 148, 2002**

**SB 244 (Speier)** Prohibits the public review period for a draft Environmental Impact Report (EIR) from being less than 120 days for expansion or enlargement of a publicly-owned airport requiring acquisition of, or interest in, any public trust tidelands, submerged lands, or other lands subject to the public trust for commerce, navigation, or fisheries; includes the acquisition of any such properties within the types acquisitions triggering the requirement for an airport expansion project to be approved by the local city council or county board of supervisors. **Chapter 534, Statutes of 2001**

**SB 1533 (Poochigian)** This urgency measure would have allowed, until 2006, funds in the Aeronautics Account to cover the entire portion of the federal local match requirement (10%) in order for specified general aviation airports to receive grants under the federal Airport Improvement Program (AIP), provided that the grants were used for security improvement projects. **Died in the Assembly Appropriations Committee**

**SB 1896 (Peace)** This bill makes numerous changes to the statute governing the San Diego County Regional Airport Authority, in order to provide for the transfer of the San Diego International Airport from the San Diego Unified Port District to the Authority. **Chapter 978, Statutes of 2002**

**SJR 41 (Speier)** Urges Congress to enact legislation to ensure the continued employment of qualified airport security screeners until their naturalization processes are completed.  
**Resolution Chapter 164, 2002**



## AIR QUALITY

**AB 854 (Briggs)** Repeals the January 1, 2002 sunset of the statute that exempts vehicles owned by licensed motor vehicle dealers from the requirement that emission control certificates of compliance or noncompliance be valid for 90 days. The dealer exemption, instead, provides for the certificate of compliance to be valid for two years or until the vehicle is sold or registered to a retail buyer, whichever comes first. **Chapter 335, Statutes of 2001**

**AB 1058 (Pavley)** Would have required the ARB to adopt regulations to reduce the emissions of carbon dioxide by motor vehicles. **Died on the Assembly Floor**

**AB 1390 (Firebaugh)** As passed by this committee, the bill would have prohibited ARB from enforcing the zero emission vehicle (ZEV) mandate until the creation of a Low-Income Clean Air Credit Program to allow automobile manufacturers to receive ZEV credits for automobile buy-back programs; programs to purchase particulate matter traps for diesel powered buses and trucks; programs to purchase natural gas-powered schoolbuses; programs to fund the acquisition, restoration, or operation of local urban parks; and educational programs related to air pollution run by nonprofit corporations, local governments or local school districts. The bill would have capped the ZEV credits for participation in any of these programs at eight percent of a manufacturer's total ZEV requirement. This bill now requires air quality management districts (AQMDs) and air pollution control districts (APCDs) to expend diesel emission reduction funds in communities with the most significant exposure to air contaminants. **Chapter 763, Statutes of 2001**

**AB 1420 (Cardenas)** Would have appropriated \$75 million from the General Fund to the ARB to replace diesel-powered school buses with alternative fueled or clean diesel buses and to retrofit diesel school buses with low-emission technologies. The bill was subsequently amended to require the ARB to make such an allocation upon appropriation by the Legislature. **Died in the Senate Transportation Committee**

**AB 1493 (Pavley)** Requires the ARB to develop and adopt, no later than January 1, 2005, regulations that achieve the maximum feasible and cost-effective reduction of greenhouse gases emitted by motor vehicles. Prohibits these regulations from going into effect before January 1, 2006, and provides that they may apply only to model-year 2009 or later motor vehicles. Requires the ARB to transmit the regulations to the appropriate legislative committees for review within 10 days of adoption. Requires the Legislature to hold at least one public hearing to review the regulations and allows the adoption of legislation to modify them. **Chapter 200, Statutes of 2002**

**AB 1618 (Matthews)** Defines "developmental engine fuel" as any experimental automotive fuel that does not meet current standards but may lead to improved or alternative fuel standards; allows the Department of Food and Agriculture (DFA) to grant variances from

statutory fuel specifications for developmental engine fuels, and to withdraw those variances, under certain conditions. **Chapter 596, Statutes of 2001**

**AB 2637 (Cardoza)** Requires the establishment of the enhanced smog check program in urbanized areas of the San Francisco Bay Air Basin. Requires the program to commence after the Department of Consumer Affairs (DCA) determines that adequate facilities and services exist in that air basin. Requires the enhanced program to be phased-in, using more lenient emission standards and lower percentages of test-only facility tested vehicles at the outset, gradually phasing-in more stringent emission standards for oxides of nitrogen (NOx), and directing increasing percentages of vehicles to test-only stations. Requires the Air Resources Board (ARB) to submit for peer review specified studies and data to determine the impact of the enhanced program on the Contra Costa County vicinity. A finding from that review that the program has a negative air quality impact will require the ARB to recommend mitigation measures. Requires the existing smog check exemption for vehicles up to four model-years old to apply to all vehicles up to six model-years old, effective January 1, 2004, unless the ARB determines that doing so would keep the state from meeting federal and state air quality requirements. Requires DCA to adopt statewide regulations that: a) allow a vehicle to be repaired, retested and certified at a Gold Shield station if the vehicle failed its initial smog check at a test-only facility; and b) allow any "gross polluter" vehicle to be repaired, retested and certified at a Gold Shield station. Extends the sunset date on the smog abatement fee to January 1, 2010. Becomes effective only if petitioners in Sacramento Metropolitan Air Quality Management District and Yolo Solano Air Quality Management District v. the U.S. Environmental Protection Agency move to withdraw from the lawsuit, with prejudice, and the court issues an order granting that motion. **Chapter 1001, Statutes of 2002**

**AB 2677 (Nation)** See Abandoned Vehicles, Parking, Towing

**AB 2774 (Pavley)** Would have required the Secretary for the California Environmental Protection Agency (Cal EPA) to appoint a voluntary task force to design a public information and education campaign to encourage the use of low-emission advanced technology vehicles. **Vetoed by the Governor**

**ACR 213 (Migden)** Urges the Golden Gate Bridge, Highway and Transportation District (GGBHTD) to provide toll-free passage on the Golden Gate Bridge for vehicles bearing Clean Air Vehicle decals issued by DMV. **Resolution Chapter 173, 2002**

**ABX2 86 (Florez)** Amends, until January 1, 2007, the statutory definition of diesel fuel, for the purpose of assessing the state's diesel fuel excise tax, to exclude the water that is present in an emulsion of diesel fuel and water, if that emulsion contains an additive that causes the water droplets to remain suspended within the diesel fuel. This exclusion would apply only if the diesel fuel emulsion meets standards set by ARB. **Chapter 8, Statutes of 2001-02 Second Extraordinary Session**

**SB 100 (Johannessen)** For the purpose of determining emission control requirements, designates 1960 as the model-year that shall be assigned to engines or vehicles that do not sufficiently resemble a previously manufactured engine or vehicle. This provision is limited

to the first 500 vehicles per year presented to DMV for registration and not resembling a specific model-year. **Chapter 871, Statutes of 2001**

**SB 433 (Machado)** Repeals the January 1, 2003 sunset date for penalty provisions that apply to violations of statutes related to clean burning motor vehicle fuels and regulations adopted by the ARB pursuant to those statutes. **Chapter 287, Statutes of 2002**

**SB 800 (Burton)** As approved by the Assembly Transportation Committee, this measure was authored by Senator Johanessen and included provisions that would have exempted from Smog Check requirements vehicles classified as "collector motor vehicles." The bill was subsequently amended to remove those provisions; list Senator Burton as the author; provide for detailed and specific liability standards for newly constructed housing; create a pre-trial process that includes a builder's right to repair an alleged defect; and provide third-party inspectors with immunity from liability. **Chapter 722, Statutes of 2002**

**SB 1170 (Sher)** Creates a state policy to minimize the use of petroleum-based fuels by requiring specified state agencies to adopt energy, air pollution, and fuel efficiency standards for the state vehicle fleet. **Chapter 912, Statutes of 2001**

**SJR 22 (Torlakson)** Asks the federal government to waive the requirement that gasoline sold in California be oxygenated. **Resolution Chapter 7, 2002**

**SJR 25 (Scott)** Requests Congress to review California's request for an exemption from the gasoline oxygenate additive requirements imposed by the Clean Air Act and to take immediate action to relieve the consumers of California from the prospect of higher gasoline prices. **Resolution Chapter 98, 2002**

## **BUS SAFETY**

**AB 629 (Oropeza)** Requires certain public and/or private buses to be equipped with two-way communication devices. Also, this bill extends the sunset date of the requirement that drivers in specified counties yield to transit buses. **Chapter 937, Statutes of 2002**

**AB 852 (Maldonado)** Would have required that any Type 2 school pupil activity bus (SPAB) manufactured on or after July 1, 2004, or any Type 1 SPAB manufactured on or after July 1, 2005, and sold in California must be equipped with passenger restraint systems. **Vetoed by the Governor**

**AB 1079 (Oropeza)** See Mass Transportation and Railroads

**AB 1765 (Bogh)** Adds a schoolbus to the list of vehicles exempt from the current 40-foot length limitation when the excess length of the schoolbus is caused by the projection of a crossing control arm. **Chapter 78, Statutes of 2002**

**AB 2681 (Maldonado)** Requires that certain school pupil activity buses (SPABs) be equipped with a passenger restraint system by July 1, 2004. **Chapter 360, Statutes of 2002**

**SB 568 (Morrow)** Establishes new implementation dates for passenger restraint systems on all new school buses by requiring these devices on all Type 1 school buses manufactured on or after July 1, 2005, and on all Type 2 school buses manufactured on or after July 1, 2004. Also, the bill specifies that these requirements will not apply if the National Highway Transportation Safety Administration (NHTSA) specifically prohibits them. **Chapter 581, Statutes of 2001**

**SB 1685 (Morrow)** Clarifies that school bus drivers, when approaching a schoolbus stop that does not require the activation of flashing red signal lights or the stop signal arm, do not have to activate the flashing amber light warning system. **Chapter 397, Statutes of 2002**

**SB 1725 (Morrow)** Would have required DMV to revoke or deny a certificate to drive a schoolbus, school pupil activity bus (SPAB), general public paratransit vehicle, youth bus, or a vehicle used for transportation of developmentally disabled persons if the certificate applicant or holder had ever been convicted of a serious or violent felony. **Died in the Assembly Transportation Committee**

## DRIVER LICENSING

**AB 60 (Cedillo)** Would have repealed provisions requiring driver's license and identification card applicants to establish their lawful presence and to provide social security numbers (SSN) to DMV. The bill was subsequently amended to require driver's license applicants to furnish a Social Security Number (SSN) or any other number or identifier determined to be appropriate by DMV. The use of such alternative identifiers would have been required to be accompanied by an affidavit signed by the applicant stating that he or she does not possess an SSN. The bill would have required a driver's license applicant who had submitted a federal taxpayer ID number or other identifier in lieu of an SSN to provide his or her SSN to DMV upon obtaining one. It would have required DMV to require driver's license and ID card applicants to offer proof of their identity prior to completing an application and to either establish their lawful presence in the United States or show documentation that they had initiated steps to obtain lawful immigration status. DMV would have been prohibited from completing a driver's license application that did not include an SSN or alternative documentation required by the bill. **Vetoed by the Governor**

**AB 84 (Hertzberg)** Adds trial court employees and psychiatric social workers to the list of 19 classes of persons whose home addresses from DMV records may only be disclosed to specified public agencies. **Chapter 809, Statutes of 2001**

**AB 125 (Leach)** Would have required DMV, prior to issuing a permanent duplicate license to a person whose original license was lost, destroyed, or mutilated, to compare all photographs and information on file with the DMV to the likeness and information obtained from that person. The bill was subsequently amended to designate the Department of Boating and Waterways (DBW) as the state's lead agency for the purpose of cooperating with other public agencies in controlling water hyacinth, Hydrocotyle, and Egeria densa in the delta, its tributaries, and the marsh. **Died in the Assembly Transportation Committee**

**AB 171 (Reyes)** Would have added nonsworn law enforcement spokespersons, and their spouses and children, to the statutory list of classes of persons whose home addresses contained in DMV records must be withheld from public inspection. **Died in the Assembly Transportation Committee**

**AB 468 (Cohn)** Would have required DMV to inspect either certain photo ID's, or its own photographic files, prior to issuing a duplicate driver's license or a replacement identification card. The bill was subsequently amended (April 10, 2002) to create a separate account, administered by the PUC, for the purpose of funding a "Digital Divide" grant program. **Vetoed by the Governor**

**AB 509 (Leach)** Allows traffic violator schools to accept as students any persons who elect to attend. **Chapter 457, Statutes of 2001**

**AB 1029 (Oropeza)** Adds police or sheriff department employees designated by the chief of police or sheriff as being in a sensitive position to the list of 19 classes of persons whose home addresses from DMV records may only be disclosed to specified public agencies. This bill provides that for these persons, the designation as a sensitive person shall remain in effect for three years and is renewable for additional three-year periods. **Chapter 486, Statutes of 2001**

**AB 1474 (Koretz)** Would have increased by \$1, until January 1, 2007, the fee for an application for an original Class C, Class M, or commercial driver's license, and for the renewal or change of classification of these licenses. Would have required that the proceeds from the bill's fee increases be used by DMV, upon appropriation, to increase identity theft prevention technology associated with driver's licenses. The bill additionally requires DMV to create a fingerprint identification system based on the print of the thumb or finger of driver's license applicants. **Died in the Senate Rules Committee**

**AB 1572 (Briggs)** Would have deemed a driver's license or ID card application submitted by a male applicant under the age of 26 to be conclusive presumption that the applicant is either registered with the Selective Service System (SSS) or is authorizing DMV to forward necessary personal information from that application to the SSS, and would have required DMV to forward electronically such information to the SSS. The bill was subsequently amended to require that the application provide an option for the applicant to direct DMV to withhold his personal information from the SSS and that the exercise of this option would not be the basis of a prosecution for failure to register with the SSS. **Died in the Assembly Appropriations Committee**

