

2000

## Summary of Legislation 1999-2000

Assembly Committee on Transportation

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# ASSEMBLY COMMITTEE ON TRANSPORTATION

## SUMMARY OF LEGISLATION 1999-2000

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NON-CIRCULATING

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## INTRODUCTION

This report contains summaries of bills that were referred to, and considered by, the Assembly Transportation Committee during 1999-2000. 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 legislation is effective the following January 1.

## OVERSIGHT HEARINGS

March 1, 1999	High-Speed Rail Authority
April 15, 1999	Gas Prices
April 22, 1999	Highway 4 Congestion
June 7, 1999	Gas Prices
June 28, 1999	MTA – Blue Line
July 16, 1999	Joint Hearing with Senate Transportation Committee Alameda Corridor Project
November 16, 1999	Bay Area Transit Issues
November 18, 1999	"Orange Crush"
February 1, 2000	Joint Hearing with Senate Transportation Committee State Route 91 Express Lanes
March 28, 2000	Gas Prices
August 7, 2000	Toll Collection Systems

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## ABANDONED VEHICLES, PARKING, TOWING

**AB 342 (Cox)** Allows the owner or operator of any premises used in conjunction with any agricultural, farming, mining, ranching, or motor vehicle repair business to be excluded from the definition of automobile dismantler. To be excluded from the definition of automobile dismantler, the business must sell only vehicle parts for use in its own repairs, or must be engaged in reducing vehicles to their component parts, or the owner or operator of the premises must have two or more unregistered and inoperable vehicles that are held or used for restoration. **Chapter 316, Statutes of 1999**

**AB 1276 (Wildman)** Increases the fines that may be imposed upon persons who are convicted of violations relating to the fraudulent use of a disabled person placard. **Chapter 215, Statutes of 2000**

**AB 1792 (Villaraigosa)** Makes changes in the application process for disabled placards, increases the penalty for misuse of a placard, and requires the State Department of Motor Vehicles to conduct a specified audit of placard applications. **Chapter 524, Statutes of 2000**

**AB 2729 (Wesson)** Increases penalties for a person convicted of illegally compensating another, or accepting compensation for arranging the services of a tow truck; increases the penalties for someone convicted of illegally towing vehicles to a repair shop that has paid a kickback to the towing service, or of illegally paying such a kickback. **Chapter 641, Statutes of 2000**

**SB 852 (Polanco)** Would have prohibited a private property owner of a retail establishment from removing a vehicle parked on the property without first placing a notice on the vehicle notifying the vehicle owner that the vehicle would be removed according to a specified timeframe. The bill also restated existing law that the New Motor Vehicle Board should not have jurisdiction to hear a consumer claim that was filed with a court. **Vetoed by Governor**

**SB 969 (Polanco)** Would have made various changes to laws governing tow truck drivers and lien sales of vehicles. **Vetoed by Governor**

**SB 1333 (Sher)** Would have extended, until 2015, the authority for a county to impose an additional \$1 in vehicle registration fees for abandoned vehicle abatement programs. **Vetoed by Governor**

## AERONAUTICS

**AB 1058 (Olberg)** See Air Quality

**AB 2001 (Longville)** Would have created an unspecified number of Spaceport Development Zones to promote the development of a commercial space transportation system in California by providing development authority and economic incentives to spaceport development. **Died in Senate Revenue and Taxation Committee**

**AB 2252 (Maldonado)** Amends the California Airport District Act to authorize airport districts to provide and maintain spaceports and landing places for space reentry. Defines various terms. **Chapter 191, Statutes of 2000**

**AB 2275 (Correa)** Seeks to ensure that all construction projects within the jurisdiction of Caltrans adhere to state standards and specifications. **Chapter 1034, Statutes of 2000**

**AJR 33 (Nakano)** Memorializes the President and Congress of the United States to support federal legislation to classify spaceports as exempt facilities and enable state and local entities to sell bonds for private or public development of spaceport infrastructure. **Resolution Chapter 115 (1999)**

**AJR 59 (Cox)** Memorializes the President and Congress to take whatever measures are appropriate to facilitate the designation of Sacramento County International Airport and Mather Airport as a Port of Entry into the United States, which would include establishing customs, immigration, and agricultural services at both airports. **Resolution Chapter 88 (2000)**

**SB 1083 (Knight)** Would have expanded the application of the Commercial Space Program Permit Streamlining Act to include activities associated with launching reusable space vehicles and to make it applicable to four additional counties. **Died on the Senate Inactive File**

**SB 1084 (Mountjoy)** Would have revised the process and requirements for adopting local airport expansion plans. Among other things, the bill would have required that local airport planning commissions submit a draft copy of each comprehensive land use plan, plan update, or plan amendment to Caltrans to ensure that it conforms to Caltrans' Airport Land Use Planning Handbook. **Died in Assembly Transportation Committee**

**SB 1286 (Mountjoy)** Requires Caltrans to consider certain factors before determining if designated local agencies must repay airport assistance funds from the State Aeronautics Account. **Chapter 105, Statutes of 1999**

**SB 2036 (Alarcon)** Would have required Caltrans to conduct a three-year program at Van Nuys Airport (VNY) to determine the number of nearby residents and dwelling units

impacted by specified levels of airport noise. The bill would also require VNY's proprietor, the Los Angeles World Airports (LAWA), to provide specified noise impact data to Caltrans. **Vetoed by Governor**

**SJR 27 (Polanco)** Requests the federal government to assure California that the next air transport agreements between the United States and Brazil and between the United States and Argentina include direct, nonstop service between California and those countries.

**Resolution Chapter 136 (2000)**



## AIR QUALITY

**AB 38 (Washington)** As heard in the Assembly Transportation Committee, the bill would have required the South Coast Air Quality Management District (SCAQMD) to establish an Office of Technology Advancement to administer the clean-burning fuels program and to establish an advisory group, as specified. The bill also would have extended the August 1, 1999, sunset date on the authority of SCAQMD to impose a \$1 annual vehicle registration fee surcharge to fund clean fuels programs. The bill was amended to delete the prior contents of the bill and insert language regarding educational counseling. **Vetoed by Governor**

**AB 57 (Cardoza)** Requires any upwind air district, that has been identified as having an overwhelming or significant contribution of transported air pollutants to a downwind district that is not in attainment with ozone standards, to be subject to the Smog Check II program. **Died in Assembly Appropriations Committee**

**AB 71 (Cunneen)** See Highways and Bridges

**AB 129 (Oller)** Would have made it a crime, punishable as a misdemeanor, to add methyl tertiary butyl ether (MTBE) to gasoline during the manufacturing or refining process, or to sell or offer for sale gasoline that contains MTBE. Urgency. **Died in Assembly Transportation Committee**

**AB 158 (Oller)** Would have repealed the state's Smog Check II program and required the Bureau of Automotive Repair to provide reimbursement to eligible smog check station owners for certain costs incurred to comply with the enhanced smog check program from specified funds appropriated in the Budget Act of 1999. **Died in Assembly Transportation Committee**

**AB 567 (Baugh)** Would have exempted vehicles that are driven 12,000 miles or less over a two-year period from inspection and testing requirements under the state motor vehicle inspection and maintenance (smog check) program. **Died Assembly Transportation Committee**

**AB 624 (Olberg)** Would have allowed an automobile dealer, when selling a vehicle, to obtain the certificate of compliance or certificate of noncompliance under the state motor vehicle inspection and maintenance (smog check) program, from an appropriate smog check station located within the dealership's inspection area. **Died in Assembly Transportation Committee**

**AB 1058 (Olberg)** Would have required ARB, or a court, when determining the amount of any civil or criminal liability to impose against the operator of an airport ground support vehicle, to consider the possibility that the operator was not informed of a new regulation requiring the use of a specified fuel until after the operator was in violation of the new

regulation. Would have allowed ARB, or a court, to lower a penalty imposed on the operator if it was determined that the operator was not informed of the new motor fuel regulation until after the operator violated the new regulation. **Vetoed by Governor**

**AB 1105 (Jackson)** Implements provisions of the 1999 Budget Act relating to general government. This measure, among other things, enacts revisions to the Smog Check program, as administered by the Bureau of Automotive Repair. Specifically the bill: 1) expands the Low-Income Repair Assistance Program (LIRAP) to include all gross polluting (HEP) vehicles, and to authorize the Bureau of Automotive Repair (BAR) to set different co-payments for LIRAP and HEP drivers; 2) Increases eligibility for LIRAP to 185% of the federal poverty level; 3) Allows the BAR flexibility in determining a cost-effective level of state assistance to the expanded LIRAP program and the Vehicle Retirement Program (VRP). Urgency. **Chapter 67, Statutes of 1999**

**AB 1164 (Aanestad)** Requires the executive officer of ARB to establish a list of equipment defects in systems for the control of gasoline vapors and review the list once every three years as to whether it needs to be updated to reflect changes in technology or performance. **Chapter 501, Statutes of 1999**