**AB 1824 (Chavez)** Would have allowed DMV to revoke a bus driver certificate if the driver had refused to submit to a controlled substances test. **Died in the Assembly Transportation Committee**

**AB 2065 (Nakano)** As approved by the Assembly Transportation Committee, this bill would have added retired judges and court commissioners, and their spouses and children, to the statutory list of classes of persons whose home addresses contained in DMV records must be withheld from public inspection. The bill was subsequently amended (June 11, 2002) to become an omnibus Revenue and Taxation Budget trailer bill. **Chapter 488, Statutes of 2002**

**AB 2112 (Cogdill)** Requires nonresidents transporting hazardous materials in commercial vehicles to have a valid license with the appropriate endorsement issued by another state or other jurisdiction that is recognized by DMV, or to have in their immediate possession a Canadian driver's license and a copy of their current training certificate to transport hazardous materials. Specifies that a nonresident who is entitled to an exemption while operating a commercial vehicle and who is required to have a current medical certificate in his or her possession, must comply with any restriction on that certificate. **Chapter 103, Statutes of 2002.**

**AB 2113 (Bogh)** Would have made it a felony to assist in the procurement of a false identification document; would have required DMV to check their photographic records

before issuing a duplicate driver's license and certain renewal licenses. **Died in the Assembly Appropriations Committee**

**AB 2151 (Cardoza)** Would have required DMV, not later than June 30, 2003, to establish electronic queuing systems at a majority of its larger field offices. **Died in the Assembly Appropriations Committee**

**AB 2273 (Dutra)** Requires the DMV to issue driver's licenses to enlistees in the National Guard who are aged 16-18 without the enlistees first completing the statutorily-described driver training and without restrictions on driving hours or transporting of passengers. However, the enlistee must provide proof to DMV of successful completion of a National Guard driver education and training course. In addition, the license is only valid when the enlistee is acting within scope of duty in the National Guard. **Chapter 418, Statutes of 2002**

**AB 2629 (Liu)** Would have added victims of identity theft to those persons eligible to request suppression of their registration or driver's license records. **Died in the Assembly Transportation Committee**

**SB 766 (Burton)** As passed by this committee, this measure was authored by Senator Karnette, and included provisions to require DMV, prior to issuing a permanent duplicate driver's license or duplicate identification (ID) card, to compare the photograph and information in its files with the likeness and information obtained from the person requesting the duplicate license. It also would have required every application for a duplicate ID card to be made in person. As amended (September 14, 2001) this bill now deals with appropriated funds by the proposed California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002, for urban park and recreation purposes. **Chapter 878, Statutes of 2001**

**SB 1590 (Karnette)** Would have raised to \$1,500 the threshold of property damage that triggers the necessity to report a vehicular accident to DMV. The bill was subsequently amended to raise the threshold to \$750. **Chapter 766, Statutes of 2002**

**SB 1969 (Machado)** Would have required court clerks to collect the fees charged for program completion certificates issued by traffic violator schools and to forward the proceeds to DMV on a quarterly basis. **Vetoed by the Governor**

## HIGHWAY AND BRIDGES

**AB 391 (Kehoe)** See Mass Transportation Railroads

**AB 419 (Dutra)** As introduced, this measure would have authorized, until January 1, 2010, designated transportation authorities in Alameda and Santa Clara counties, to enter into design-build contracts according to specified procedures. The bill was later amended (August 19, 2002) to delete the prior contents and insert provisions that would have required the Department of Transportation (Caltrans) to submit quarterly reports relating to the bridge projects, until the projects are completed, that contain specified information to the Assembly and Senate Committees on Transportation and the California Transportation Commission (CTC). **Died in the Senate Transportation Committee**

**AB 516 (Cedillo)** Requires Caltrans to erect highway signs recognizing the historical significance of the Byzantine-Latino Quarter within the City of Los Angeles. **Chapter 100, Statutes of 2002**

**AB 546 (Cohn)** As introduced, this measure included provisions that would have authorized the DMV to license home study programs as traffic violator schools. The bill was later amended (June 25, 2002) to delete the prior contents and insert provisions to authorize the Caltrans to require the use of crumb rubber from United States sources on paving projects that utilize crumb rubber asphalt. **Died on the Senate Floor**

**AB 635 (Bates)** Authorizes the relinquishment of a segment of State Highway Route 1 to the City of Dana Point and a segment of State Highway Route 126 to the City of Santa Clarita, according to terms of a cooperative agreement between the city and Caltrans. This relinquishment will be effective immediately following the County Recorder's recordation containing the state's approval. **Chapter 757, Statutes of 2001**

**AB 710 (Chavez)** Prohibits the 710 Freeway "Gap Closure" project from being included in the State Transportation Improvement Program (STIP), unless funding for the mitigation of environmental impacts of the project is fully secured and committed to the project, including resources to build sound attenuation devices. **Died in the Assembly Transportation Committee**

**AB 887 (Daucher)** This bill authorizes the CTC to relinquish to Yorba Linda the portion of State Highway Route 90 within the city limits of Yorba Linda according to certain terms and conditions. **Chapter 27, Statutes of 2002**

**AB 942 (Cedillo)** Requests the City of Los Angeles to consider the benefits of developing a pedestrian crossing, walkway or deck over State Highway Route 101 in downtown Los Angeles, to develop potential funding sources for a structure, and to submit its findings to the Los Angeles County Metropolitan Transportation Authority. **Chapter 211, Statutes of 2001**



**AB 1010 (Correa)** As introduced, this measure was authored by Assemblyman Dutra, and included provisions to expand the DMV's responsibility to provide consumer protection information related to vehicles to the public. The bill was later amended (August 19, 2002) to designate Assemblyman Correa as the author, delete the prior contents, and insert provisions that allow the Orange County Transportation Authority (OCTA) to acquire the franchise agreement for the Route 91 toll road from the private franchisee. **Chapter 688, Statutes of 2002**

**AB 1056 (Cogdill)** Would have name the state highway system the Governor Pat Brown and Governor Ronald Reagan State Highway System. **Died in the Assembly Transportation Committee**

**AB 1070 (Pavley)** Requires Caltrans, upon the request of the County of Los Angeles and after determining that the county has met applicable state standards, to designate the Malibu Canyon-Las Virgenes Highway a county scenic highway. **Chapter 758, Statutes of 2001**

**AB 1091 (Rod Pacheco)** Sought to invalidate a "non-compete clause" in state public/private contracts. Specifies that any provision in any contract or agreement between the state and a private party for specified transportation services shall be invalid if the provision limits the state's authority to perform certain functions that would be deemed to provide competition with the privately contracted transportation facility. **Vetoed by the Governor**

**AB 1092 (Cardoza)** Would have required Caltrans to develop a Highway 99 corridor improvement program in Stanislaus County, consisting of a study of interchange improvements and improvements in passenger rail service. **Died in the Senate Appropriations Committee**

**AB 1171 (Dutra)** Establishes requirements and provisions to finance the seismic retrofit cost overruns on the state's toll bridges. Identifies the sources and amounts of financing, establishes findings and declarations regarding the costs and scope of necessary seismic improvements on specified state-owned toll bridges, assigns responsibilities and authority to various agencies, extends the current \$1 toll surcharge on Bay Area toll bridges for a specified time and establishes numerous financial requirements, conditions and references related to the seismic bridge work. **Chapter 907, Statutes of 2001**

**AB 1346 (Daucher)** Would have authorized Caltrans to accelerate the delivery of specified improvements to highway lanes near the State Route (SR) 91 Toll Road project. The bill establishes a fund to provide compensation for the negative economic impacts of these improvements to the SR 91 toll road. **Died in the Assembly Appropriations Committee**

**AB 1564 (Cardenas)** Would have authorized Caltrans to enter into a cooperative agreement with a federally-recognized Indian tribe to provide services related to the development, maintenance, construction, or improvement of state highway facilities. **Vetoed by the Governor**

**AB 1587 (Rod Pacheco)** Would have required Riverside County to submit, by July 1, 2003, to the Legislature a study and route alignment to develop an additional transportation corridor between Riverside County and Orange County as an alternative to Highway 91. **Died in the Assembly Appropriations Committee**

**AB 1923 (Dickerson)** Prohibits Caltrans from removing business service information signs placed before January 1, 2003, near highway exits in urban areas, due solely to a population growth that results in a population of 5,000 or more but less than 10,000. **Chapter 576, Statutes of 2002**

**AB 2180 (Wyman)** Would have required state resource agencies and state and local transportation agencies, with respect to construction improvements on highway projects in the state, to streamline their activities under state and federal environmental laws in order to allow for expedited project delivery. The bill also requires state agencies to work in partnership with the Federal Highway Administration (FHWA) and other federal agencies toward this end. **Died in the Assembly Transportation Committee**

**AB 2232 (Wyman)** Would have appropriated \$7 million from the General Fund to the Caltrans for immediate improvements to a specific segment of State Route 138 and declares an urgency to take effect immediately. **Died in the Assembly Transportation Committee**

**AB 2299 (Bates)** Authorizes a 45-day extension for toll facility operators to provide notice of toll evasion to violators under specified circumstances. **Chapter 184, Statutes of 2002**

**AB 2349 (Firebaugh)** Would have extended, for three years to January 1, 2006, the sunset on Caltrans' authority to conduct a demonstration program by which the logos of organizations and corporations, created from live plant material, can be displayed on state highway landscapes in the Counties of Los Angeles and Orange in return for those entities' participation in the state's Adopt-A-Highway program. **Died in the Senate Transportation Committee**

**AB 2360 (Dutra)** Establishes a competitive grant program for new or expanded emergency roadside assistance services under the Freeway Service Patrol (FSP) Program based on funds appropriated for the program annually in the Budget Act. **Chapter 578, Statutes of 2002**

**AB 2427 (Dickerson)** Would have authorized state and local governmental entities to contract with private firms for right-of-way appraisal and acquisition services, when delivering transportation improvement projects on the state highway system. Specifically, this bill would have expanded the definition of "architectural and engineering services" under the provisions of the Fair Competition and Taxpayer Savings Act of 2000 (Proposition 35) to include "right-of-way appraisal and acquisition." **Died in the Assembly Transportation Committee**

**AB 2440 (Keeley)** Requires a state highway that has been designated by the federal government as an "All-American Road" on or before April 30, 2002, to be maintained and

operated in a manner that is consistent with specified "context-sensitive" design standards relative to aesthetics, safety and community-based appeal. **Chapter 530, Statutes of 2002**

**AB 2751 (Pavley)** : Requires Caltrans to conduct a demonstration project to evaluate the feasibility of using rice straw for freeway soundwall construction including a requirement that a manufacturer of an approved rice straw barrier system provides funding. **Chapter 656, Statutes of 2002**

**AB 2814 (Briggs)** Would have provided that a private easement conferred to land would remain solely with the property owner of record and not be enforceable for past title holders. **Died in the Assembly Transportation Committee**

**ACR 4 (Pescetti)** Designates a portion of State Highway Route 16 as the "Stanley L. Van Vleck Memorial Highway." **Resolution Chapter 61, 2001**

**ACR 25 (Kelley)** Designates the Coachella Valley portion of Interstate 10 west of the State Highway Route 111 cutoff in the Palm Springs area at the bottom of the grade east of the City of Coachella as the "Sonny Bono Memorial Freeway." **Resolution Chapter 58, 2001**

**ACR 28 (Briggs)** Designates the Bullard Avenue Interchange on State Highway Route 168 in the City of Clovis as the "Peter Hillman Memorial Interchange." **Resolution Chapter 59, 2001**

**ACR 29 (Bates)** Designates a portion of State Highway Route 1 from the City of San Clemente to its intersection with Golden West Street in Huntington Beach as the "Orange County Korean War Veterans Memorial Highway." **Resolution Chapter 100, 2001**

**ACR 46 (Florez)** Designates a specified portion of State Highway Route 99 as the "Korean War Veterans Memorial Highway." **Resolution Chapter 54, 2001**

**ACR 47 (Florez)** Designates a specified portion of State Highway Route 198 in the City of Hanford as the "George Alan Ingalls Memorial Highway." This resolution is intended to honor Vietnam War hero George Alan Ingalls for his selfless act of heroism during that conflict. **Resolution Chapter 60, 2001**

**ACR 59 (Aanestad)** Requests Caltrans to grant, without charge, an encroachment permit authorizing an appropriate historical monument and plaque dedicated to 14 Mile House to be placed within the right-of-way of State Highway Route 32, in Butte County, at a described site. This resolution would commemorate a historic hotel and other related public accommodations that served travelers in Butte County in the 18th century. **Resolution Chapter 101, 2001**

**ACR 79 (Briggs)** Declares that a county of more than 900,000 persons with an amusement park annually patronized by more than 120,000 visitors may apply to Caltrans for an exit sign on the nearest highway that is not more than two miles from the park. This authorization

would apply only if the park has the same name as the street where it is located. **Resolution Chapter 186, 2002**

**ACR 81 (Hollingsworth)** Urges Caltrans and the affected regional transportation planning agencies to consider the development of alternative transportation corridors between Riverside and Orange counties and take action to utilize all other modes of transportation for travel between these areas. **Resolution Chapter 101, 2002**

**ACR 93 (Zettel)** Designates the portion of Interstate Highway 8 from State Highway Route 67 to Greenfield Drive in the City of El Cajon as the "Donna P. Mauzy Memorial Freeway." This resolution is intended to honor the career and public service accomplishments of Officer Donna P. Mauzy who died in an accident on her way to work. **Resolution Chapter 127, 2001**

**ACR 95 (Wiggins)** Redesignates a portion of State Highway Route 37 as the "Randy Bolt Memorial Highway" in honor and recognition of Randy Bolt. Special agent Bolt was an admired and respected 13-year veteran of the Bureau of Narcotic Enforcement who died in a head-on collision on this state highway. This resolution is a tribute to his dedicated public service. **Resolution Chapter 128, 2001**

**ACR 96 (Havice)** Designates the interchange of State Highway Route 105 and State Highway 605 as the "Joe A. Gonsalves Memorial Interchange." **Resolution Chapter 129, 2001**

**ACR 98 (Runner)** Requests Caltrans to grant, without charge, an encroachment permit authorizing an appropriate historical monument and plaque to commemorate the 195 Ridge Route Highway, to be placed within the rights-of-way of State Highway Route 126 and Interstate Highway 5, where those highways converge. **Resolution Chapter 150, 2002**

**ACR 102 (Florez)** Would have designated a segment of Route 180 as the "Kirk J. Schafer Memorial Highway." The bill was subsequently amended to dedicate a portion of Route 180 in Fresno County as the Senator Jim Costa Highway. **Resolution Chapter 130, 2002**

**ACR 111 (Cardoza)** Designates, as the "CHP Officer James J. Schumacher, Jr. Memorial Highway," a 3-mile stretch of Highway 99 between the Cities of Merced and Chowchilla in Merced County. **Resolution Chapter 32, 2002**

**ACR 119 (Runner)** Designates, as the "Aerospace Highway," the 90-mile segment of Highway 14 between the Pearblossom Highway (in Los Angeles County) and Highway 395 in eastern Kern County. **Resolution Chapter 83, 2002**

**ACR 120 (Runner)** Requests Caltrans to grant an encroachment permit, without charge, authorizing the placement within the state right-of-way of a monument and plaque dedicated to the major aerospace milestones that have taken place in the Antelope Valley. **Resolution Chapter 84, 2002**

**ACR 134 (Wesson)** Designates the portion of Interstate Highway Route 10 between Interstate Highway Route 110 and Interstate Highway Route 405 in the County of Los Angeles as the "Rosa Parks Freeway." **Resolution Chapter 2, 2002**

**ACR 135 (Strickland)** Designates the portion of State Highway Route 1 located in Ventura County as the "Ventura County Vietnam Veterans Memorial Highway" and designates that portion of State Highway Route 126 between the City of Santa Paula and State Highway Route 101 as the "Korean War Veterans Memorial Highway." **Resolution Chapter 89, 2002**

**ACR 136 (Florez)** Designates State Highway Route 58, between State Routes 99 and 184, as the "Rosa Parks Highway." **Resolution Chapter 110, 2002**

**ACR 142 (Hertzberg)** Designates the interchange where State Highway Route 105 connects with State Highway Route 110 as "the Judge Harry Pregerson Interchange." **Resolution Chapter 43, 2002**

**ACR 156 (Vargas)** Designates Interstate Highway Route 8 from Greenfield Drive on the eastern city boundary of El Cajon to Nimitz Boulevard in Mission Bay in San Diego County as the "Kumeyaay Highway." **Resolution Chapter 90, 2002**

**ACR 168 (Cogdill)** Designates a specified portion of State Highway Route 99 as the "Jerry Medina Memorial Freeway." **Resolution Chapter 140 2002**

**ACR 204 (Wayne)** This measure designates, as routes to "Little Italy", the Hawthorne Street exits and the Front Street exits from Interstate 5 near downtown San Diego. **Resolution Chapter 171, 2002**

**ACR 208 (Dutra)** Would have commended the Alameda Contra-Costa Transit District (AC Transit) for its pioneering role in developing and promoting fuel cell technology for bus transit operations. **Died in the Senate Transportation Committee**

**ACR 211 (Nation)** Encourages all cities and counties to implement the policies of the State Department of Transportation Deputy Directive 64 and United States Department of Transportation's (USDOT's) design guidance document on integrating bicycling and walking when building their transportation infrastructure. **Resolution Chapter 120, 2002**

**ACR 223 (Dutra)** Designates the Mather Field Overcrossing on State Highway Route 50 in Rancho Corodova as the "Alice Livingston Memorial Overcrossing." **Resolution Chapter 144, 2002**

**ACR 234 (Canciamilla)** Designates a portion of State Highway Route 1 in San Mateo County as the Louis J. Papan Highway. **Resolution Chapter 176, 2002**

**ACR 244 (Dutra)** Would have designated a portion of State Highway Route 7 in Imperial County as the "Assemblyman David G. Kelley Highway." **Died in the Assembly Rules Committee**

**SB 246 (Brulte)** Authorizes the CTC to relinquish to the City of Rancho Cucamonga a specified portion of State Highway Route 66, upon terms and conditions the commission finds to be in the best interests of the state. **Chapter 248, Statutes of 2002**

**SB 313 (Alpert)** Deletes the January 1, 2002, sunset date, and makes conforming changes, on authorization for a demonstration program on Interstate Route 15 (I-15) which allows single-occupant vehicles (SOVs) to use high-occupancy vehicle (HOV) lanes for a fee. **Chapter 275, Statutes of 2001**

**SB 484 (Vincent)** Would have authorized Caltrans to transfer specified parcels of state property to the City of Lynwood, at no cost, and to lease the adjoining airspace at nominal rent for a term of up to 99 years. **Died on the Senate Floor**

**SB 545 (McClintock)** Sought to establish uniform requirements for the evaluation of exclusive- or preferential-use lanes for high-occupancy vehicles (HOV) based on prescriptive study components and methodology. **Died in the Assembly Appropriations Committee**

**SB 670 (Poochigian)** Would have required CTC to prepare and submit to the Legislature by March 31, 2002, a report regarding the conversion of county roads from paved surfaces to gravel surfaces and funding options and strategies to maintain street and road integrity. **Vetoed by the Governor**

**SB 857 (Soto)** Authorizes the CTC to relinquish to the City of Fontana, a specified portion of State Highway Route 66, upon terms and conditions the CTC finds to be in the best interests of the state. **Chapter 251, Statutes of 2002**

**SB 1432 (Alpert)** As approved by the Assembly Transportation Committee (June 27, 2002), this measure would have authorized the establishment of a value pricing and transit development program on the San Diego-Coronado Bridge Transportation Corridor. The bill was later amended (August 19, 2002) to delete the prior contents of the bill and insert new provisions regarding local agencies who are authorized to self-certify their housing element plans and their eligibility to receive specified bond funds. **Chapter 711, Statutes of 2002**

**SB 1488 (Polanco)** Authorizes Caltrans, in consultation with the California Integrated Waste Management Board, to require (to the extent feasible) all state highway construction and road repair projects that are not exclusively state funded to use asphalt containing crumb rubber. The bill sought to exempt the use of crumb rubber in these projects if Caltrans determined that using crumb rubber did not meet the project's engineering standards and specifications or is not cost-effective. **Died in the Assembly Transportation Committee**

**SB 1858 (Knight)** As approved by the Assembly Transportation Committee, this measure would have made a minor technical change by deleting an erroneous cross-reference in provisions of law related to the (now removed) Embarcadero Freeway (Route 480) in San Francisco. The bill was later amended (August 26, 2002) to designate Senator Knight as the

author, delete the prior contents, and insert provisions regarding the California Veterans Board and other related agencies. **Chapter 977, Statutes of 2002**

**SCR 9 (Morrow)** Designates the Twin Oaks Valley Road Bridge on State Highway Route 78 in the City of San Marcos as the "Vicente "Vince" Andrade Memorial Bridge."  
**Resolution Chapter 29, 2001**

**SCR 12 (Chesboro)** Designates a specified portion of State Highway Route 101 as the "Dave Ghilarducci Memorial Highway" and a portion of State Highway Route 71 as the "Daniel T. Fraembs Memorial Highway." This resolution honors Dave Ghilarducci for his many years of service as Fire Chief for the City of Rio Dell, and Police Officer Daniel T. Fraembs for his dedicated public service, as well as his death in the line of duty for the City of Pomona. **Resolution Chapter 92, 2001**

**SCR 14 (Oller)** Designates portions of Interstate Highway Routes 5 and 80 as California's selections for inclusion in the National Purple Heart Trail, and requests Caltrans to erect appropriate plaques and markers upon receiving sufficient donations from nonstate sources. **Resolution Chapter 79, 2001**

**SCR 17 (Costa)** Requests Caltrans to identify those transportation-related needs on State Highway Route 99 between Bakersfield and Sacramento that would result in traffic congestion relief and the increased transportation of goods. **Resolution Chapter 84, 2001**

**SCR 18 (Chesbro)** Designates a specified portion of State Highway Route 29 in Lake County as the "Earle W. Wrieden Memorial Highway." **Resolution Chapter 80, 2001**

**SCR 25 (Soto)** Commends the work of the San Bernardino Associated Governments for facilitating the Alameda Corridor East Project. **Resolution Chapter 71, 2001**

**SCR 38 (Johannessen)** Designates, as the "Francis B. Mathews Memorial Rest Area," the roadside rest area located between the communities of Hawkins Bar and Salyer on State Highway Highway 299 in Trinity County. This resolution honors the memory of Francis B. Mathews, a long-respected community leader in Trinity and Humboldt counties. **Resolution Chapter 110, 2001**

**SCR 45 (Costa)** Designates the Herndon Avenue Interchange on State Highway Route 168 in the City of Clovis as the William H. "Harry" Armstrong Interchange. **Resolution Chapter 106, 2002**

**SCR 50 (Ackerman)** Designates the interchange of State Highway Routes 55 and 91 in the City of Anaheim as the "Mark Denis Melbourne Memorial Interchange." **Resolution Chapter 104, 2002**

**SCR 52 (O'Connell)** Designates the junction of State Highway Routes 41 and 46 near Cholame in the County of San Luis Obispo as the "James Dean Memorial Junction." **Resolution Chapter 107, 2002**

**SCR 64 (Margett)** Designates the interchange of State Highway Route 30 and Interstate Highway Route 210 as the "Police Officer Louie Pompei Memorial Interchange."  
**Resolution Chapter 105, 2002**

**SCR 85 (Johannessen)** Allows memorials to be erected within the right-of-way of northbound and southbound State Route (SR) 89 in the vicinity of specified milepost markers to honor the memory of California Highway Patrol (CHP) Officer Arthur E. Dunn.  
**Resolution Chapter 125, 2002**

**SCR 86 (Johannessen)** Allows memorials to be erected within the right-of-way of northbound and southbound State Route (SR) 273 in the vicinity of specified milepost markers to honor the memory of California Highway Patrol (CHP) Officer George W. Redding. **Resolution Chapter 126, 2002**

**SCR 89 (Machado)** Designates the 12-mile segment of Interstate 5, between Eight Mile Road and French Camp Road in the City of Stockton, as the "CHP Officer Dale E. Newby Memorial Highway." **Resolution Chapter 155, 2002**

**SCR 94 (Costa)** Designates a specified portion of State Highway Route 180 as the "Deran Koligian Memorial Highway." **Resolution Chapter 158, 2002**

**SCR 104 (Murray)** Designates the interchange where Interstate Highway Route 10 meets Interstate Highway Route 110 as the "Dosan Ahn Chang Ho Interchange." **Resolution Chapter 160, Statutes of 2002**

**SCR 105 (Burton)** Dedicates a bridge on Interstate Route 80 in Sacramento and Yolo Counties as the "Caltrans Maintenance Worker Memorial Bridge." **Resolution Chapter 161, 2002**



## MASS TRANSPORTATION AND RAILROADS

**AB 391 (Kehoe)** Authorizes Caltrans to waive the requirement that an entity holding a highway encroachment permit must relocate or remove the encroachment at the entity's sole expense. This waiver applies only when the encroachment consists of a track or roadway that serves as an exclusive public mass transit guideway owned, operated and maintained by a public mass transit authority. **Chapter 152, Statutes of 2001**

**AB 405 (Salinas)** Exempts disabled passengers from the requirement to purchase a ticket for rail service when using rail feeder bus service along a portion of service area for the Capitol Corridors Joint Powers Authority (Capitol Corridors) **Chapter 245, Statutes of 2001**

**AB 630 (Oropeza)** Requires the Los Angeles County Metropolitan Transportation Authority (MTA) to perform a security assessment in conjunction with other municipal operators in Los Angeles County to determine the safety and security measures required to protect their operations and passengers. **Chapter 938, Statutes of 2002**

**AB 666 (Dutra)** As introduced, this measure would have reinstated a Caltrans highway construction program that allowed eligible projects to be accelerated through an expedited permit process. The bill was later amended (June 19, 2002) to delete the prior contents of the bill and insert provisions to establish the "Passenger Rail Project Delivery Demonstration Program" within Caltrans. **Chapter 588, Statutes of 2002**

**AB 1002 (Daucher)** As introduced, this measure would have declared the intent of the Legislature to enact legislation to implement a pilot project within the city of La Habra for the redevelopment of La Habra Boulevard and the development of Bonita Park. The bill was later amended to delete the prior contents and insert new language which would have authorized the PUC to provide for a pilot project to authorize supplementary safety measures, as defined in a specified provision of federal law, for use on rail crossings in the City of Placentia. **Died in the Assembly Appropriations Committee**

**AB 1039 (Oropeza)** Would have specified that that a violation of any ordinance, rule, or regulation enacted by specified transit districts in the state to prohibit loitering and other specified activities shall be infractions and are punishable by a fine of \$50, with subsequent violations punishable as a misdemeanor with a fine of not more that \$500. **Died in the Assembly Transportation Committee**