**AB 1175 (Frusetta)** Would have repealed the motor vehicle inspection and maintenance (Smog Check II) program and made related changes. **Died Assembly Transportation Committee**

**AB 1311 (Romero)** See Vehicle and Vessel Licensing Requirements

**AB 1401 (Longville)** **AB 1401 (Longville)** Would have provided that certain vehicular air pollution work programs submitted to the South Coast Air Quality Management District shall be deemed approved unless disapproved by three-fourths of the district board within 60 days of receipt of a program. **Vetoed by Governor**

**AB 1496 (Olberg)** As introduced, this measure included provisions that establish a new licensure category under the Board of Pharmacy. The bill was later amended to delete the prior contents and insert provisions that require quarterly reports on the amount of MTBE used in state fuels. The bill was subsequently amended to delete the MTBE-related provisions and re-insert provisions regarding new licensure categories under the Board of Pharmacy. **Chapter 837, Statutes of 2000**

**AB 1571 (Villaraigosa & Brulte)** Creates the Carl Moyer Memorial Air Standards Attainment Program for the purpose of providing grants to offset the incremental costs of projects to replace high-emission, heavy-duty diesel engines with cleaner models in order to reduce oxides of nitrogen (NOx) and other emissions. Urgency. **Chapter 923, Statutes of 1999**

**AB 1702 (McClintock)** Would have repealed the provisions in law requiring the payment of the smog impact fee and refunds the money already paid. Urgency. **Died Assembly Transportation Committee**

**AB 1726 (Reyes)** Would have required DMV to search its records to identify all persons who paid the smog impact fee on or after October 1, 1990, and provide a payment with interest, and other specified penalties, to each person identified. Urgency. **Died Assembly Transportation Committee**

**AB 2061(Lowenthal)** Establishes a limited-term grant program to encourage consumers and businesses to lease or buy zero-emission vehicles instead of more polluting cars. Under this bill, those who are eligible, would receive a grant of up to \$3,000 per year, limited to the first 36 months of lease or purchase. Includes an appropriation of \$18 million for the grant program. Additionally includes an appropriation of \$500,000 for offsetting the incremental costs of alternative diesel fuel used in heavy-duty vehicles. **Chapter 1072, Statutes of 2000**

**AB 2135 (Aroner)** Requires the use of specified low-sulfur, reformulated diesel fuel in commercial ferry boats and would make a violation of the requirement punishable by a \$500 fine. **Chapter 502, Statutes of 2000**

**AB 2454 (Bates)** Would have required ARB to adopt regulations to require motor vehicle manufacturers (manufacturers) to disclose specified emission-related motor vehicle information. **Died Assembly Transportation Committee**

**AB 2511 (Steinberg)** Enacts the Sacramento Emergency Clean Air and Transportation (SECAT) Program, to be administered by the Sacramento Area Council of Governments (SACOG) and the San Joaquin Valley Emergency Clean Air Attainment Program, to be administered by the San Joaquin Valley Air Pollution Control District. **Chapter 532, Statutes of 2000**

**AB 2550 (House)** Would have exempted a vehicle that is four or fewer model years old from the requirement that it be smog tested and a certificate of compliance or of noncompliance be issued at the time of initial registration or when it is transferred to a new owner. **Died in Assembly Transportation Committee**

**AB 2564 (Strickland)** Would have eliminated the smog abatement fee increase but would have provided that \$2 of the fee shall be deposited in the High Polluter Repair or Removal Account and \$2 shall be deposited in the Vehicle Inspection and Repair Fund. **Died Assembly Transportation Committee**

**AB 2784 (Margett)** Would have prohibited ARB, an air pollution control district, or an air quality management district from regulating public or private fleets in a manner that will likely result in a significant change in the type of specifications of the fuel that is used

in those fleets unless that regulation and a multimedia evaluation are reviewed by several agencies. **Died Assembly Appropriations Committee**

**ACR 48 (Battin)** Urges the ARB, in conjunction with the California Energy Resources Conservation and Development Commission (CEC), to report to the Legislature, by January 1, 2000, the costs and benefits of continuing to require Californians to use California-only fuel. It would also request the report to include the consequences of that policy for long-term supply, price, and air quality, and the effect of allowing the use of non-California reformulated gasoline for various periods and in specified percentages, and the effects when other types of reformulated gasoline are used. **Died Senate Rules Committee**

**ACR 132 (Firebaugh)** Urges ARB to conduct public hearings in Los Angeles and the Bay Area on the potential effects of the California Phase 3 Reformulated Gasoline regulations. **Resolution Chapter 119 (2000)**

**AJR 34 (Wesson)** Would have memorialized the Administrator of the U.S. EPA to adopt the most stringent national diesel fuel sulfur standards technologically and economically feasible, as specified, and to adopt a national cap on sulfur in diesel fuel of no more than 30 ppm as expeditiously as possible and to implement that standard on or before January 1, 2004. **Died in the Assembly Transportation Committee**

**SB 63 (Solis)** See Highways and Bridges

**SB 98 (Alarcon)** Requires the South Coast Air Quality Management District (SCAQMD) to establish an Office of Technology Advancement to administer the clean-burning fuels program and to establish an advisory group, as specified. This bill also requires SCAQMD to submit a report to the Office of the Legislative Analyst and the Legislature relative to the program, as specified. This bill extends the August 1, 1999, sunset date on the authority of SCAQMD to impose a \$1 annual vehicle registration fee surcharge to fund clean fuels programs to January 1, 2005. Urgency. **Chapter 36, Statutes of 1999**

**SB 192 (Ortiz)** Would have prohibited the sale of gasoline that contains methyl tertiary butyl ether (MTBE), and would have required the Energy Resources Conservation and Development Commission (CEC) to submit a quarterly report to the Legislature. **Died on the Assembly Floor**

**SB 215 (Karnette)** Refunds the smog impact fee paid by motorists. The bill transfers \$665,261,000 from the General Fund to the Smog Impact Fee Refund Account in the State Transportation Fund, which was created by this bill as a continuously appropriated account in the Special Deposit Fund, for the purpose of funding refunds of the smog impact fee and for certain other purposes. **Chapter 32, Statutes of 2000**

**SB 529 (Bowen)** Requires ARB to subject any proposed regulation for motor vehicle fuel to a multimedia evaluation conducted by the California Environmental Policy Council.  
**Chapter 813, Statutes of 1999**

**SB 821 (Sher)** Would have changed the requirements for refueling equipment, and made various technical changes to the Clean Air Act. The bill would have changed the requirements for gasoline vapor systems to require, among other things, that ARB develop performance standards for excessive evaporation from liquid retained in the nozzle or hose of a gasoline pump. This would have been in addition to existing standards for excessive gasoline spillage. The bill also required ARB to certify only those gasoline vapor control systems that it determined met the performance standards and that could be expected with a high degree of certainty to comply with the standards over the warranty period of the equipment. **Vetoed by Governor**

**SB 826 (Sher)** Revises and expands the type of clean air programs that can be funded by the Bay Area Air Quality Management District (BAAQMD) with revenues from the current \$4 vehicle registration fee imposed in the district, and repeals the sunset on the authorization for bicycle facility improvement projects. **Chapter 204, Statutes of 1999**

**SB 989 (Sher)** Codifies the Governor's Executive Order that terminates the use of methyl tertiary butyl ether (MTBE) in motor vehicle fuel by the end of 2002, and seeks to protect groundwater supplies by enhancing monitoring and containment requirements for petroleum underground storage tanks. Requires the state Energy Resources Conservation and Development Commission (CEC) and ARB to develop a timetable for the removal of MTBE from gasoline prior to December 31, 2002. Authorizes the Secretary of the California Environmental Protection Agency (CalEPA) to prohibit the use of MTBE in motor vehicle fuel prior to December 31, 2002, on a subregional basis, if CalEPA makes specified findings. Finally, the bill requires CEC to submit to the Legislature by January 1, 2000, a report that reviews the effect of an MTBE phase-out on gasoline supply and availability. **Chapter 812, Statutes of 1999**

**SB 1001 (Burton)** Requires the state Energy Resources Conservation and Development Commission (CEC), beginning April 1, 2000, to submit quarterly reports to the Legislature summarizing the amount of methyl tertiary butyl ether (MTBE) used in gasoline in California by each refinery during the preceding quarter and comparing that amount to the amount of MTBE used in gasoline by each refinery during the previous quarter. **Chapter 814, Statutes of 1999**

**SB 1056 (Johannessen)** Requires ARB to study the potential cost-effectiveness, in terms of dollars-per-ton of emissions reduced, of specified emission reduction devices that are intended to be installed on light-duty vehicles, and to consider the results of this study in determining whether such a device is preferable to the current vehicle retirement program.  
**Chapter 209, Statutes of 1999**

**SB 1058 (Johannessen)** Would have revised certain provisions governing the sale and reuse of vehicles and parts of vehicles retired under the Voluntary Accelerated Vehicle Retirement (VAVR) programs. **Died in Assembly Appropriations Committee**