**AB 1079 (Oropeza)** Would have required that all transit buses operated by or under contract with public agencies and used for public transportation are equipped with two-way communication devices. **Vetoed by the Governor**

**AB 1094 (Briggs)** See Transportation Financing

**AB 1196 (Maldonado)** Would have established standards for transit operations that are tailored to promote additional funding for services dedicated to seniors and the disabled in specified non-urban counties. The bill would have augmented current guidelines aimed at insuring that all transit needs are met within a county before funds are diverted for non-transit expenditures. **Died in the Assembly Appropriations Committee**

**AB 1249 (Daucher)** Authorizes the communities of Fremont and Newark and any other locations determined to be suitable by the PUC to test the use of stationary, automated audible warning devices at highway-railroad crossings. Authorizes a pilot project to test supplementary safety measures at railroad crossings. Requires PUC to report to the Legislature on the project by March 31, 2004. **Chapter 393, Statutes of 2001**

**AB 1296 (Thomson)** As introduced, this measure was authored by Assemblyman Papan and included provisions regarding commercial fishing activities for market squid. The bill was later amended to delete the prior contents of the year, designate Assemblywoman Thomson as the author, and insert new provisions that authorize cities, counties or local transportation agencies to conduct a study of the feasibility of extending commuter or intercity rail service originating in Auburn to the City of Dixon rather than the City of Davis. **Chapter 314, Statutes of 2002**

**AB 1396 (Longville)** See Transportation Financing

**AB 1419 (Aroner)** Requires Caltrans to offer to transfer and convey specified parcels of state-owned property that are adjacent to, or necessary for, the redevelopment and reconstruction of the San Francisco Transbay Terminal Facility (Transbay Terminal) to the San Francisco Redevelopment Agency (SFRA). **Vetoed by the Governor**

**AB 1912 (Kehoe)** Allows specified transit operators to continue receiving state funding without being precluded from adopting clauses in their collective bargaining agreements prohibiting the practice of hiring part-time drivers or contracting out for transit services. **Chapter 201, Statutes of 2002**

**AB 1937 (Dutra)** Authorizes transit agencies to enter into agreements with public agencies or private developers or other entities for the joint use or joint development of property or rights. **Chapter 270, Statutes of 2002**

**AB 2078 (Kelly)** See Transportation Financing

**AB 2206 (Salinas)** See Transportation Financing

**AB 2224 (Nation)** Creates the Sonoma-Marín Area Rail Transit (SMART) District (district) and establishes a comprehensive set of powers and duties regarding the formation, governance, organization, maintenance, operation and potential dissolution of the district. **Chapter 341, Statutes of 2002**

**AB 2369 (Salinas)** Sought to enact the Transportation Accessibility Bond Act of 2002, to provide \$500 million in general obligation (GO) bonds for the purpose of funding accessibility improvements to state and local highway and transit facilities that establish or expand services for seniors or the disabled. **Died in the Assembly Appropriations Committee**

**AB 2788 (Longville)** See Transportation Financing

**SB 62 (Morrow)** Revises the requirements for a demonstration program conducted by the PUC for automated warning devices at highway-rail grade crossings and authorizes PUC to conduct the demonstration program in two additional cities. **Chapter 601, Statutes of 2001**

**SB 346 (Perata)** Directs the San Francisco Bay Area Water Transit Authority (BAWTA) to, by December 12, 2002, submit an implementation and operations plan (IOP) to the Legislature for review. **Chapter 404, Statutes of 2001**

**SB 465 (McPherson)** Creates and prescribes the membership and powers of the Santa Cruz County Regional Transportation Commission. **Chapter 472, Statutes of 2001**

**SB 690 (Costa)** Sought to limit the activities of the California High-Speed Rail Authority (HSRA) to proven technologies and systems with verifiable construction, maintenance, and operational costs. **Vetoed by the Governor**

**SB 796 (Costa)** Provides for the indefinite extension of the High-Speed Rail Authority (HSRA) and requires HSRA to submit their financial plan to the Governor and the Legislature. **Chapter 696, Statutes of 2002**

**SB 1415 (Perata)** Provides an exemption to the BART District from the California Environmental Quality Act (CEQA) for seismic retrofit of existing structures if certain conditions are met. **Chapter 970, Statutes of 2002**

**SB 1491 (Perata)** Would have consolidated the Bay Area Regional Transit Coordinating Council (RTCC) and creates the San Francisco Bay Area Regional Transit Policy Board (RTPB) to develop multiple regional transit plans and provide advice to the Metropolitan Transportation Commission (MTC) on transit issues. The bill specified the membership, powers, duties and funding of the board and repeals references to an existing RTCC. **Died in the Assembly Transportation Committee**

**SB 1799 (Poochigian)** Would have required that not less than two members of the High Speed Rail Authority (HSRA) be residents of the San Joaquin Valley, directs HSRA to make recommendations to the Legislature for further revisions to the composition of its governing board, and declares and urgency to take effect immediately. **Vetoed by the Governor**

**SB 1856 (Costa)** Enacts the Safe, Reliable High-Speed Train Bond Act for the 21st Century, to provide \$9.95 billion in general obligation (GO) bonds to fund the planning and construction of a high-speed passenger (bullet) train system and improvements to other

specified rail systems in the state. Specifies the persons and procedures for the administration of the bond provisions and establishes the details of the bond vote and makes the necessary appropriations from the General Fund to retire the bond principle and interest.  
**Chapter 697, Statutes of 2002**

**SJR 19 (Ackerman)** Memorializes the Federal Railroad Administration (FRA) to adopt regulations relating to the establishment of quiet zones as quickly as possible; memorializes the United States Congress to approve legislation providing states with the necessary funding to implement supplemental safety measures for the purpose of establishing quiet zones.  
**Resolution Chapter 107, 2001**

## OFF-HIGHWAY VEHICLES

**AB 723 (Vargas)** See Vehicle and Vessel Registration and Licensing

**AB 2274 (Keeley)** Makes technical and clarifying changes, repeals obsolete provisions, and makes a number of policy changes to the Off-Highway Motor Vehicle (OHV) Recreation Program within the Department of Parks and Recreation. The bill was subsequently amended to also expand the OHV Commission's responsibilities and frequency of meetings; require the OHV Division to submit a report explaining why people recreate off-road and presenting a strategic plan for future OHV needs; reduce the maximum legal noise limit; and require a biennial report on the results of the OHV strategic plan and resource monitoring. **Chapter 563, Statutes of 2002**

**AB 2595 (Bogh)** Would have appropriated \$3,014,549 from the Off Highway Vehicle Trust Fund to the Department of Parks and Recreation for a grant to Riverside County to acquire and develop an off-highway motor vehicle park in that county. **Died in the Assembly Appropriations Committee**

**ACR 225 (La Suer)** Acknowledges the state's Off-Highway Vehicle Recreation Program and its significant contributions to California's quality of life. Commends the program and the off-highway recreational community for their success. **Resolution Chapter 145, 2002**

**SB 1302 (Costa)** Expands the definition of all-terrain vehicles to include those motor vehicles up to 900 pounds in unladen weight that meet other existing statutory criteria. **Chapter 205, Statutes of 2002**

## **RULES OF THE ROAD**

**AB 19 (Jackson)** Would have doubled the fine in the instance of a misdemeanor and raised the penalty by one category in the uniform traffic penalty schedule in the instance of an infraction for eighteen specific types of traffic violations when the violation occurs in the vicinity of a school. Would have allowed school districts, cities, and counties to use moneys from these enhanced fines for pedestrian-bicyclist safety programs. **Died in the Assembly Appropriations Committee**

**AB 241 (Dickerson)** Would have increased the penalty for a repeat driving-under-the-influence (DUI) conviction within a 10-year period to a felony punishable by three, five or nine years in state prison and a fine between \$1,000 and \$10,000 if the defendant's current offense was a DUI or a DUI which caused injury and he or she had any of several specified prior DUI-related convictions. **Died in the Assembly Appropriations Committee**

**AB 398 (Salinas)** Requires the County of Monterey, in consultation with the CHP, to establish and administer a Safety Enhancement-Double Fine Zone pilot project on County Road 16 (also known as Carmel Valley Road) between the junction with State Highway Route 1 and the junction with Camp Stefani Road. **Chapter 481, Statutes of 2001**

**AB 563 (Maldonado)** Requires the driver of a vehicle to yield to any other vehicle approaching an intersection if that vehicle constitutes an immediate hazard to the driver. The bill requires the driver to continue to yield the right-of-way to that vehicle until the driver can proceed with reasonable safety. **Chapter 14, Statutes of 2001**

**AB 911 (Simitian)** Would have prohibited drivers from using a cellular telephone while operating a motor vehicle, unless the telephone was specifically designed to allow hands free operation and was used in that manner while driving. It would have created an exception for emergency situations. **Died in the Assembly Transportation Committee**

**AB 1783 (Firebaugh)** Would have made it an infraction to drive a motor vehicle in an unsafe manner, as a result of engaging in distracting activity that interfered with the safe operation of a vehicle. **Died in the Assembly Transportation Committee**

**AB 1886 (Jackson)** Doubles the base amount of the fine, not including any penalty assessments or other fees or additions, in the instance of a misdemeanor, and raises the penalty by one category in the uniform traffic penalty schedule in the instance of an infraction, for eighteen specific types of traffic violations when the violation occurs in the vicinity of a school. The bill was subsequently amended to limit its application to Alameda, Santa Barbara and Ventura Counties and any cities within those counties that elect to establish such programs. **Chapter 590, Statutes of 2002**

**AB 1911 (Simitian)** Would have prohibited drivers from using a cellular telephone while operating a motor vehicle, unless the telephone was specifically designed to allow hands free

operation and was used in that manner while driving. It would have created an exception for emergency situations. **Died in the Assembly Transportation Committee**

**AB 2042 (Cohn)** Would have required the DMV, in consultation with the Caltrans, to develop a statewide pilot project utilizing photo radar systems for enforcing posted speed limits in a long-term construction zone, as defined, on freeways and highways within its jurisdiction, and made other related changes. **Died in the Assembly Transportation Committee**

**AB 2402 (Rod Pacheco)** Authorizes the City of Norco, when conducting an engineering and traffic survey, to consider equestrian safety, in addition to other factors required by the Vehicle Code. **Chapter 186, Statutes of 2002**

**AB 2521 (LaSuer)** Would have required that traffic-actuated traffic signals be capable of being actuated by bicycles and motorcycles. **Vetoed by the Governor**

**AB 2582 (Chu)** Excludes paratransit vehicles that are marked on all sides with the name of the paratransit provider from vehicle-occupancy restrictions that otherwise apply on HOV lanes. This provision is applicable only if Caltrans determines that it will not subject the state to a reduction in federal highway assistance. **Chapter 277, Statutes of 2002**

**AB 2624 (J. Campbell)** Would have lowered to 25 miles per hour the maximum speed limit of roadways where low-speed vehicles may operate and would have allowed local traffic enforcement agencies and the CHP to designate for use by low-speed vehicles roadways under their respective jurisdictions that have speed limits in excess of 25 mph but not over 35 mph. Would have required the CHP to report on the safety of low-speed vehicle operation in the state, and to issue regulations based on any such report and supported by findings, prohibiting the operation of low-speed vehicles on roadways with speed limits over 25 mph. Would have allowed cities and counties, as an alternative to implementing speed limit exemptions for low-speed vehicles, to adopt a Low-Speed Vehicle Community Access Plan. **Died in the Senate Transportation Committee**

**AB 2687 (Maldonado)** Authorizes the CHP or a local agency to restrict or prohibit the transportation of hazardous materials on a highway located within the watershed of a drinking water reservoir owned or operated by a public water system. Specifies that the surrounding jurisdictions whose concurrence is required for hazardous material hauling prohibitions shall include, but not be limited to, state agencies, counties, cities, special districts, and other political subdivisions of the state. **Chapter 104, Statutes of 2002**

**AB 2700 (Mountjoy)** Would have allowed motorcycle drivers and passengers 18 years old or older to ride without a helmet if they carried on their person proof of at least \$1 million in medical insurance. The bill was subsequently amended to increase the age threshold to 21. **Died on the Assembly Floor**

**AB 2904 (Wiggins)** Would have doubled the minimum fine for operating a passenger vehicle that has an unladen weight in excess of 3,500 pounds at a speed exceeding a

maximum speed limit by 15 miles per hour or more, as specified. **Died in the Assembly Transportation Committee**

**ACR 195 (Hollingsworth)** Declares May 2002 to be Motorcycle Awareness Month and urges both motorcycle riders and automobile drivers to follow the rules of the road so that all citizens will remain safe. **Resolution Chapter 66, Statutes of 2002**

**SB 624 (Soto)** See Vehicle and Vessel Safety Requirements

**SB 1349 (Torlakson)** Authorizes a "double-fine zone" on a designated portion of State Highway Route (SR) 4 and on designated portions of SR 101. Requires Caltrans to develop a pilot project to include a segment of Route 4 between the city limits of Brentwood and the Contra Costa-San Joaquin county line and a segment of Route 101 between the Eureka Slough Bridge No 4-22 and the Gannon Slough Bridge No. 424 in Arcata. The bill also extends an existing date in statute relative to an evaluation of another transportation pilot project in Monterey County. **Chapter 378, Statutes of 2002**

**SB 1556 (Dunn)** Provides that upon the request of park owners and the adoption of a local ordinance or resolution, speed limit provisions of the Vehicle Code shall apply to the privately owned and maintained roads within a mobile home or manufactured home park, if appropriate signs are erected at the park entrances. **Chapter 284, Statutes of 2002**

**SB 1729 (McPherson)** Provides that an ordinance or resolution enacted by a local authority prohibiting the use of a particular highway by certain vehicles may impose a fine or a penalty of up to \$100 for a violation. **Chapter 177, Statutes of 2002**

**SB 1918 (Torlakson)** Provides a statutory definition for electric personal assistive mobility devices; includes a person using these devices within the definition of "pedestrian;" requires the devices to be equipped with basic safety equipment; and allows cities and counties to regulate the time, place and manner of their operation. **Chapter 979, Statutes of 2002**

**SB 1924 (O'Connell)** Prohibits a person under the age of 18 from operating or riding as a passenger on a nonmotorized scooter or a skateboard, or wearing in-line skates or roller skates, without wearing an approved helmet. **Chapter 475, Statutes of 2002**



## TRANSPORTATION AGENCIES

**AB 33 (Romero)** Would have required the Los Angeles County Metropolitan Transportation Authority (LACMTA) to place all unencumbered state, federal and local transportation monies in a state trust fund, upon receiving notice of a labor strike or lockout. The bill would have directed the State Auditor, for the duration of the strike, to monitor and transfer sufficient funds to LACMTA to maintain daily operations, and return any remaining funds upon termination of the strike or lockout. The bill would have also required the State Auditor to submit an evaluation of the impact of the labor action on LACMTA finances to the Legislature within 60 days after the end date of the strike. **Died in the Assembly Transportation Committee**

**AB 133 (Alquist)** Authorizes transportation planning agencies to include factors of local significance when preparing and adopting their long-range transportation plans, such as mobility for specific sectors of the community, including, but not limited to, senior citizens. **Chapter 99, Statutes of 2001**

**AB 311 (Bill Campbell)** Raises the maximum entry level age of CHP officers to 35 years of age. **Chapter 162, Statutes of 2001**

**AB 476 (Harman)** Would have substantially revised the membership of the governing board for the Orange County Transportation Authority (OCTA) to provide greater representation for the cities in Orange County. Specifically, the bill sought to increase, from 11 to 15 persons, the voting membership of the OCTA board of directors. **Died in the Assembly Appropriations Committee**

**AB 631 (Oropeza)** Would have required the CTC to prepare a statewide inventory assessing the condition, performance and deficiencies of the state's transportation system every five years. **Vetoed by the Governor**

**AB 889 (Daucher)** This bill would have required the Caltrans to adopt and implement a program which would have allowed it to contract out its services and equipment to other state agencies and to local governmental entities. **Died in the Assembly Transportation Committee**

**AB 976 (Vargas)** Permitted the Caltrans to waive provisions from current law that require permittees to bear the sole expense to relocate or remove an encroachment facility when the encroachment is a rail or other non-highway public mass transit facility that was developed by a publicly owned mass transit authority. **Died in the Assembly Transportation Committee**

**AB 1038 (Hertzberg)** Authorizes the State Department of Personnel Administration, when determining compensation for communications operators in the CHP, to consider the total

compensation for communications operators in comparable positions in other law enforcement jurisdictions in the state. **Chapter 786, Statutes of 2001**

**AB 1066 (Dutra)** Clarifies the duties and powers of the Santa Clara Valley Transportation Authority (VTA), authorizing VTA to administer a countywide transportation expenditure plan funded by a local sales tax if designated to do so in the plan. **Chapter 217, Statutes of 2001**

**AB 1303 (Hollingsworth)** Would have established a task force to address transportation issues involving Riverside and Orange counties. **Died in the Assembly Transportation Committee**

**AB 1361 (Cardoza)** Would have required CHP to report annually to specified legislative committees the extent to which the sufficient staffing level of the department is being attained, to update a staff report prepared in 1990, and report the results to the legislative committees. **Vetoed by the Governor**

**AB 1998 (Hollingsworth)** Would have established a 25-member task force within the Department of Transportation (Caltrans) to address transportation issues involving Riverside and Orange counties. **Died in the Assembly Transportation Committee**

**AB 2095 (Kehoe)** Would have created, subject to local voter approval, a consolidated planning and transportation agency in San Diego County, called the San Diego Regional Agency. This agency would have been, initially, a consolidation of the San Diego Association of Governments (SANDAG), the Border Development Zone Infrastructure-Financing District, the San Diego Metropolitan Transit Development Board (MTDB) and the Northern San Diego County Transit Development Board (NCTD). The regional agency would eventually have been expanded to include housing and other elements. **Died in the Senate Transportation Committee**

**AB 2148 (Chu)** This bill allows Caltrans to enter into advance contracts for storm and major damage repairs on state highways and exempts the contracts from the State Contract Act. **Chapter 239, Statutes of 2002**

**AB 2184 (Cohn)** Authorizes a California transit operator's governing board to adopt safety and security ordinances prohibiting certain types of behavior and specifying the conditions under which individuals may be on or in transit facility property or vehicles. **Chapter 650, Statutes of 2002**

**AB 2224 (Nation)** See Mass Transportation and railroads

**AB 2535 (Diaz)** Requires Caltrans collect, analyze, and summarize highway congestion data and to make it available to California Regional Transportation Planning Agencies, Congestion Management Agencies and Transit Agencies, within existing resources. **Chapter 392, Statutes of 2002**

**AB 2647 (Liu)** Deletes the requirement that Caltrans provide the Legislature with regular project delivery, project development and social service transportation reports, and exempts Caltrans from having to maintain a database list of disabled veteran business enterprises. **Chapter 168, Statutes of 2002**

**SB 18 (Alarcon)** Provides for a study of the membership and governance structure of the Los Angeles County Metropolitan Transportation Authority (LACMTA) and declares that transit districts should adopt a transit riders' bill of rights. **Chapter 538, Statutes of 2002**

**SB 774 (Margett)** Would have included recreational vehicles, other than park trailers and truck campers, within the definition of motor vehicle in regard statutory provisions related to the New Motor Vehicle Board. **Died in the Assembly Appropriations Committee**

**SB 1048 (Speier)** Allows five or more members of the board of directors of a public transportation agency created by a charter city's charter to serve ex-officio as members of the city's parking authority during their terms as board members. Allows persons appointed as members of the public transportation agency's board of directors to replace the members of a parking authority appointed pursuant to existing law and to succeed to the powers and duties of those members. **Chapter 130, Statutes of 2002**

**SB 1703 (Peace)** As passed in the Senate, would have establishes the San Diego Regional Agency (SDRA) in San Diego County by consolidating specified existing agencies to serve as the regional transportation and growth planning agency for the San Diego area. It was amended in the Assembly on August 28, 2002 to simply create a consolidated transit agency (Consolidated Agency) composed of the San Diego Association of Governments (SANDAG), the San Diego Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD). **Chapter 743, Statutes of 2002**

**SB 1740 (Murray)** Allows local service authorities for freeway emergencies to develop record retention policies relating to the operations of the authorities. **Chapter 441, Statutes of 2002**

**SB 1927 (Soto)** Requires the Omnitrans Joint Powers Authority (Omnitrans) to contract with an independent third party to prepare and submit a report to the Legislature on the environmental and public health impacts of transit bus fueling stations that are owned or operated by the authority. **Chapter 602, Statutes of 2002**

**SB 1996 (Karnette)** Would have removed the CHP from the Business, Transportation and Housing (BT&H) Agency. **Died in the Assembly Appropriations Committee**

## TRANSPORTATION FINANCING

**AB 104 (Nation)** See Vehicle and Vessel Registration and Licensing

**AB 227 (Dutra)** As introduced, this measure was authored by Assemblyman Longville, and included provisions that would have provided for the indefinite extension of provisions in current law which dedicate revenues from motor vehicle fuel sales taxes to state and local agencies for transportation purposes. The bill was later amended (June 4, 2001) to designate Assemblyman Dutra as the author, delete the prior contents of the bill, and insert provisions to extend for two additional years, provisions related to unclaimed property. **Chapter 22, Statutes of 2002**

**AB 321 (Vargas)** As introduced, this measure would have dedicated revenues from the sale and lease of new and used motor vehicles to transportation purposes, and establishes a detailed program for the expenditure of these revenues for specified transportation improvements. The bill was later amended (January 21, 2002) to delete the prior contents of the bill and insert provisions that would have authorized local agencies to form an assessment district and levy assessments in order to fund improvements and activities within business districts near transit stations. **Died in the Assembly Transportation Committee**

**AB 345 (Matthews)** Would have exempted diesel fuel used by public safety departments for their emergency vehicles from diesel fuel excise taxes. **Died in the Assembly Appropriations Committee**

**AB 381 (Salinas)** As introduced, this measure was authored by Assemblyman Papan, and included provisions that would have provided fiscal incentive to local governments to increase housing at a specified distance from transit stations. The bill was later amended to designate Assemblyman Salinas as the author, delete the prior contents, and insert provisions that require the Legislative Analyst's Office (LAO), in consultation with transit operators, providers of community transit services, and Caltrans, to conduct an analysis of changes in operating costs experienced by transit operators and providers that are beyond the control of those operators and providers, relative to farebox ratio requirements and other efficiency requirements imposed by law as a condition of receiving transit operating funds. **Chapter 745, Statutes of 2002**

**AB 403 (Bates)** Would have required the State Controller (Controller) to redistribute the unused portion of funds that are currently allocated to localities for local street improvements to other localities within the original county, rather than to other localities within the state. **Died in the Assembly Transportation Committee**

**AB 437 (Committee on Budget)** Requires Caltrans and the CTC, contingent upon funds being made available in the 2001 Budget, to establish a Rural Transit System Grant Program to purchase, construct and rehabilitate transit facilities, vehicles, and equipment for projects that serve primarily rural areas. Caltrans is required to submit a report to the Legislature on

or before June 30, 2002, describing the types of projects funded under the program. **Chapter 333, Statutes of 2001**

**AB 438 (Budget Committee)** Defers the shifting of sales tax revenues from the General Fund (GF) to the Transportation Congestion Relief Program (TCRP) for two years and extends the program for two years. **Chapter 113, Statutes of 2001**

**AB 608 (Dickerson)** Allows the adjustment of a project's programmed cost if it is delivered at a 20 percent or greater savings. Increases the amount of regional improvement fund expenditures that designated regional transportation planning agencies and county transportation commissions may request to be designated for planning, programming, and monitoring. **Chapter 815, Statutes of 2001**

**AB 879 (Keeley)** Repeals provisions that require any county collecting a \$1 vehicle registration fee surcharge for fingerprint identification programs to terminate that fee five years after the commencement of fee collection. **Chapter 986, Statutes of 2002**

**AB 974 (Calderon)** Would have added clarifying language to existing law to ensure that eligible and included municipal operators of transit service in Los Angeles County receive a proportional share of funding with respect to specified transit capital and operating funds that are administered by the Los Angeles County Metropolitan Transportation Authority (MTA). **Died in the Assembly Transportation Committee**

**AB 1094 (Briggs)** Would have established the Rail Consolidation Grant Program within Caltrans for the purpose of issuing competitive grants to counties. **Died in Assembly Transportation Committee**

**AB 1171 (Dutra)** See Highways and Bridges

**AB 1912 (Kehoe)** See Mass Transportation and Railroads

**AB 1335 (Cohn)** Seeks to expedite the delivery of a specific list of transportation projects by authorizing designated regional and local transportation agencies to expend their own transportation funds for a project, or the components of a project, that is eligible to receive funding under the Traffic Congestion Relief Program (TCRP). Funds are to be reimbursed if specified conditions are met. **Chapter 908, Statutes of 2001**

**AB 1348 (Robert Pacheco)** Would have declared legislative intent to examine and determine funding sources for the repair and construction of private roadways on the state's public college and university campuses. The bill was subsequently amended to have this provision apply solely to the California State Polytechnic University, Pomona, campus. **Died in the Senate Rules Committee**

**AB 1396 (Longville)** Would have established the Passenger Rail Improvement, Safety and Modernization (PRISM) Program for the purpose of providing \$100 million annually from the state General Fund (GF) to rail operators in the state for maintenance, rehabilitation, and

modernization of rail facilities and vehicles. **Died in the Assembly Appropriations Committee**

**AB 1410 (Hollingsworth)** Would have required the state to withhold from counties and cities that prohibit use of certain types of vessels, the taxes derived from those vessels. **Died in the Assembly Transportation Committee**

**AB 1419 (Aroner)** Requires Caltrans to offer to transfer and convey specified parcels of state-owned property that are adjacent to, or necessary for, the redevelopment and reconstruction of the San Francisco Transbay Terminal Facility (Transbay Terminal) to the San Francisco Redevelopment Agency (SFRA). **Vetoed by the Governor**

**AB 1494 (Aanestaad)** Would have required all interregional funds to be programmed and expended for the specified interregional state highways and intercity rail improvements. **Died in the Assembly Transportation Committee**

**AB 1530 (Longville)** Increases, from 50 percent to 60 percent, the percentage of the net savings paid to a transportation project contractor if the contractor's project cost reduction measures also serve to significantly reduce traffic congestion during construction. **Chapter 166, Statutes of 2001**

**AB 1705 (Transportation)** Makes minor clarifying changes and references to provisions contained in the Traffic Congestion Relief Act of 2000. **Chapter 512, Statutes of 2001**

**AB 1782 (Kehoe)** Would have enacted the Harbor and Port Protection Bond Act of 2002 and authorized, upon voter approval, the issuance of \$350 million in General Obligation bonds to finance capital improvement projects that provide enhanced security at ports and harbors. **Died in the Assembly Appropriations Committee**

**AB 2078 (Kelly)** As introduced, this measure was authored by Assemblyman Briggs and included provisions to allow rail consolidation projects to be eligible for local shares of federal funds earmarked for congestion mitigation and air quality projects. The bill was later amended (August 29, 2002) to designate Assemblyman Kelly as the lead joint author, delete the prior contents of the bill, and insert new urgency provisions regarding insurance for local health care districts. **Chapter 750, Statutes of 2002**