**SB 1146 (Burton)** Requires ARB to adopt regulations to require motor vehicle manufacturers to disclose general information for the repair or manufacture of emissions-related motor vehicle parts to any person licensed to engage in such functions. **Chapter 1077, Statutes of 2000**

**SB 1269 (Alpert)** As referred to the Transportation Committee, this bill would have required the State Air Resources Board, in conjunction with its ongoing research, to evaluate all scientific studies relating to exposure to vehicular diesel exhaust. This bill was amended to amend the Safe Drinking Water & Toxic Enforcement Act, and re-referred to the Environmental Safety and Toxic Materials Committee. As enacted, this bill requires the Attorney General to collect, maintain and make accessible information concerning specific legal action resulting from the Safe Drinking Water and Toxic Enforcement Act. **Chapter 599, Statutes of 1999**

**SB 1288 (Murray)** Provides that a certificate of compliance or noncompliance with Smog Check II requirements issued to a licensed motor vehicle dealer for every motor vehicle offered for retail sale shall be valid for a two-year period, or until the vehicle is sold, whichever comes first. **Chapter 355, Statutes of 1999**

**SB 1298 (Bowen)** Requires ARB to adopt emissions standards for distributed generation technologies determined to have significant potential for market penetration in the state. **Chapter 741, Statutes of 2000**

**SB 1301 (Kelley)** Requires the California Department of Consumer Affairs (DCA) to evaluate, on or before June 30, 2000, the standards for the operation of remote sensing equipment, including the need to certify individuals who operate and license entities that provide remote sensing services at the request of DCA. **Chapter 273, Statutes of 1999**

**SB 1811 (Johannessen)** Would have required stations authorized to perform referee functions to inspect a specially constructed passenger vehicle or pickup truck. **Vetoed by Governor**

**SJR 15 (Sher)** Requests that the United States Environmental Protection Agency (U.S. EPA) grant an administrative waiver of the federal Clean Air Act oxygenated gasoline requirements for California. If the waiver is not granted, the resolution requests Congress to enact legislation permitting California to implement specified reformulated gasoline standards. **Resolution Chapter 95 (1999)**

## **BUS SAFETY**

**AB 15 (Gallegos)** Requires that, unless specifically prohibited by the National Highway Transportation Safety Administration, all schoolbuses manufactured on or after January 1, 2002, and purchased or leased for use in California, be equipped with a combination pelvic and upper torso passenger restraint system. The bill also requires that children receive training, as part of current bus safety training, on how to safely cross the street, highway, or private road, and instruction on the use of passenger restraint systems on the schoolbus.

**Chapter 648, Statutes of 1999**

**AB 1307 (Granlund)** See Driver Licensing

**AB 1573 (Strom-Martin)** Modifies current law regarding schoolbuses by specifying exemptions from the requirement that schoolbus drivers display flashing lights at every stop when children are boarding and disembarking from the schoolbus. The bill also requires CHP to study the effectiveness of requiring the drivers of schoolbuses to activate the buses' flashing red signal systems and, if equipped, the stop signal arms, specifically studying the impact of these systems and signal arms on reducing accidents, injuries, and deaths. CHP is required to submit the result of the study to the Legislature on or before January 1, 2005. The bill requires that students receive schoolbus safety training twice a year, and that the training include instruction on how to safely cross a street, highway, or private road. Urgency. **Chapter 647, Statutes of 1999**

## DRIVER LICENSING

**AB 128 (Granlund)** Allows any public law enforcement agency, school district, or county office of education to fingerprint an applicant for an original certificate to drive a school bus, school pupil activity bus, youth bus, or public paratransit vehicle. **Chapter 229, Statutes of 1999**

**AB 194 (Longville)** Requires that courts forward to DMV information on drivers arrested for storage of an open alcoholic beverage container in the motor vehicle. **Chapter 723, Statutes of 1999**

**AB 585 (Floyd)** Would have required DMV to issue a receipt acknowledging receipt of an application and fees for renewal of a driver's license by mail within 21 days of receiving such an application, unless DMV issues a renewed driver's license during that time.  
**Vetoed by Governor**

**AB 771 (Briggs)** Transportation Agencies

**AB 787 (Dickerson)** Exempts firefighters who are hauling compressed air tanks (of 2,500 pounds or less) for breathing apparatus from the requirement that they have an endorsement on their commercial driver's license that allows them to transport hazardous materials. **Chapter 224, Statutes of 1999**

**AB 803 (Torlakson)** See Rules of the Road

**AB 962 (Brewer)** Would have provided that driver's license requirements for driver education and driver training courses may not be satisfied by correspondence course or any course that is not given under the direct, personal supervision of a properly certified instructor. **Died in Assembly Transportation Committee**

**AB 1156 (Gallegos)** As heard in the Transportation Committee, would have enacted the Adrian Millan Motorcycle Safety Act to require a motorcycle purchaser or lessee to sign a form attesting that he or she is licensed to drive a motorcycle before driving the motorcycle off a vehicle dealer's lot. This form would also have released the dealer from liability for injuries arising from driver negligence when driving the motorcycle off the dealer's lot. This bill was amended on the Senate Floor to establish an Electricity Ratepayer Relief Subaccount in the Special Fund for Economic Uncertainties and provides an appropriation for ratepayer relief. This is the version of the bill that passed the Legislature and that the Governor vetoed. **Vetoed by Governor**

**AB 1307 (Granlund)** Would have consolidated and expanded provisions of the Vehicle Code that relate to denial, revocation, or suspension of a certificate to drive a schoolbus, pupil activity bus, a public paratransit vehicle, or a vehicle transporting developmentally



disabled persons. This bill was a reintroduction of AB 1485, which the Governor vetoed in 1999. **Vetoed by Governor**

**AB 1463 (Cedillo)** Would have allowed a person who has submitted an application for lawful immigration status to apply for a driver's license. Would have allowed an applicant who lacks a social security number to apply for a license with a tax identification number or other identifier approved by DMV. **Vetoed by Governor**

**AB 1485 (Granlund)** Would have consolidated and expanded provisions of the Vehicle Code that relate to denial, revocation, or suspension of a certificate to drive a schoolbus, pupil activity bus, a public paratransit vehicle, or a vehicle transporting developmentally disabled persons. **Vetoed by Governor**

**AB 1601 (Olberg)** Would have provided that an applicant for a driver's license or identification card may provide any of three specified visas issued by the United States Department of State in order to demonstrate that the applicant's presence in the U.S. is authorized under federal law. **Vetoed by Governor**

**AB 2382 (Leach)** Would have required DMV, prior to issuing a duplicate driver's license or replacing an identification card, to compare the photograph in the DMV's file with the person requesting a duplicate license or identification card. **Died in Assembly Appropriations Committee**

**AB 2574 (Briggs)** Would have allowed DMV to disclose a person's social security number to the federal Selective Service System. Would have required DMV to notify persons 18 to 26 years of age, when applying for either an original driver's license, a renewal of a driver's license, or an identification card, that they are required to register with the federal Selective Service; and would have required DMV to notify persons 18 to 26 years of age, when applying for either a driver's license or an identification card, they may check a box on the driver's license application in order to register with the federal Selective Service. **Died in Assembly Appropriations Committee**

**SB 335 (Hayden)** Enacts the Brandi Mitock Safe Drivers Act to, among other things, require DMV to test drivers reported to it by a physician, a traffic officer, or a relative, under specified circumstances. Also, prohibits DMV from issuing a driver's license to a person whose best corrected visual acuity is 20/200 or worse in that person's better eye as verified by an optometrist or ophthalmologist. **Chapter 985, Statutes of 2000**

**SB 371 (Solis)** Would have required that every applicant for an original driver's license or identification card submit proof of legal presence in the United States, instead of requiring DMV to verify that each applicant's presence in the United States is authorized under federal law. DMV verifies this with the Immigration and Naturalization Services (INS). Would have required that once proof of legal presence is submitted, further verification is only required if supporting documents appear fraudulent. Would have repealed the requirement that DMV issue a 90-day temporary driver's license to a legal, nonimmigrant

driver's license applicant who has successfully completed an application and the related requirements for the issuance of a driver's license. **Vetoed by Governor**

**SB 946 (Vasconcellos)** Requires DMV, beginning January 1, 2001, to conduct a pilot project to study the effectiveness of driver education programs conducted in a non-classroom setting as compared to classroom-based programs. **Chapter 206, Statutes of 1999**

## HIGHWAYS AND BRIDGES

**AB 23 (Lownethal)** Would have required the City of Long Beach to transfer a specified segment of State Route 710 and specified bridges near the Port of Long Beach to state ownership upon the completion of certain construction projects and repairs by the local entities that are currently responsible for the facilities and segments. **Vetoed by Governor**

**AB 44 (McClintock)** Would have required Caltrans and appropriate local agencies to redesignate all existing exclusive-use or preferential-use lanes for high-occupancy vehicles (HOV) that are within their jurisdiction as mixed-flow lanes. The bill would have also prohibited the construction of new HOV lanes unless a specified study is conducted and certain conditions are met. **Died in Assembly Transportation Committee**

**AB 46 (Florez)** As passed by the Assembly, this bill would have revised current law by specifying that provisions that require the Director of Caltrans to develop a report on highway improvements on State Route 46 shall be repealed on January 1, 2001, rather than June 1, 2001. The bill was amended on June 26, 2000, in the Senate to prohibit a court from ordering a person to attend traffic school in place of adjudicating an offense for speeding on certain highways with high accident rates. The bill also requires Caltrans to prepare a list of highways with accident rates above the statewide average and provide that information to all traffic courts. **Died in Senate Transportation Committee**

**AB 71 (Cunneen)** Allows inherently low-emission vehicles (ILEVs) to use preferential-use to high-occupancy vehicle (HOV) lanes, and requires DMV to issue special labels, decals, or other identification to be placed on the vehicle. **Chapter 330, Statutes of 1999**

**AB 72 (Florez)** Requires Caltrans to submit a report to the Legislature by January 15, 2000, identifying emergency improvements to State Highway Route 46. **Chapter 562, Statutes of 1999**

**AB 283 (Longville)** Eliminates the requirement that CTC adopt a resolution of necessity prior to Caltrans acquiring property by eminent domain and, instead, allows Caltrans to proceed to condemn property for state highway purposes after a county board of supervisors has approved a resolution of necessity as to that county's proposed condemnation of the property. **Chapter 546, Statutes of 1999**

**AB 405 (Knox)** Authorizes Caltrans to conduct a pilot program for the completion of up to six transportation projects using a specified design-sequencing process, and to evaluate and report on the results of the program when completed. Provides guidelines to be followed by Caltrans to ensure a balanced geographical balance. Urgency. **Chapter 378, Statutes of 1999**

**AB 581 (Firebaugh)** As passed by the Assembly Transportation Committee, this measure would have required the Los Angeles County Metropolitan Transportation Authority

(MTA), in consultation with other specified local entities, to conduct a study of the impact of traffic congestion on a specified segment of State Route 710. The measure was later amended to delete the prior contents and insert language that would have revised the composition of the committee on state-owned property within the State Department of General Services and required the committee to prepare and submit an interim report to the Legislature and the Governor on or before May 1, 2001, that makes recommendations on specified information technology issues. **Vetoed by Governor**

**AB 597 (Longville)** Would have required Caltrans to establish an internal working group with specified members for the purpose of developing flexible statewide highway design standards for specified types of highways within the state. **Vetoed by Governor**

**AB 769 (Margett)** As passed by the Assembly Transportation Committee, this measure would have authorized CTC to relinquish a specified segment of State Route 39 to the City of Covina, provided that specified conditions were met. The bill was later amended to delete the prior contents and insert language that changes the minimum occupancy level from two to three for high-occupancy vehicles (HOVs) using the "El Monte Busway" during peak commuting hours and expand the guidelines of the study required to be made and submitted to the Legislature by Caltrans. Urgency. **Chapter 63, Statutes of 2000**

**AB 1066 (Cardenas)** Would have authorized Caltrans to enter into a contract with a federally-recognized Indian tribe to provide services related to the development and installation of freeway on-ramps and off-ramps to state highways and related access roads, provided that specified conditions are met. **Vetoed by Governor**

**AB 1206 (Wesson)** Extends the definition of contractor to include persons who engage in the preparation and removal of roadway construction zones, lane closures, flagging, or traffic diversions. Defines a specialty contractor to include persons performing that work, and requires persons performing that work, on or after January 1, 2001, to hold an appropriate specialty contracting license. **Chapter 708, Statutes of 1999**

**AB 1237 (Baugh)** Would have allowed Orange County, the Orange County Transportation Authority, the Transportation Corridor Agency, and specified cities to enter a joint powers agreement to acquire, construct, and operate a toll road. This bill was referred to both the Local Government Committee and the Transportation Committee. Because it died in the Local Government Committee, it was never heard in the Transportation Committee. **Died in Assembly Local Government Committee**

**AB 1419 (Davis)** Authorizes the California Transportation Commission (CTC) to relinquish Route 209 to the City of San Diego upon approval of the CTC. **Chapter 523, Statutes of 2000**

**AB 1523 (Brewer)** Would have required the Bay Area to use toll revenues to cover any cost overruns in the event that Caltrans is required to construct a replacement for the

Eastern Span of the San Francisco-Oakland Bay Bridge along an alignment that is different than the one proposed by Caltrans in 1998. **Died Assembly Transportation Committee**

**AB 1552 (Bates)** Would have permitted public entities that have been granted an easement or other similar access right for the purposes of vacating a facility, to allow limited public access to those facilities. **Died Assembly Transportation Committee**

**AB 1647 (Torlakson)** Would have required Caltrans to cooperate with CHP, ARB, and other specified local entities to conduct a study to develop performance standards for HOV lanes. The bill requires Caltrans to annually monitor HOV lanes and develop alternatives for lanes that do not meet projected standards. **Died Assembly Appropriations Committee**

**AB 1776 (McClintock)** Would have allowed the Governor to declare a state of emergency in the state based on a "transportation gridlock emergency." The bill would have defined a transportation gridlock emergency as conditions that require extraordinary state action including, but not limited to, construction of new highway lanes or highways in order to relieve traffic congestion that presents a severe threat to the safety and economic well-being of any region in the state. **Died in Assembly Transportation Committee**

**AB 1871 (Runner)** Prohibits, until June 1, 2002, any HOV lane from being established on State Highway Route 14 between the City of Santa Clarita and the City of Palmdale unless that lane is established as a HOV lane only during the hours of heavy commuter traffic, as determined by the department. **Chapter 337, Statutes of 2000**

**AB 1930 (Scott)** Would have removed the authority for Caltrans to construct a freeway that would pass through or divide an existing residential community without obtaining an agreement from the affected city or county. **Died on the Assembly Floor**

**AB 2026 (Maddox)** Would have extended, by four years, the expiration date for a demonstration program that would have allowed signs and other forms of recognition to be placed along freeways for organizations which provide materials or services for highway roadside maintenance or enhancement. The bill also would have prohibited the demonstration program signs from advertising certain products, adult entertainment, and gambling. **Died Senate Transportation Committee**

**AB 2066 (Lowenthal)** Would have required the suspension of tolls on the Vincent Thomas Toll Bridge, and it would have required the payment of specified funds to the State Highway Account and for seismic retrofit purposes. **Died Senate Appropriations Committee**

**AB 2091 (Rod Pacheco)** Would have authorized the Orange County Transportation Authority (OCTA), and the Riverside County Transportation Commission (RCTC) to mutually recommend an independent appraiser to conduct an appraisal of the fair market

value of a toll facility constructed on State Highway Route 91, as specified. **Vetoed by the Governor**

**AB 2126 (McClintock)** Would have authorized Caltrans, and local authorities, with respect to highways under their jurisdiction, to rededicate any specified HOV or preferential-use highway lane as a mixed-flow lane if specified conditions are met. **Died Assembly Transportation Committee**

**AB 2127 McClintock)** Would have required Caltrans to redesignate the existing HOV lane on a specified portion of State Route 118 as a mixed flow lane. **Died Assembly Transportation Committee**

**AB 2129 (McClintock)** Would have established uniform requirements for the evaluation of current and future exclusive or preferential use lanes for HOV based on the prescriptive study components and methodology established by the bill. **Died Assembly Appropriations Committee**

**AB 2134 (Hertzberg)** Would have required Caltrans to report to the Legislature on or before July 1, 2001, about the use of its authority to operate the Adopt-A-Highway program. **Died Senate Floor**

**AB 2149 (Soto)** Would have required Caltrans, on or before January 1, 2003, to develop a long-range plan on the financial feasibility of constructing a permanent truck lane on the 10-60 corridor. **Died Assembly Transportation Committee**

**AB 2199 (Pescetti)** Would have required the County of Sacramento, in consultation with the Sacramento Area Council of Governments, to conduct a traffic study on a specified portion of State Route 99. **Vetoed by Governor**

**AB 2250 (Ashburn)** Would have modified the designation of State Route 184 to be from State Route 5 near Wheeler Ridge to State Route 178, thereby requiring Caltrans to take responsibility for the maintenance and operation of the portion of State Route 184 from State Route 5 near Wheeler Ridge to State Route 178. **Died Assembly Transportation Committee**

**AB 2303 (Florez)** Would have inserted the segment of Route 180 between the west urban limits of Fresno and Route 5 as an eligible interregional and intercounty route. This, in turn, would make the route eligible for improvements funded through the ITIP if selected by Caltrans and CTC through the STIP project selection and approval process. **Died Senate Appropriations Committee**

**AB 2373 (Longville)** Would have created the Motorist Aid System Account in order to reallocate funds from the \$1 in extra vehicle registration fees paid in counties with service authorities for freeway emergencies (SAFE). **Died in Assembly Appropriations Committee**

**AB 2607 (Knox)** Deletes the July 1, 2004, inoperative date of the design-sequenced contract demonstration program for highway construction established by AB 405 (Knox), Chapter 378, Statutes of 1999, and extends the sunset date until January 1, 2005, unless a later enacted statute that is enacted before January 1, 2005 deletes or extends that date. The bill also increases the number of permissible transportation projects from six to 12.