**AB 2206 (Salinas)** Allows unencumbered funds that were previously allocated to the City of Seaside (in the 1996-97 fiscal year) for the purpose of acquiring right-of-way for the Fort Ord Rail Station to be used by the Transportation Agency for Monterey County (TAMC) for work at the Monterey Bay Rail Station. **Chapter 736, Statute of 2002**

**AB 2275 (Aanestad)** Would have established restrictions on the ability of regional transportation agencies to include local street and road rehabilitation projects into the State Transportation Improvement Program (STIP). **Died in the Assembly Transportation Committee**

**AB 2369 (Salinas)** See Mass Transportation and Railroads

**AB 2389 (Dutra)** As introduced, this measure would have authorized the BART board of directors to make periodic increases to board compensation. The measure was later amended (August 5, 2002) to delete the prior contents and insert new provision that would have required Caltrans and the CTC to allocate 75% of the federal transportation enhancement activity (TEA) funds received by California to regional agencies as local assistance funds to be apportioned using the county share formula, and 25% of those federal funds to projects nominated by the department. **Died in the Senate Transportation Committee**

**AB 2391 (Canciamilla)** Would have expanded the pool of counties, from those with populations of 500,000 or less, to those with populations of 1 million or less, that would be eligible to receive larger allocations for regional planning functions. **Died in the Assembly Transportation Committee**

**AB 2595 (Bogh)** See Off-Highway Vehicles

**AB 2719 (Maldonado)** See Aeronautics

**AB 2788 (Longville)** Would have authorized, subject to voter approval at an unspecified statewide election, the issuance of \$500 million worth of general obligation (G.O.) bonds to finance modernization and rehabilitation of infrastructure related to regular passenger rail service. **Died in the Assembly Appropriations Committee**

**AB 2824 (Cogdill)** Would have required the Technology, Trade, and Commerce Agency to administer a program to guarantee loans for the retrofitting of oil refineries in order to meet the federal sulfur standard for diesel fuel. **Died in the Assembly Appropriations Committee**

**ACA 2 (Vargas)** Would have provided for the constitutional dedication of specified revenues from the state General Fund (GF) to transportation, and allows those funds to be loaned to the GF under specified conditions. **Died in the Assembly Transportation Committee**

**ACA 4 (Dutra)** If approved by the voters, this measure will amend the constitution to, commencing 2003, dedicate the state's share of sales tax revenue from motor vehicle fuel to transportation. **Resolution Chapter 87, 2001**

**ACA 9 (Longville)** As approved by the Assembly Transportation Committee, this measure was authored by Assmbyman Dutra and included provisions that would have provided for the constitutional dedication of revenues from the sales tax on motor vehicle fuel to transportation purposes. As amended on July 23, 2001, and approved by the voters during the March 2002 election, this measure specifies that a voter who casts a vote in accordance with the laws of this state shall have that vote counted. **Resolution Chapter 114, 2001**

**ACR 32 (Dutra)** Asks CTC, in consultation with Caltrans and local transportation planning agencies, to prepare and submit to the Legislature a study of potential decreases in transportation revenue for transportation planning agencies. **Resolution Chapter 120, 2001**

**SB 10 (Soto)** Extends, from January 1, 2002 until January 1, 2005, statutory provisions that include bicycle and pedestrian safety and traffic calming measures in high-hazard locations among the types of expenditures to be financed with specified federal safety funds, and that require Caltrans to establish and administer a "Safe Routes to School" construction program. **Chapter 600, Statutes of 2001**

**SB 521 (Alpert)** Authorizes the San Diego Association of Governments (SANDAG), in its capacity as the designated transportation commission for San Diego County, to, upon voter approval, impose an ordinance that extends the duration of a local transportation sales tax, expands the authorized expenditures of such a tax, or both. Designates the San Diego Metropolitan Transit Development Board (MTDB) as the sole applicant and administrator of specified local transportation funds within its jurisdiction. **Chapter 297, Statutes of 2001**

**SB 685 (Costa)** Revises the Fresno County Transportation Improvement Act (FCTIA) and, upon the approval of a ballot proposition by Fresno voters, authorizes the extension of the one-half percent sales tax in Fresno County for a period of up to 30 years for transportation purposes. **Chapter 474, Statutes of 2001**

**SB 759 (Murray)** Provides allocation criteria for expenditure of sales tax revenue generated by the sale of motor vehicle fuel. **Chapter 911, Statutes of 2001**

**SB 787 (Chesboro)** As passed in the Senate, this bill would have created the Rural Transit System Grant Program to provide competitive grants to public agencies in rural areas for transit capital improvements, including bus and van procurement, rehabilitation or facilities improvements. It was amended in the Assembly on August 28, 2001 to instead establish the Medicare Payment Area Task Force in the California Health and Human Services Agency, and require the task force to develop recommendations on Medicare payment areas. **Died in the Assembly Transportation Committee**

**SB 790 (Karnette)** Removed or modified certain restrictions on the authority of the CTC to advance and loan county funding shares. **Died in the Assembly Transportation Committee**

**SB 1533 (Poochigian)** See Aeronautics

**SB 1856 (Costa)** See Mass Transportation and Railroads

**SJR 17 (Vincent)** Would have urged Congress to establish a federal transportation impact assistance program to provide financial support to school districts having public schools that are located within two miles of international airports or are adjacent to federal-aid highways. **Died in the Assembly Transportation Committee**



**SJR 36 (Murray)** Expresses the Legislature's support for the efforts of the House of Representatives and the United States Senate to restore federal highway funding for 2003 to no less than the levels anticipated in the Transportation Equity Act for the Twenty-First Century (TEA-21). **Resolution Chapter 31, 2002**

## Transportation Planning and Programming

**AB 2181 (Dutra)** Revises the description of two of the specified regional transportation needs that are required to be included in the regional transportation expenditure plan developed by the Metropolitan Transportation Commission (MTC), relative to its 10-cent gas tax transportation improvement program authority. It references the Regional Transit Expansion Program (RTEP), as well as commission's Transportation for Livable Communities (TLC) Program and the Housing Incentive Program (HIP). **Chapter 161, Statutes of 2002**

**SB 473 (Perata)** This bill, with certain exceptions, would have imposed various study, analytical, transportation coordination, and contractual requirements on Metropolitan Transportation Commission (MTC) as a means of improving regional transportation planning, congestion reduction, and transportation system management. Would have required MTC to undertake a number of tasks, including the development of performance criteria for new transportation projects, and adoption of a master plan for the development of commuter rail in the Bay Area. The bill would have also required MTC and Caltrans to submit a plan for a transportation management center to the Legislature. **Vetoed by the Governor**

**SB 873 (Torlakson)** Codifies the new Regional Transit Expansion Program (RTEP), as approved by the Metropolitan Transportation Commission (MTC), and embodied in their Resolution 3434. RTEP establishes a program for the expansion of transit services in the Bay Area region over the next 25 years. **Chapter 280, Statutes of 2002**

**SB 1492 (Perata)** Requires the Metropolitan Transportation Commission (MTC) to establish performance measurement criteria for the purpose of evaluating new transportation projects for inclusion in the 2004 regional transportation plan (RTP). **Chapter 470, Statutes of 2002**

**SB 1636 (Figueroa)** Defines an infill opportunity zone (IOZ) for local development and congestion management program purposes and exempts such a zone from traffic level of service (LOS) requirements. It requires instead the use of an alternative areawide level, multimodal composite or personal level of service standard for traffic in compact infill development projects and specifies that an area may not be designated an IOZ after December 31, 2009. **Chapter 505, Statutes of 2002**

**SB 1768 (Murray)** Authorizes Caltrans to nominate transportation projects for inclusion in regional transportation improvement programs (RTIPs) to improve state highways with regional transportation funds. **Chapter 472, Statutes of 2002**

## TRUCKS

**AB 220 (Strom-Martin)** Allows licensed carriers of livestock to continue to move their cargo along specified limited-access portions of State Highway Route 101 until January 1, 2004. Also, this bill requires the CHP to conduct a study on the public safety effects of this provision and report its findings to the Legislature by May 1, 2003. **Chapter 413, Statutes of 2001**

**AB 880 (Florez)** This bill would have made several modifications to the process by which prospective employers of motor carrier drivers are required to obtain a DMV report indicating the drivers' current driving record, and would have conformed drug and alcohol testing requirements to federal law. **Died in the Assembly Appropriations Committee**

**AB 1262 (Migden)** Requires commercial motor carriers employing more than 20 full-time drivers to report to CHP whenever more than half of their drivers are replaced within a 30-day period and that a CHP safety inspection be performed. **Chapter 789, Statutes of 2001**

**AB 1280 (Reyes)** Conforms to federal law by expanding the types of serious traffic felonies which apply to commercial vehicle drivers and the types of offenses which warrant the suspension or cancellation of a commercial driving license. **Chapter 504, Statutes of 2001**

**AB 1472 (Longville)** Makes technical changes in the Vehicle and Revenue and Taxation Codes to clarify the intent and implementation of the Commercial Vehicle Registration Act of 2000, which instituted a gross vehicle weight fee system for trucks and a permanent trailer plate identification program for trailers. **Chapter 826, Statutes of 2001**

**AB 1742 (Maldonado)** Exempts, until January 1, 2006, a specified motor truck and two trailers combination used for transporting agricultural products from current vehicle length restrictions. **Chapter 560, Statutes of 2002**

**AB 2051 (Dickerson)** Allows truck combinations that transport agricultural biomass to include a front trailer with a length of up to 32 feet. **Chapter 442, Statutes of 2002**

**AB 2876 (Firebaugh)** As passed in the Assembly this bill prohibited DMV from renewing the registration of any commercial motor carrier unless it received a valid copy of a DMV-issued carrier identification number, a motor carrier permit (if applicable), and proof of payment of applicable inspection fees. As amended in the Senate on August 28, 2002 it would have required a railroad company to remove unauthorized graffiti or markings from any railroad overpass over a state highway within 90 days of receiving a complaint regarding the graffiti or markings. **Died in the Senate Appropriations Committee**

**AJR 23 (Longville)** Would have memorialized the President and the U. S. Secretary of Transportation to adopt standards for technologies to record drivers' hours of service that are

performance-based, recognize individual drivers, are capable of roadside and inspection facility enforcement, and apply uniformly on a nationwide basis upon a common effective date. **Died in the Assembly Transportation Committee**

**SB 46 (Polanco)** Authorizes DMV to establish contracts with qualified private industry partners for electronic programs to provide vehicle title and vehicle registration transactions; establishes, until January 1, 2003, a Tow Truck Advisory Committee to develop proposed statewide tow truck standards and report to the Legislature on or before December 31, 2002; makes it unlawful for CHP rotation tow truck operators to knowingly provide certain false information on applications for a tow truck driving certification, or fail to comply with certain notification requirements; requires the keeper of a garage, upon demand during normal business hours, to give any personal property in or on a vehicle to the vehicle's current registered owner or the owner's agent without charge. **Chapter 127, Statutes of 2001**

**SB 636 (Karnette)** Requires Caltrans to update its study on vehicle length, and limit, under certain conditions, the operation of vehicles with a kingpin to rear axle (KP-RA) length less than 38 feet. **Died in the Assembly Transportation Committee**

**SB 734 (Karnette)** Reestablishes DMV authority to regulate trailer dealers; authorizes DMV to issue a permit to allow, for a period of not more than 15 continuous days, the unladen operation of a vehicle or vehicle combination last registered by a California resident, if the vehicle's International Registration Plan (IRP) registration has expired or been terminated. **Chapter 539, Statutes of 2001**

**SB 767 (Karnette)** Would have authorized DMV to issue a permit to allow, for a period of not more than 15 continuous days, the unladen operation of a vehicle or vehicle combination last registered by a California resident if the vehicle's registration has expired or been terminated, and DMV has received a completed application, a fee of \$30, and proof of financial responsibility for the vehicle. The bill was subsequently amended to remove those provisions, change the author to the Senate Budget Committee, defer the shifting of sales tax revenues from the General Fund to the Transportation Congestion Relief Program for two years, and extend that program for two years. **Died on the Assembly Floor**

**SB 871 (Burton)** Allows any person who suffers an injury caused by the driver of a commercial vehicle to recover treble damages from the driver's employer if the driver was under the influence of alcohol or a controlled substance at the time of the injury and the driver's employer willfully failed to comply with any drug and alcohol testing and employment history investigation requirements of federal law in regard to the involved driver; provides that an applicant for employment as a commercial driver or as an owner-operator may not be placed on duty by a motor carrier until the preemployment test for controlled substances and alcohol use has been completed, a negative test result has been reported, and the motor carrier has investigated the driver's employment history as required under federal law. **Chapter 298, Statutes of 2001**

**SB 964 (Costa)** Authorizes cotton module movers to operate on any highway within certain counties between September 15 of each year and March 15 of the following year. Also, this bill prohibits the operation of the mover in these counties if the operator fails to possess a driver's license appropriate for that vehicle, the mover's equipment and lighting standards are not compliant with state law, or the mover's gross axle weight exceeds the current allowable weight for tandem axles by more than 6,000 pounds. **Chapter 497, Statutes of 2001**

**SB 1257 (Murray)** Requires the entity responsible for loading hazardous waste into a vehicle to ensure that the driver is in possession of the license and endorsement appropriate to that load. Prohibits a motor carrier from directing the vehicular shipment of a hazardous material unless the vehicle is equipped with a two-way communication device and unless an enclosed cargo body attached to the chassis remains locked during the transit of hazardous materials and is opened only under specified circumstances. Requires drivers transporting hazardous materials to verify and document that locked containers have their locks in place if the vehicle has been left unattended. **Chapter 610, Statutes of 2002**