**Chapter 340, Statutes of 2000**

**AB 2635 (Ashburn)** Would have required Caltrans, on or before January 15, 2001, to submit a report to the Legislature identifying emergency improvements involving either negligible or no expansion of highway capacity, that may be constructed prior to specified scheduled improvements, with the intent to prevent or mitigate an emergency situation on State Highway Route 65. **Died in Assembly Transportation Committee**

**AB 2651 (Margett)** Would have restricted the ability of a county road commissioner to require the removal or relocation of facilities that have been placed within a county right-of-way. **Died Senate Transportation Committee**

**AB 2816 (Kuehl)** Would have authorized the Los Angeles County Metropolitan Transportation Authority (MTA) to conduct a major capital improvement study to evaluate the growth of traffic congestion on the portion of State Highway Route 101 that is between State Highway Route 170 and State Highway Route 23 (the U.S. 101 Corridor) to provide alternative solutions to mitigate the congestion impact, to assess the impact of that congestion on persons using the corridor to commute to work and on traffic in local communities and residential streets, and to undertake certain functions relating to traffic congestion on that corridor. **Died in Assembly Transportation Committee**

**AB 2848 (Firebaugh)** Requires that a lead agency, under the California Environmental Quality Act (CEQA), notify the federal agency drafting the environmental impact statement (EIS) of any scoping meeting for the proposed project. Urgency. **Chapter 387, Statutes of 2000**

**ACR 5 (Mazzoni)** Designates a specified portion of State Highway Route 101 in San Rafael as the Marin County Veterans Memorial Freeway. This resolution is intended to express the gratitude of the citizens of Marin County to those veterans who have done so much to preserve the American way of life. **Resolution Chapter 49 (1999)**

**ACR 53 (Zettel)** Names a specified portion of freeway between State Highway Route 67 and Interstate Highway Route 8 in Lakeside as the CHP Officer Christopher D. Lydon Memorial Freeway. This resolution is intended to honor the career and public service accomplishments of Officer Christopher D. Lydon who died in the line of duty. **Resolution Chapter 88 (1999)**

**ACR 67 (Wildman)** Names portions of State Highway Route 134 in Glendale as the Glendale Police Officer Charles A. Lazzaretto Memorial Freeway. This resolution is

intended to honor the career and public service of Glendale Police Officer Charles A. "Chuck" Lazzaretto, a dedicated officer who died in the line of duty. **Resolution Chapter 97 (1999)**

**ACR 68 (Oller)** Names a portion of State Highway Route 174 as the Officer Bill C. Bean, Jr. Memorial Highway. This resolution is intended to honor the career and public service accomplishments of Officer Bill C. Bean, Jr. who died in the line of duty. **Resolution Chapter 110 (1999)**

**ACR 82 (Aroner)** Designates the overpass on the Interstate 580 freeway at 38th Avenue in Oakland the Officer James Williams Memorial Overpass. The measure would also request Caltrans to determine the cost of appropriate plaques and markers showing that special designation; and, upon receiving donations from nonstate sources sufficient to cover that cost, to erect those plaques and markers. **Resolution Chapter 12 (2000)**

**ACR 83 (Lempert)** Designates the portion of State Highway Route 101 between the Ralston Ave Exit in Belmont, California, to State Highway Route 92, the Civilian Women Volunteers All Wars Memorial Freeway. **Resolution Chapter 36 (2000)**

**ACR 84 (Reyes)** Designates the portion of State Highway Route 198 that is between the intersection with State Highway Route 99 and State Highway Route 245 as the Officer James Rapozo Memorial Freeway. The measure asks Caltrans to erect suitable plaques and markers showing the official designation, upon receiving donations from nonstate sources sufficient to cover the cost of the signs. **Resolution Chapter 118 (2000)**

**ACR 98 (Baugh)** Designates a specified portion of State Highway Route 1 between Long Beach and Huntington Beach as the U.S. Submarine Veterans of WWII Memorial Highway. **Resolution Chapter 103 (2000)**

**ACR 106 (Battin)** Designates, on and after the date on which David G. Kelley ceases his service in the Legislature, the portion of State Highway Route 86 that is between 82nd Avenue and 66th Avenue in the County of Riverside as the Senator David G. Kelley Highway. The resolution requests that Caltrans, upon receiving sufficient donations from nonstate sources, erect the appropriate markers. **Resolution Chapter 108 (2000)**

**ACR 110 (Leonard)** Designates the northbound and southbound portions of Interstate Highway Route 15 between Kenwood Avenue and Sierra Avenue in San Bernardino County as the CHP Officer Reuben F. Rios, Sr., Memorial Freeway. The resolution requests that Caltrans, upon receiving sufficient donations from non-state sources, erect the appropriate markers. **Resolution Chapter 93 (2000)**

**ACR 115 (Nakano)** Designates that portion of State Highway Route 1 located in Los Angeles County as the Los Angeles County Vietnam Veterans Memorial Highway. **Resolution Chapter 94 (2000)**



**ACR 138 (Oller)** Designates the State Highway Route 267 bypass in Truckee as the CHP Officer Glenn Carlson Memorial Bypass. The resolution requests that Caltrans, upon receiving sufficient donations from nonstate sources, erect the appropriate markers.

**Resolution Chapter 94 (2000)**

**ACR 139 (Oller)** Designates a portion of State Highway Route 49, as prescribed, as the John C. Begovich Memorial Highway. **Resolution Chapter 120 (2000)**

**ACR 140 (House)** Requests that Caltrans grant, without charge, an encroachment permit so that the Matuca Chapter of the Ancient and Honorable Order of E Clampus Vitus can construct and dedicate an appropriate historical monument to recognize the community of Agua Fria. The monument shall be placed within the right-of-way of State Highway Route 140 in Mariposa County near the junction of Highway 140 and Agua Fria Road.

**Resolution Chapter 96 (2000)**

**ACR 149 (Aanestad)** Designates the portion of State Highway Route 70 from Pacific Heights/Georgia Way to the westbound ramp to Garden Drive, in the City of Oroville, as the Post No. 1747 Veterans of Foreign Wars of the United States Memorial Highway. The resolution requests that Caltrans, upon receiving sufficient donations from nonstate sources, erect the appropriate markers. **Resolution Chapter 97 (2000)**

**ACR 150 (Aanestad)** Designates, as a Blue Star Memorial Highway, the portion of Highway 70 between the Marysville (Yuba County) and Hallelujah Junction (Lassen County) and asks Caltrans to grant, free-of-charge to the Kelly Ridge Garden Club, an encroachment permit allowing the installation of an appropriate marker at the roadside rest stop in Beldon (Plumas County). **Resolution Chapter 98 (2000)**

**ACR 165 (Thompson)** Designates a specified portion of State Highway Route 78 as the Ronald Packard Parkway. The measure would request Caltrans to determine the cost of appropriate plaques and markers so designating that portion of State Highway Route 78 and, upon receiving donations from nonstate sources covering that cost, to erect appropriate plaques and markers. **Resolution Chapter 124 (2000)**

**ACR 173 (Olberg)** Requests Caltrans to grant encroachment permits, without charge, to allow the erection of memorials honoring California Highway Patrol Officer Larry J. Jaramillo, along State Highway Route 395, in the County of San Bernardino, at milepost marker 66.0. The memorials would be funded from nonstate sources. **Resolution Chapter 142 (2000)**

**ACR 174 (Olberg)** Requests that Caltrans grant encroachment permits, without charge, to erect memorials honoring California Highway Patrol Officers Kenneth Archer and Robert Carey. The memorials, funded from nonstate sources, would be placed along State Highway Route 58, in the County of San Bernardino, at milepost marker 18.3. **Resolution Chapter 143 (2000)**

**ACR 178 (Torlakson)** Would have designated the portion of Interstate Highway Route 680 that is between the Benicia bridge crossing in Contra Costa County and the State Highway Route 24 interchange in the City of Walnut Creek as the Senator Daniel E. Boatwright Highway. **Died in Senate Rules Committee**

**ACR 180 (Cardoza)** Designates a section of state Highway Route 99 as the CHP Officer Walter Frago and Roger Gore Memorial Freeway. **Resolution Chapter 147 (2000)**

**ACR 182 (Aanestad)** Would have requested Caltrans to grant encroachment permits, without charge, to allow the erection a monument and plaque dedicated to 14 Mile House. The monument would be located on a described sight within the right-of-way of State Highway Route 32, in Butte County. **Died in the Senate Rules Committee**

**ACR 187 (House)** Would have requested that that CHP and Caltrans include the construction of a commercial vehicle weight and inspection facility for southbound State Highway Route 99 in the current planned highway construction project for that highway. **Died in Assembly Appropriations Committee**

**SB 14 (Budget and Fiscal Review)** As passed by the Assembly Transportation Committee, this measure was authored by Senator Rainey and included provisions that would have established new planning and reporting requirements regarding the operation of exclusive use or preferential-use HOV lanes. The bill was later amended to delete the prior contents, and include provisions that make various augmentations and technical corrections to the Budget Act of 1999. **Chapter 50, Statutes of 1999**

**SB 63 (Solis)** Reduces, until January 1, 2002, the minimum occupancy requirement for vehicles using the high-occupancy vehicle (HOV) lane on the San Bernardino Freeway from three to two persons. Requires Caltrans to analyze and submit a report to the Legislature by January 1, 2001, any discernable changes in a motorist's behavior as a result of this change. **Chapter 168, Statutes of 1999**

**SB 170 (Dunn)** As passed by the Assembly Transportation Committee, this bill was authored by Senator Rainey and would have made it a misdemeanor for any person to trespass upon a toll bridge or toll highway crossing. The bill was later amended to delete the prior contents, designate Senator Dunn as the author, and insert provisions regarding single county transit districts. **Died in the Assembly Appropriations Committee**

**SB 252 (Kelley)** Extends the sunset date for the demonstration program on Interstate Route 15 which authorizes the use of high-occupancy vehicle (HOV) lanes by single-occupant vehicles (SOVs) upon payment of a toll from January 1, 2000, until January 1, 2002. Authorizes a reduction in the minimum service level of the HOV lanes from Level B to Level C or D, as specified. Requires the San Diego Association of Governments (SANDAG) to submit a report of specified findings to the Legislature concerning the program. **Chapter 481, Statutes of 1999**

**SB 557 (Peace)** Authorizes CTC to relinquish a segment of Highway 54 to the City of El Cajon and a segment of Highway 144 to the City of Santa Barbara. Urgency. **Chapter 99, Statutes of 1999**

**SB 614 (Morrow)** Provides for the formation of permanent road divisions where there is not a specific road project. The bill also authorizes the subsequent creation of zones within a previously established road division for the purposes of levying special taxes and charges. **Chapter 269, Statutes of 1999**

**SB 664 (Alpert)** See Transportation Financing

**SB 798 (Burton)** Relinquishes a portion of Route 101 to the City and County of San Francisco, requires San Francisco to use excess right-of-way proceeds for local street improvements, and requires Caltrans to reconstruct remaining portions of Highway 101 in San Francisco that were damaged in the Loma Prieta earthquake. **Chapter 559, Statutes of 1999**

**SB 803 (Karnette)** Relinquishes portions of State Route 19 in the City of Downey and State Route 160 in the City of Sacramento under specified conditions. **Chapter 172, Statutes of 1999**

**SB 1080 (Sher)** As introduced, this measure was authored by Senator Karnette and included provisions that would have established a task force for the purpose of enhancing California's ability to compete for federal discretionary transportation funding. The bill was later amended to delete the prior contents, designate Senator Sher as the author, and include provisions that authorize the Metropolitan Transportation Commission (MTC), in its capacity as the Bay Area Toll Authority (BATA), to allow designated low-emitting vehicles to gain passage on HOV lanes on state-owned toll bridges within its jurisdiction, without regard to vehicle occupancy. As an expansion to a currently authorized pilot program, the provisions of this act will sunset on January 1, 2008. **Chapter 686, Statutes of 2000**

**SB 1277 (Hayden)** Would have provided that no state or local agency may construct or approve the construction of any public road, or make any improvements to an existing road that substantially increases vehicular traffic capacity, in or through any property under the jurisdiction of the Department of Parks and Recreation. **Died in Assembly Water, Parks, and Wildlife Committee**

**SB 1584 (Schiff)** Relinquishes the portion of State Highway Route 110 known as Arroyo Parkway to the City of Pasadena. **Chapter 270, Statutes of 2000**

**SB 1629 (Sher)** Would have provided that all major roads constructed on or after January 1, 2002, with some specified exceptions, shall include pedestrian and bicycle access. **Vetoed by Governor**

**SB 1645 (Perata)** Authorizes the relinquishment of a portion of State Route 880 known as the Nelson Mandela Parkway to the City of Oakland. **Chapter 538, Statutes of 2000**

**SCR 16 (Perata)** Designates the 98th Avenue/Route 880 pedestrian overcrossing in honor of Stephen Lindheim and asks Caltrans to erect appropriate plaques and markers showing the official designation upon receiving a donation from nonstate sources sufficient to cover the sign's costs. **Resolution Chapter 52 (1999)**

**SCR 17 (Schiff)** Designates the freeway interchange at the juncture of Interstate Highway Route 5 and State Highway Route 134 (commonly referred to as the Ventura Freeway) as the Gene Autry Freeway. **Resolution Chapter 61 (1999)**

**SCR 25 (Morrow)** Designates a specified portion of Interstate 5 the Gunnery Sergeant John Basilone Memorial Freeway. The measure also requests that Caltrans determine the cost for appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs. **Resolution Chapter 72 (1999)**

**SCR 34 (Peace)** Names the Interstate 805 Orange Avenue overcrossing in San Diego County as the Donna De Neal Bridge and asks Caltrans to erect suitable plaques and markers showing the official designation. The cost of the signs will be from nonstate sources. **Resolution Chapter 94 (1999)**

**SCR 36 (Speier)** Designates a portion of northbound Interstate 280 from the San Jose Avenue/Sickles Avenue onramp to the San Jose Avenue overcrossing as the CHP Officer Hugo Olazar Memorial Highway. The resolution also requests that Caltrans determine the cost for appropriate signs showing this designation, and to cover the cost of the sign from private donations. **Resolution Chapter 127 (1999)**

**SCR 38 (Johnston)** Designates a portion of State Highway Route 12 between Lower Sacramento Road and the Lodi City limits at State Highway Route 99 as the Officer Rick Charles Cromwell Memorial Freeway. Requests Caltrans to determine the cost of appropriate plaques showing the designation and to fund the plaques with private donations. **Resolution Chapter 128 (1999)**

**SCR 58 (Kelley)** Designates a portion of Interstate Highway Route 10 near Indio to the memory of Doctor June McCarroll. **Resolution Chapter 105 (2000)**

**SCR 60 (Rainey)** Designates the portion of Interstate Highway Route 680 between Alcosta Boulevard and the intersection with Interstate Highway Route 580 as the Officer John Paul Monego Memorial Freeway. The resolution requests that Caltrans, upon receiving sufficient donations from nonstate sources, erect the appropriate markers. **Resolution Chapter 114 (2000)**

**SCR 67 (Rainey)** Urges Caltrans, the Governor, and the Metropolitan Transportation Commission (MTC) to continue to work on the design and construction process of the new eastern span of the San Francisco-Oakland Bay Bridge (SFOBB) using the proposed northern alignment, without further delay. **Died in the Assembly Appropriations Committee**

**SCR 85 (Chesbro)** Designates the section of Interstate Highway Route 80 that passes through Vallejo, from the Carquinez Bridge to Columbus Parkway, the Jeffrey Lynn Azuar Memorial Highway. Directs Caltrans to determine the cost for appropriate plaques and markers showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those plaques and markers. **Resolution Chapter 155 (2000)**

## MASS TRANSPORTATION AND RAILROADS

**AB 74 (Strom-Martin)** Requires Caltrans to submit a State Rail Plan, as specified, for both passenger rail and freight rail purposes. **Chapter 373, Statutes of 1999**

**AB 357 (Calderon)** See also Transportation Financing

**AB 670 (Papan)** Authorizes BART, SamTrans, and the Santa Clara County Transit District (SCCTD) to acquire and receive property for the purposes of establishing transit-oriented joint developments. The bill also establishes an authority to acquire property for transit-oriented joint development purposes that does not include eminent domain. **Chapter 624, Statutes of 1999**

**AB 904 (Alquist)** Authorizes the Santa Clara County Transit District to award a design-and-build contract for a project for a district transit station, bus or rail maintenance facility, park-and-ride lot, or administrative building according to specified terms and conditions. **Chapter 109, Statutes of 1999**

**AB 923 (Hertzberg)** See Rules of the Road

**AB 1093 (Strom-Martin)** See Transportation Financing

**AB 1703 (Florez)** Extends the termination date of the High-Speed Rail Authority until December 31, 2003, unless the Legislature through enactment of a statute on or before that date, repeals this provision or provides for a different termination date. **Chapter 791, Statutes of 2000**

**AB 1951 (Longville)** See Transportation Financing

**AB 2131 (McClintock)** Would have repealed the High-Speed Rail Act (HSRA), which established the High-Speed Rail Authority to direct the development of intercity high-speed rail service in California. **Died in Assembly Transportation Committee**

**AB 2643 (Calderon)** Would have required that municipal bus operators in Los Angeles County receive a proportionate share of all bus operating and capital funds budgeted, allocated, or expended by the Los Angeles County Metropolitan Transportation Authority. **Died Senate Appropriations Committee**

**AB 2929 (Torlakson)** As passed by the Assembly Transportation Committee, this was a committee bill that would have prohibited Caltrans from allowing Caltrans to designate to any other entity, responsibility for data collection and analysis of congestion management programs (CMPs) on state highways. The bill was later amended to delete the prior contents of the bill, designate Assemblyman Torlakson as the author, and insert provisions that would have prohibited the San Francisco Bay Area Rapid Transit District

(BART) from extending service outside the existing district boundaries until specific commitments have been made to the Cities of Antioch and Livermore. Prohibits the extension of service to a county outside the district unless that county agrees to provide an unspecified amount of funding for specific service extensions within the existing district.