**SB 1922 (Romero)** Exempts from hazardous waste manifest and transporter registration requirements single shipments of up to 5,000 gallons of mineral oil generated by a public utility, local publicly owned utility, or municipal utility. **Chapter 327, Statutes of 2002**

**SB 2079 (Burton)** Clarifies that a motor carrier's "direction and control" of an owner-operator exists when, among other things, the owner-operator has performed transportation services for the motor carrier for 60 calendar days within the last 90 calendar days. Requires an owner-operator to notify all other motor carriers with whom he or she is under contract when the owner-operator meets the criteria that define direction and control. Requires DMV, when suspending a motor carrier's permit for failure to comply with federal drug and alcohol testing requirements, to furnish written notice of the suspension and to hold a hearing within a specified timeframe. Prohibits an owner-operator from providing transportation services until he or she has completed drug and alcohol pre-employment tests and has had negative results reported from those tests. Holds every motor carrier classified as an owner-operator responsible for notifying all other motor carriers with whom they are under contract when they no longer qualify as owner-operators. The bill was subsequently amended to also provide that pupils who have completed driver education or driver training at a private elementary or secondary school may be eligible for provisional driver's licenses and that an instructor providing driver's education at a private secondary school need not be credentialed or certified. **Chapter 774, Statutes of 2002**

## VEHICLE AND VESSEL REGISTRATION AND LICENSING

**AB 104 (Nation)** Would have authorized the imposition of a fee of up to \$4 on all vehicle registrations in specified Bay Area counties to finance the Motor Vehicle Mitigation Subaccount, if approved by a majority vote of the board of supervisors in those counties. The Subaccount would fund projects and programs to prevent, reduce, remediate, or mitigate the adverse environmental impacts of motor vehicles. **Vetoed by the Governor**

**AB 107 (Nation)** Would have reduced the minimum waiting period prior to the sale of a wrecked vessel at auction if no claimant for the vessel has appeared. Would have reduced the amount of time a wrecked vessel must be left unattended prior to its being considered abandoned. Would have allowed the local agency controlling the land where a vessel has been abandoned to impose a fine on the person who abandoned the vessel. Would have allowed the removal of a vessel illegally moored or docked for more than 72 hours on public property or determined by a marine surveyor to be unseaworthy. Would have increased the maximum estimated value of a wrecked or abandoned vessel that could be sold by the public agency that removed it. **Died in the Senate Judiciary Committee**

**AB 337 (Correa)** As passed in the Assembly, required insurers to give written notice on a prescribed Department of Motor Vehicles (DMV) form to the insured or owner regarding their obligation to obtain a salvage or nonrepairable vehicle certificate. It also corrected an inconsistency in language in the Vehicle Code (VC) relating to total loss salvage vehicles. It was amended in the Senate on August 20, 2002 to allow SB 1879 (Poochigian), an urgency bill, to proceed separately from this bill. It builds upon SB 1879 by specifying the information required to be included by private research companies that produce compliance documents for special property tax assessments. **Chapter 771, Statutes of 2002**

**AB 527 (Kehoe)** Reduces the fee for replacement decals used on special interest license plates sponsored by veterans' organizations, from \$35 to \$10, effective July 1, 2002. **Chapter 201, Statutes of 2001**

**AB 723 (Vargas)** Extends until January 1, 2007, the sunset on an \$8 surcharge on off-highway vehicle (OHV) service fees, the proceeds of which are used for acquiring, constructing, maintaining, and operating facilities for the use of off-highway motor vehicles; controlling the operation of motor vehicles in areas off the highways where their operation is restricted or prohibited; and reconstructing and repairing damage caused by the use of OHVs on property where their operation is prohibited. **Chapter 227, Statutes of 2001**

**AB 834 (Briggs)** Would have authorized the owner of any automobile from the 1969 or older model year or any commercial vehicle or light truck from the 1972 or older model year to utilize license plates of this state with the date of year corresponding to the model year date when the vehicle was manufactured. **Vetoed by the Governor**

**AB 871 (Cox)** Permits private nonprofit charitable, religious, or educational institutions or organizations to sell donated vehicles on behalf of other nonprofit groups. **Chapter 460, Statutes of 2001**

**AB 1250 (Florez)** As passed in the Assembly, this bill established a marginal well and exploratory tax credit for natural gas and oil production in California to help reduce the state's reliance on outside sources of natural gas and oil and increase production. The bill was amended in the Senate on June 10, 2002 to instead require the California Highway Patrol (CHP) to implement a statewide Safety and Farm Labor Vehicle Education Program, focused primarily on the South Sacramento Valley, the Salinas Valley, the Central Valley, and the Imperial Valley. **Vetoed by the Governor**

**AB 1258 (Wiggins)** Allows, until December 31, 2001, rental car companies that have been in business for at least the last two years to rent for use in this state passenger vehicles that are registered in other states, if those vehicles are of the model year 2000, 2001, or 2002. This authorization is conditioned upon findings being made by ARB and DMV regarding air quality and the availability of California-registered rental passenger vehicles. **Chapter 465, Statutes of 2001**

**AB 1406 (Hollingsworth)** Would have required DMV to issue sportspersons' special interest license plates if specified conditions were met. The bill was subsequently amended to instead appropriate federal funds for the purpose of remediating losses by grape producers from Pierce's disease. **Died in the Senate Agriculture & Water Resources Committee**

**AB 1621 (Cardenas)** Provides that for vehicles whose registrations are issued pursuant to the International Registration Plan (IRP) or on a partial-year basis, the registrations shall be deemed to expire the following year for the purposes of applying any future increase or reduction in the vehicle license fee (VLF). **Chapter 868, Statutes of 2001**

**AB 1759 (Wesson)** Requires DMV to design and make available a California Memorial license plate. Directs the proceeds from these plates to the California Memorial Scholarship Fund and the Antiterrorism Fund, which the bill creates. **Chapter 38, Statutes of 2002**

**AB 1780 (Nation)** Would have prohibited DMV from charging a fee to a person who submits a document to DMV through the use of electronic media. **Died in the Assembly Appropriations Committee**

**AB 1906 (Longville)** Limits the special \$2 vehicle license fee for historical vehicles solely to those vehicles that have been assigned special identification plates allowing the movement of those vehicles over the highway primarily for the purpose of historical exhibition. **Chapter 528, Statutes of 2002**

**AB 1915 (Lowenthal)** Requires DMV to issue, immediately upon the request, new and different license plates to a vehicle's registered owner who personally presents: proof of ownership of the vehicle; a driver's license or identification card verified as authentic by

DMV; the vehicle's previously issued license plates; and documentation indicating the vehicle's owner to be a domestic violence victim. **Chapter 80, Statutes of 2002**

**AB 2162 (Negrete McLeod)** Would have established a License Plate Coastal Access Account within the State Coastal Conservancy Fund and required half the net proceeds from the coastal license plate program to be deposited into this account rather than into the Environmental License Plate Fund. **Died in the Assembly Appropriations Committee**

**AB 2248 (La Suer)** Would have required DMV to design and make available for issuance special interest license plates that bear a design containing the words "Choose Life," contingent upon sponsors meeting existing statutory criteria regarding special interest license plates. Would have required each county to distribute the funds to nongovernmental, not-for-profit agencies within the county that provide counseling and other services that meet the needs of pregnant women who are committed to placing their newborn children for adoption. **Died in the Assembly Transportation Committee**

**AB 2276 (Dutra)** Exempts authorized emergency vehicles operated by peace officers from the state placarding requirement in certain circumstances. **Chapter 241, Statutes of 2002**

**AB 2303 (Runner)** Waives the need for a new smog inspection certificate of compliance or certificate of noncompliance in order to transfer ownership of a vehicle if the initial application for transfer was submitted within the 90-day validity period of a previously-issued smog certificate. **Chapter 127, Statutes of 2002**

**AB 2362 (Canciamilla)** Authorizes peace officers who reasonably suspect that vessels are discharging into no-discharge areas to board those vessels in order to inspect their marine sanitation equipment for proper operation and to place dye into the holding tanks. **Chapter 293, Statutes of 2002**

**SB 106 (Sher)** Allows a county's abandoned vehicle abatement program fee to be extended for up to 10 years if the county board of supervisors, by a 2/3 vote, and a majority of the cities having a majority of the county's incorporated population, adopt resolutions extending the fee. **Chapter 175, Statutes of 2001**

**SB 180 (Speier)** Delays until January 1, 2007, the effective date of statutes that exempt vehicle owners with residence addresses in San Francisco and Los Angeles Counties from the requirement to show evidence of financial responsibility when renewing their registrations or when requested by a peace officer or traffic investigator. Becomes effective only if Senate Bill 1427 (Escutia) is also enacted. **Chapter 666, Statutes of 2002**

**SB 481 (Speier)** Requires advertised vehicles to be sold at or below the advertised total price regardless of whether the purchaser has knowledge of the advertised total price; requires vehicle dealers to display in their showrooms price listings of all vehicles advertised for sale that meet specified criteria; allows the advertised total price of a vehicle to exclude the California tire fee. **Chapter 441, Statutes of 2001**



**SB 1100 (Johannessen)** Exempts from continuing education requirements those used vehicle dealers operating exclusively on a wholesale basis who annually sell less than 50 vehicles subject to registration. **Chapter 93, Statutes of 2001**

**SB 1173 (Johannessen)** Requires DMV, whenever an application is made for the registration of a replacement case for a motorcycle, to request CHP to determine the motorcycle's proper identity. If the replacement case bears the same identifying numbers as the engine case being replaced, the original engine case would be required to be destroyed. **Chapter 94, Statutes of 2001**

**SB 1331 (Speier)** Prohibits the vehicle frame, or unitized frame and body, of a nonrepairable vehicle from being titled or registered. Provides that the inspection of a total loss salvage vehicle by DMV does not preclude referral to the CHP for an additional inspection. Provides that if a vehicle was originally manufactured with a supplemental restraint system, the reconstructed vehicle is required to be equipped with a like system in good working order that meets safety standards and conforms to manufacturer's specifications. Requires a salvage vehicle rebuilder to provide the buyer of a salvage vehicle with a certificate of inspection, or documentation of a vehicle identification number inspection, upon the sale or transfer of the vehicle. Deletes a scheduled January 1, 2003 sunset on the imposition of the \$50 inspection fee pertaining to salvage vehicles. **Chapter 670, Statutes of 2002**

**SB 1578 (Johannessen)** Eliminates the requirement that the 500 registrations provided annually to specially constructed vehicles under SB 100 (Chapter 871, Statutes of 2001) be limited to initial registrations. Clarifies that the 500-vehicle annual limitation does not apply to the renewal of registration of a vehicle registered pursuant to SB 100. **Chapter 693, Statutes of 2002**

**SB 1743 (Speier)** Requires DMV to ensure that salvage certificates are readily distinguishable from certificates of title and that they contain the word "salvage." Requires DMV to develop a database, to be established and accessible on the department's website, to provide information to consumers on vehicles declared salvage or acquired by dismantlers. Requires an insurer to notify DMV when the owner of a totaled salvage vehicle enters into a settlement with the insurer to retain possession of the vehicle. Establishes a salvage pool licensing requirement. **Vetoed by the Governor**

**SB 2073 (Johannessen)** As introduced, this would have created the Short Line Railroad Improvement Account and authorize Caltrans to make grants to individual short line railroads for capital improvements, restoration, equipment purchases, matching funds and related expenditures. The bill was later amended (August 29, 2002) to delete the prior contents and insert new provision to reduce the minimum dealer bond requirement to \$10,000 for wholesale dealers who sell fewer than 25 vehicles per year. **Chapter 1110, Statutes of 2002**

**SB 2076 (Bowen)** Repeals the option for a seller of salvage vehicles to meet disclosure requirements by prominently posting a notice at his or her place of business declaring that the seller sells total loss salvage vehicles. Repeals the exemptions granted to financial

institutions, leasing companies, occupational licensees of DMV, insurers, and self-insurers from disclosure requirements related to the sale of salvage vehicles. **Chapter 826, Statutes of 2002**

## VEHICLE AND VESSEL SAFETY REQUIREMENTS

**AB 537 (Canciamilla)** Would have made it a misdemeanor for a person to secure, anchor, or moor, or permit the securing, anchoring, or mooring of a vessel in a harbor, waterway, or maritime facility, if the vessel is unseaworthy, as defined, is in a badly deteriorated condition, is likely to sink, is likely to damage docks, wharves, floats, or other vessels, or any combination thereof, or is likely to become a hazard to navigation. **Died in the Assembly Transportation Committee**

**AB 759 (Shelley)** Would have allowed any city or county to adopt an ordinance banning the use of personal watercraft on any navigable water within its jurisdiction. **Died on the Assembly Floor**

**AB 841 (Havice)** Restricts the sale of any vehicle with an inflatable restraint system (airbag) compartment unless that compartment contains an operable airbag. **Died in the Assembly Transportation Committee**

**AB 2005 (Nakano)** Adds certain moving violations to existing law which requires vessel operators to pass a boating safety course if convicted of specified moving violations. Make the nighttime-prohibition hours for personal watercraft operation consistent with the hours for water skiing (sunset to sunrise), instead of one-half hour after sunset and one-half hour before sunrise. Excludes diveboard users from existing life jacket requirements. **Chapter 383, Statutes of 2002**

**SB 42 (Speier)** Extends to January 1, 2002 the implementation date for the requirement that parents restrain their children who are six years or older or weigh 60 pounds or more in a seat belt or child passenger restraint system. The bill also makes several technical changes to current law. **Chapter 84, Statutes of 2001**

**SB 624 (Soto)** Requires that when specified waste materials are transported on the roadways for disposal or recycling the materials must be covered. **Chapter 279, Statutes of 2001**

**SB 637 (McPherson)** Adds Monterey Bay to those waters where pilots licensed by the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun have exclusive authority to pilot vessels from the high seas and within the bay. Piloting vessels in or out of Monterey Bay without such a license would be a misdemeanor. **Chapter 177, Statutes of 2001**

**SB 1353 (Perata)** Establishes a schedule of incremental changes to the rates and special surcharges that bar pilots may impose upon vessels that they move in and out of the Bays of San Francisco, San Pablo, Suisun and other specified inland tributaries. **Chapter 765, Statutes of 2002**

**SB 1507 (Romero)** Requires that any citation for the defective condition of an intermodal chassis be issued to the entity responsible for the inspection and maintenance of the chassis rather than the driver, unless the driver is also the owner. **Chapter 897, Statutes of 2002**

**SB 1555 (Torlakson)** Would have established the Pedestrian and Bicyclist Mobility and Safety Fund to provide grants to local governments and non-profit organizations to fund bicycle and pedestrian education programs. The fund would be established through a \$5 assessment to drivers' license renewal fees for drivers who have two or more points on their record. **Vetoed by the Governor**

**SB 1891 (Perata)** Would have authorized the creation of an online bicycle registration service to register bicycles and issue licenses. The bill also prohibits, on and after January 1, 2006, any bicycle retailer from selling any new bicycle in this state unless the serial number as specified is preceded by the letters "SN" legibly and permanently stamped or cast on the frame in not less than one-eighth (1/8) of an inch in size. **Vetoed by the Governor**

**SB 2072 (Karnette)** Provides for the indefinite extension of the authority for Caltrans to issue special permits to allow the operation of specified oversized vehicle combinations on specified freeways near the Ports of Long Beach and Los Angeles. **Chapter 229, Statutes of 2002**

## MISCELLANEOUS

**AB 67 (Firebaugh)** Allows motor homes up to 45 feet in length to operate on certain highways as long as the driver of the motor home meets certain driver's license requirements. Also, this bill requires the establishment of a committee to develop a public awareness and outreach campaign to educate manufacturers, sellers, and owners of motor homes about where those vehicles can legally operate in California. **Chapter 658, Statutes of 2001**

**AB 411 (Diaz)** This bill would have made several clarifying amendments to current law, extending operative and sunset dates and establishing a pilot program called Operation Safe Passage (OSP) in three of the state's metropolitan areas to address issues of bicycle and pedestrian safety and traffic calming. **Died in the Assembly Transportation Committee**

**AB 770 (Nakano)** Requires that any collision report prepared by a member of the CHP, or any other peace officer, to include information as to whether a cellular telephone or any other distraction was a possible contributing factor to the collision. It defines distractions and requires the CHP to study the data gathered and to issue recommendations to the Governor and Legislature. **Chapter 710, Statutes of 2001**

**AB 965 (Mountjoy)** Requires Caltrans, upon request of an immediate family member or other specified individual, to erect signs in memory of a relative lost to an accident caused by drunk driving. The bill authorizes that the signs be placed either at or near the site where the accident occurred. **Chapter 864, Statutes of 2001**

**AB 1057 (Cogdill)** Would have authorized a tax credit equal to 50% of the amount paid or incurred, or the fair market value of the materials, equipment, or services donated by a taxpayer participating in the Adopt-A-Highway program. **Died in the Assembly Revenue and Taxation Committee**

**AB 1220 (Pavley)** Requires Caltrans to revive a program that would develop shared-use agreements for public use of private parking lots as park-and-ride facilities in Caltrans District 7. **Chapter 759, Statutes of 2001**

**AB 1225 (Cedillo)** Would have established the Downtown Transportation Infrastructure Account (DTIA) and requires Caltrans to use this account to make competitive grants available to cities and counties for projects related to improving and upgrading transportation infrastructure in downtown areas. **Died in the Assembly Appropriations Committee**

**AB 1538 (Cox)** Would have required the DMV to transfer to the Secretary of State the digitized signatures of those who register to vote when they apply for or renew a driver's license. **Died on the Senate Floor**

**AB 1706 (Transportation)** Enacts the Assembly Transportation Committee's annual omnibus bill of noncontroversial and technical provisions. **Chapter 597, Statutes of 2001**

**AB 1707 (Assembly Transportation Committee)** Enacts the Assembly Transportation Committee's annual omnibus bill of non-controversial and technical provisions. The bill makes many small, but significant, changes to the Streets and Highways Code and the Vehicle Code. **Chapter 739, Statutes of 2001**

**AB 2031 (Canciamilla)** Would have reinstated a pilot project conducted in Los Angeles County that requires specified criteria and procedures for funeral processions. **Died in the Senate Transportation Committee**

**AB 2397 (Correa)** Establishes within the Vehicle Code a number of provisions currently included in state regulations dealing with the advertising of motor vehicles. **Chapter 947, Statutes of 2002**

**AB 2511 (Dutra)** Allows the Santa Clara Valley Transportation Authority (VTA) to avoid project delivery delays in connection with a transit or transportation capital improvement project, by authorizing those agencies, under specific circumstances, to assume utility relocation work from a utility that has abandoned the work. **Chapter 655, Statutes of 2002**

**AB 2522 (Dutra)** Requires the CHP, in cooperation with the Office of Emergency Services (OES) and the California National Guard, to perform a risk assessment of California's transportation system. For each potential threat or security deficiency identified in the risk assessment, there must be included one or more recommended measures to mitigate those risks. A confidential report of the CHP's findings and recommendations is required to be submitted to the Governor and the legislative leadership not later than January 1, 2003. **Chapter 243, Statutes of 2002**

**AB 2592 (Maddox)** As passed by the Assembly, this bill created an infraction for knowingly being present at an illegal motor vehicle speed contest or exhibition on a highway in order to either watch such activity or witness preparations for it. This bill was amended in the Senate on August 5, 2002 to instead expand the mandatory DNA data bank submission laws, currently applicable only to felony convictions, to include misdemeanor convictions that require sex offender registration. **Died in the Senate Public Safety Committee**

**AB 2623 (Mountjoy)** Would have expanded the definition of gross vehicular manslaughter (GVM) while intoxicated to include the unlawful killing of the fetus of another human being and would have imposed punishment of two, three, or four years in state prison for such unlawful killing. **Died in the Assembly Public Safety Committee**

**AB 2650 (Lowenthal)** Requires each marine terminal in the state to operate in a manner that does not cause diesel trucks to idle for more than 15 minutes while waiting to load or unload at the terminal. Subjects any owner or operator of such a facility that operates in violation of this act to a \$250 fine per vehicle per violation. Exempts terminals that provide specified hours of uninterrupted, fully-staffed receiving and delivery gates each day. The bill was

subsequently amended to increase the idling standard to 30 minutes and to grant exemptions to terminals that provide two continuous hours of uninterrupted, fully staffed receiving and delivery gates two hours prior to, and after, peak commuter hours five days per week. Until July 1, 2003, an exemption is also provided for terminals that implement an appointment system for trucks. **Chapter 1129, Statutes of 2002**

**AB 2765 (Reyes)** Would have made it an infraction for being knowingly present at an illegal motor vehicle speed contest or speed exhibition on a public street for the purpose of watching the contest or exhibition, or watching preparations for it. **Died in the Assembly Transportation Committee**

**AB 2851 (Cogdill)** As introduced, this measure was authored by Assemblyman Dutra and included provisions regarding passenger restraint systems. Subsequent amendments (May 6, 2002) delete the prior contents of the bill, designate Assemblyman Cogdill as the author, and insert new provisions regarding reporting requirements for Mello-Roos community facilities. **Chapter 960, Statutes of 2002**

**AB 3024 (Transportation)** Makes various technical, non-substantive changes relating to transportation. **Chapter 758, Statutes of 2002**

**AB 3025 (Transportation)** This bill extends the completion date for specified Environmental Enhancement and Mitigation (EEM) Program projects and creates a stepped-up incremental payments formula for mobilization costs involving toll bridge replacement and retrofit projects. It also designates a California Historic Parkway in San Diego County. **Chapter 965, Statutes of 2002**

**AB 3026 (Transportation)** The provisions included in this omnibus bill entailed only minor non-controversial policy matters and non-substantive changes and corrections which had no opposition. The provisions pertain principally to sections in the Government, Streets and Highways, Public Contract, Public Resources and Public Utilities Codes. **Chapter 438, Statutes of 2002**

**AB X2 77 (Dutra)** Authorized a transportation authority to assume from a public utility the work of relocating utilities that relates to a project of the authority if the public utility defaults on executing utility relocation work under a relocation agreement with the authority, and would authorize the authority to issue contracts with another qualified entity to conduct the utility relocation work. **Died in the Assembly Transportation Committee**

**HR 31 (Havice)** Urges Caltrans to examine ways to improve pedestrian safety. **Adopted by the Legislature**

**HR 35 (Havice)** Memorializes that legislation be passed to enable local, state and federal off-duty peace officers, as well as retired peace officers, to carry concealed handguns and loaded firearms in privately owned public venues. **Adopted by the Legislature**

**SB 91 (Figueroa)** Prohibits an unlicensed person acting as a vehicle dealer or lessor-retailer from enforcing any security interest or seeking to recover any money or property or obtain any other relief from the purchaser or lessee of a vehicle. **Chapter 407, Statutes of 2002**

**SB 237 (Vincent)** Requires the placement of roadside signs about the illegal abandonment or dumping of animals. It also requires that DMV include language within the California Drivers Handbook regarding the abandonment and/or dumping of animals and a test question on the driver's license examination regarding this issue. **Chapter 300, Statutes of 2001**

**SB 255 (Speier)** Makes it an infraction to leave a child under the age of six unattended in a motor vehicle and creates a fund for an education campaign regarding the dangers of leaving children in vehicles. It also establishes a fine distribution formula for this campaign. **Chapter 855, Statutes of 2001**

**SB 289 (Transportation)** This bill would have made various non-controversial and technical changes to the Revenue, Taxation, and Vehicle Codes. It was subsequently dropped and its provisions were placed in AB 1582, which became the Senate Transportation Committee's omnibus bill. **Died in the Assembly Transportation Committee**

**SB 290 (Senate Transportation Committee)** Enacts the Senate Transportation Committee's annual omnibus bill of non-controversial and technical provisions. The bill makes many small, but significant, changes to the Business and Professions Code, the Government Code, the Public Utilities Code, Public Contracts Code, the Streets and Highways Code and the Vehicle Code. **Chapter 825, Statutes of 2001**

**SB 345 (Perata)** Would have required Caltrans and CHP, no later than January 1, 2003, to establish a traffic incident management plan for Caltrans' District 4 (i.e., Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties). **Vetoed by the Governor**

**SB 667 (Peace)** Requires the yellow light change intervals at intersections equipped with automated enforcement systems to be in accordance with the uniform standards established by Caltrans. **Chapter 496, Statutes of 2001**

**SB 1081 (Johannessen)** Requires CHP noise regulations to provide that exhaust systems installed on motor vehicles, other than motorcycles, weighing less than 6,000 pounds emit no more than 95 decibels (dba); authorizes the dismissal of any prosecution for a violation of vehicular noise statutes if the cited vehicle is equipped with an exhaust system that complies with CHP regulations. **Chapter 92, Statutes of 2001**

**SB 1086 (Alarcon)** Would have provided, to the extent funds were made available from the General Fund to the California Energy Commission (CEC), grants or loans for projects that demonstrate the viability of converting landfill gas into liquefied natural gas for use as transportation fuel. The bill was subsequently amended to delete those provisions, list Senator Alpert as the author, and extend to January 1, 2005 the requirement for the



Department of Fish and Game to submit a draft Master Plan for a Marine Life Protection Program. **Died in the Water Parks & Wildlife Committee**

**SB 1420 (Johannessen)** Requires smog stations providing referee functions to test vehicle exhaust systems and issue certificates of compliance for vehicles that have received noise citations and comply with noise standards. Authorizes a fee to be charged for certificates of compliance that recovers the costs of the Department of Consumer Affairs. Would have required courts to dismiss actions for noise violations if a certificate of compliance has been issued. The bill was subsequently amended to make dismissal of noise violation actions permissive in these circumstances. **Chapter 569, Statutes of 2002**

**SB 1458 (Romero)** Would have increased the amount of the required surety bond for all motor vehicle dealers and remanufacturers to \$50,000. The bill was subsequently amended to exempt from that provision the bond for motorcycle dealers, which will remain at \$10,000. **Chapter 303, Statutes of 2002**

**SB 1489 (Perata)** This bill is an effort to address the problems and dangers inherent in automobile "sideshows." It expands a peace officer's authority to have a person arrested and taken into custody and the vehicle impounded for up to 30 days for all instances of reckless driving, whether or not connected to a speed contest, or exhibitions of speed on a highway. **Chapter 411, Statutes of 2002**

**SB 1581 (Transportation)** Would have made various non-controversial technical and technical changes to the Vehicle Code. It was subsequently dropped and its provisions were placed in AB 1582, which became the Senate Transportation Committee's omnibus bill. **Died in the Assembly Transportation Committee**

**SB 1582 (Transportation)** This committee bill became the Senate Transportation Committee's sole omnibus bill, containing non-controversial and technical provisions. **Died in the Assembly Appropriations Committee**

**SB 1857 (Transportation)** This committee bill became the Senate Transportation Committee's sole omnibus bill, containing non-controversial and technical provisions. **Vetoed by the Governor**

**SJR 18 (Alarcon)** Urges the United States Congress to support currently pending federal legislation that will provide enhanced retirement benefits for railroad retirees and their survivors. **Resolution Chapter 106, 2001**