**Died on the Assembly Floor**

**SB 372 (Murray)** See Transportation Agencies

**SB 601 (Karnette)** Expands the authority of transit districts and other local government agencies to employ a method of procurement known as "competitive negotiation" when purchasing buses, specified electronic equipment and apparatus, and specialized rail transit equipment. **Chapter 101, Statutes of 1999**

**SB 804 (Perata)** Establishes statutory guidelines regarding the expenditure by Caltrans, or a designated successor, of state funds for rail feeder bus service. **Chapter 458, Statutes of 1999**

**SB 886 (McPherson)** Authorizes the Transportation Agency of Monterey County (TAMC) to be a party to any contract entered into, as specified, between Caltrans and the National Railroad Passenger Corporation (Amtrak) for passenger rail service along the San Francisco-San Jose-Monterey corridor. **Chapter 103, Statutes of 1999**

**SB 1043, (Murray)** Would have clarified that the High-Speed Rail Authority (HSRA) is required to submit its proposed financial plan to the Legislature for placement, as needed, on the ballot in the 2000 general election. **Died on the Senate Inactive File**

**SB 1102 (Murray)** See Transportation Agencies

**SB 1175 (Polanco)** Would have reestablished the High-Speed Rail Authority (HSRA) as the High-Speed Rail Infrastructure Authority (HSRIA). **Died in the Assembly Appropriations Committee**

**SB 1433 (Alpert)** Exempts commuter ferry service on the San Diego Bay from complying with specified performance measures in order to receive transit operating funds. This bill also requires the Metropolitan Transit Development Board (MTDB) in the San Diego region to annually adopt and amend an assessment formula for apportioning costs of regional transportation services. **Chapter 655, Statutes of 2000**

**SB 1491 (Leslie)** Authorizes the California Public Utility Commission (PUC) to supervise the operation of pilot projects to evaluate proposed railroad crossing warning devices at designated crossings, with the consent of specified parties. PUC shall evaluate each pilot project on a case-by-case basis. Urgency. **Chapter 263, Statutes of 2000**

**SB 1497 (Schiff)** Would have removed the authority for Caltrans to construct a freeway that would pass through or divide an existing residential community without obtaining an agreement from the affected city or county. **Died on the Assembly Floor**

**SB 1840 (Costa)** Would have extended the sunset date on the state's High-Speed Rail Authority (HRSA) until December 31, 2003, and deleted HRSA's authority to submit its plan for high-speed rail directly to the voters. **Died in Assembly Appropriations Committee**

**SB 2019 (Polanco)** Would have required the High-speed Rail Authority (HSRA) to prepare a feasibility study for a regional network of a magnetic levitation (Maglev) trains connecting airports and major urban centers in the Los Angeles-San Bernardino area. **Vetoed by Governor**

**SB 2178 (McPherson)** Allows disabled passengers to use rail feeder bus service along a specified portion of Highway Route 17 without being required to use Amtrak rail service on at least one leg of the trip. Urgency. **Chapter 788, Statutes of 2000**



## RULES OF THE ROAD

**AB 134 (Thomson)** Authorizes a new bicycle signal system at intersections that meet specified requirements established by Caltrans. This provision sunsets on January 1, 2005. Defines lawful guidelines relating to riding instructions, traffic signals, pedestrian crosswalks, and rights-of-way. Increases the maximum amount that local entities may charge from \$2 to \$4 for bicycle licenses and from \$1 to \$2 for license renewals, registration transfers, and replacement of licenses and registration certificates. **Chapter 277, Statutes of 1999**

**AB 280 (Zettel)** Expands the 25 miles-per-hour speed limit with respect to school grounds to cover the area approaching a school building or school grounds. **Chapter 521, Statutes of 2000**

**AB 386 (Scott)** Would have created a "double-fine zone" on portions of State Highway Routes 2. The bill would have also extended the sunset date for the double-fine zone program until 2004. **Died Senate Public Safety Committee**

**AB 467 (Torlakson)** Allows an instructor at a commercial driving school operated by a bona fide labor organization to qualify as a traffic violator school operator, if the instructor has 500 hours of actual in-class instruction and meets other statutory qualifications. **Chapter 282, Statutes of 1999**

**AB 500 (Corbett)** See Trucks

**AB 681 (Calderon)** Would have required DMV to license all traffic violator schools including home study and on-line courses. The bill would have also required the standardization of traffic violator school curriculum. **Died Senate Transportation Committee**

**AB 745 (Washington)** Would have limited to \$100 the additional penalty that can be assessed on a person for failing to appear in court, to pay a fine or bail, or to comply with a condition of a court, when the original violation relates to any of the following: vehicle lights, reflectors, mirrors, horns, seatbelts, other equipment, and vehicle registration. The bill also would have required DMV to retain in its records for 10 years notices relating to an individual's failure to appear in court or to comply with a court order. **Vetoed by Governor**

**AB 803 (Torlakson)** Requires a person between the ages of 18 and 21 convicted of a first violation of driving with a blood alcohol level of 0.05 percent or higher to, in addition to any other penalties, complete the educational component of a driving-under-influence

program, and requires completion of the entire program for a second or subsequent violation. It also prohibits DMV from reinstating that person's license until the DMV receives proof of completion of the program. **Chapter 31, Statutes of 2000**

**AB 923 (Hertzberg)** Fixes the base fine for Vehicle Code violations related to railroad crossings at \$100, and up to \$200 for a second violation within a year, in counties with a population greater than 500,000. Requires that the first 30 percent of revenue from the fines be dedicated to railroad crossing education safety programs. Also requires PUC, in consultation with Caltrans, to adopt rules and regulations prescribing uniform standards defining when enforcement begins after the warning signal sounds at a railroad crossing. **Chapter 841, Statutes of 1999**

**AB 1133 (Thompson)** Would have enabled a peace officer to declare a vehicle a nuisance for driving under the influence (DUI) violations. The peace officer may have immediately impounded the vehicle and initiated forfeiture proceedings. **Died in Assembly Public Safety Committee**

**AB 1156 (Gallegos)** See Driver Licensing

**AB 1166 (Frusetta)** As introduced, this bill would have added a portion of Route 152 to the list of highways eligible to participate in the Safety Enhancement Double-Fine Zones (double-fine zone) program. The bill was later amended to delete the prior contents and include provisions that would have added a designated portion of State Highway Route 152 as a Safety Enhancement-Double Fine Zone. **Died Senate Transportation Committee**

**AB 1191 (Shelley)** Would have authorized a city or county to increase the fine from \$35 to \$100 for failing to properly stop at a stop sign, and made the total penalty including assessments for this violation \$270. **Died in Senate Public Safety Committee**

**AB 1218 (Keeley)** Gives transit buses the right-of-way over other vehicles when the buses are reentering traffic. The bill is only applicable to specified transit districts, and requires participating transit agencies to establish a public education program to inform motorists that they must yield to a transit bus. The provisions sunset on January 1, 2003. Requires an advisory committee to report to the Legislature about the effectiveness of the right-of-way for transit vehicles established under the bill. **Chapter 482, Statutes of 1999**

**AB 1471 (Havice)** Prohibits installing, reinstalling, distributing, or selling any previously used inflatable restraint system and designates such actions as misdemeanor crimes. **Chapter 449, Statutes of 1999**

**AB 1474 (Cardoza)** Permits the use of livestock carriers, as specified, on Highway 101 until January 1, 2001, and requires that CHP, in consultation with Caltrans, study the impact of this use on highway safety. Exempts tribally-owned vehicles from license fees except for registration fees. **Chapter 911, Statutes of 1999**

**AB 1531 (House)** As introduced, this measure would have made technical, nonsubstantive changes to provisions of law requiring motor carriers and drivers to comply with specified drug testing requirements. Subsequent amendments expand the bill to include provisions that would have created a data bank containing the results of drug and alcohol tests of commercial drivers, and provide civil immunity to employers who fail to comply with specified provisions. The bill would have also allowed for the suspension of an employer's license for failure to comply with specified employee background check requirements. **Died Senate Public Safety Committee**

**AB 1560 (Ashburn)** Would have allowed motorhomes up to 45 feet on California highways. **Died Assembly Appropriations Committee**

**AB 1841 (Dickerson)** Would have eliminated the requirement that a person operating an instrument of husbandry over a highway be regularly employed by a farmer or farm corporation. **Vetoed by Governor**

**AB 1885 (Correa)** Would have required that a traffic and engineering survey conducted for purposes of setting speed limits include consideration of the impact on bicycle and pedestrian safety. **Died in Senate Transportation Committee**

**AB 2086 (Reyes)** Prohibits a person from operating a farm labor vehicle, except as may be necessary to return the unladen vehicle or combination of vehicles to the residence or place of business of the owner or driver, or to a garage, after notice by CHP to the owner that the vehicle is in an unsafe condition or is not equipped as required by the Vehicle Code, as prescribed. **Chapter 873, Statutes of 2000**

**AB 2132 (House)** Would have expanded the "Safety Enhancement-Double Fine Zones" pilot project to include Route 132 between the intersection with Route 99 and the intersection with Route 580. **Died Senate Public Safety Committee**

**AB 2175 (Ashburn)** Would have permitted sale and operation of 45-foot motor homes on certain highways. **Vetoed by Governor**

**AB 2394 (Firebaugh)** As introduced, this measure would have provided for the operation of motor homes that are up to 45 feet in length. The bill was later amended to include provisions that placed the bill in the jurisdiction of the Assembly Health Committee. The amendments establish this bill creates a Task Force on Culturally and Linguistically Competent Health Care Providers (Task Force) and requires the Task Force to, among other things, develop a continuing education program; creates a Subcommittee within the Task Force to determine the feasibility of establishing a pilot program to allow Mexican licensed health care providers to practice in nonprofit community health centers. **Chapter 802, Statutes of 2000**

**AB 2522 (Shelley)** Establishes the Pedestrian Safety Act of 2000. Specifically, this bill establishes a grant program to improve pedestrian safety, requires drivers' education programs to include pedestrian safety topics, prohibits the removal of a crosswalk without public notice and hearing, and creates two new traffic penalties. **Chapter 191, Statutes of 2000**

**AB 2575 (Briggs)** Would have required the result of any drug or alcohol testing administered upon a driver to be delivered to the driver and the motor carrier employing that driver within 24 hours of obtaining the results.. **Died Assembly Transportation Committee**

**AB 2733 (Wesson)** Authorizes the suspension of the driving privilege for a person convicted of assault on another motorist, and requires the State Department of Education (DOE) to prepare materials for use in school districts that include discussion on aggressive driving behavior. The school district has the option to utilize the material or not. **Chapter 642, Statutes of 2000**

**AB 2767 (Jackson)** Allows local authorities to consider residential density and bicycle and pedestrian safety as additional factors in engineering and traffic surveys conducted for purposes of setting speed limits. **Chapter 45, Statutes of 2000**

**ACR 163 (House)** Urges CHP to enforce laws that generally require specified vehicles to be driven on the right-edge of the road, in the right-hand lane, or, on a divided highway with four or more lanes in each direction, the right-hand lane or the lane to its immediate left. Directs CHP, by January 15, 2001, to provide an estimate of the uniformed field strength of officers necessary for CHP to effectively accomplish the enforcement of all laws related to proper use of highway lanes. **Resolution Chapter 110 (2000)**

**SB 155 (Knight)** Adds portions of State Highway Route 152, Route 138, and Route 101 to the list of highway segments eligible to participate in the Safety Enhancement-Double Fine Zones (double-fine zone) program. Requires Caltrans to report to the Legislature by January 1, 2003, the results of the double-fine zone pilot projects, and to develop, in conjunction with CHP, specific criteria for designating a highway as a double-fine zone. Extends the sunset date for double-fine zone pilot projects to January 1, 2004. Urgency. **Chapter 739, Statutes of 1999**

**SB 567 (Speier)** Increases the fines for violations of child passenger restraint laws, and requires that children less than six years of age or weighing less than sixty pounds be properly restrained in a child passenger restraint system. **Chapter 675, Statutes of 2000**

**SB 681 (Speier)** Addresses vehicle owner responsibilities following nonfatal accidents. Allows a person involved in an accident resulting only in property damage, if possible, to move the vehicle off the main lanes of the highway to a safe location within the immediate vicinity of the accident, unless moving the vehicle would create a traffic hazard or cause injury to any person. Protects government employees from liability for damage to personal

property when their work requires them to remove property that is blocking traffic from the road. **Chapter 421, Statutes of 1999**

**SB 1112 (Knight)** See Vehicles and Vessel Safety Requirements

**SB 1282 (Lewis)** Clarifies that the increased penalty for hit-and-run accidents applies when a death or serious injury results from the accident not from the run away from the accident. This bill was also referred to the Assembly Public Safety Committee. Urgency. **Chapter 854, Statutes of 1999**

**SB 1526 (Kelley)** Adds portions of State Highway Route 74 and Route 2 to the list of projects designated as "Safety Enhancement-Double Fine Zones" (SEDFZs). **Chapter 446, Statutes of 2000**

**SB 2185 (Soto)** Requires that ice cream trucks be equipped with warning signs while vending in residential neighborhoods, and prohibits vending from an ice cream truck in certain specified conditions. **Chapter 344, Statutes of 2000.**

## TRANSPORTATION AGENCIES

**AB 73 (Hertzberg)** Would have allowed Caltrans to construct and operate, as a joint economic development, up to six new or existing safety roadside rest area sites. **Vetoed by Governor**

**AB 102 (Wildman)** See Transportation Financing

**AB 151 (Longville)** As referred to the Transportation Committee, this bill would have added county parking enforcement officers to the list of those eligible for special address confidentiality in DMV records under Section 1808.4 of the Vehicle Code. This bill was amended prior to hearing in the Transportation Committee, withdrawn from committee, and heard in the Judiciary Committee. As passed by the Legislature, this bill would have required the Department of Justice to study methods to protect the safety and confidentiality of peace officers and other public officials and existing confidentiality laws contained Sections 1808.4 and 1808.21 of the Vehicle Code. **Vetoed by Governor**

**AB 225 (Oller)** Would have required that every DMV field office have an employee to assist each person standing in line for services to make sure the person is standing in the correct line and has with him or her the correct documents. **Died in Assembly Transportation Committee**

**AB 298 (Battin)** Would have added district attorney staff, along with their spouses and children, to the list of those eligible for special address confidentiality in DMV records under Section 1808.4 of the Vehicle Code. **Died in Assembly Transportation Committee**

**AB 411 (Davis)** As introduced, this measure would have directed Caltrans, to the extent feasible, to increase its efforts to recruit and retain acoustical engineers. The bill was later amended to delete the prior contents and insert provisions that extend, by six months, the deadline by which San Diego area governments are to complete the housing elements of their general plans. **Chapter 107, Statutes of 1999**

**AB 512 (Maddox)** Would have made confidential DMV records of residence addresses available to private investigators and process servers for specified purposes. **Vetoed by Governor**

**AB 597 (Longville)** See Highways and Bridges

**AB 771 (Briggs)** Prohibits DMV from selling or distributing photographs or information on the physical characteristics of a driver's licensee or identification card holder to any private individual or firm, unless the licensee or identification card holder requests that DMV sell the information or the buyer has contracted with DMV to produce drivers' licenses and identification cards. **Chapter 489, Statutes of 1999**

**AB 865 (Honda)** Would have authorized the Department of Personnel Administration, when determining compensation for communications operators in CHP, to consider the total compensation for communications operators in comparable positions in the police departments of the cities of Los Angeles, Oakland, San Diego, and San Jose, and the City and County of San Francisco. **Vetoed by Governor**

**AB 904 (Alquist)** See Mass Transportation and Railroads

**AB 1012 (Torlakson)** See Transportation Financing

**AB 1078 (Papan)** See Vehicle and Vessel Registration and Licensing

**AB 1648 (Aroner)** Would have requested the University of California's Institute of Transportation Studies to submit a report to the Legislature which evaluates the Metropolitan Transportation Commission's compliance with specified federal and related state transportation laws. Requests that the University of California in preparing its report seek input from stockholders concerned with public transportation in the region. **Vetoed by Governor**

**AB 1703** See Mass Transportation and Railroads

**AB 1765 (Maddox)** Would have altered the appeals procedure for special benefit assessments that are currently under the jurisdiction of the Los Angeles County Metropolitan Transportation Authority (MTA). **Died Assembly Transportation Committee**

**AB 1864 (Correa)** Would have added nonsworn employees of city police departments and county sheriffs' offices to the list of those eligible for special address confidentiality in DMV records if they submitted verification that in their normal course of employment they are either: 1) routinely placed in contact with persons under investigation for, charged with, or convicted of committing criminal acts; 2) routinely involved in the investigation, collection, and maintenance of evidence; or 3) routinely involved in the prosecution of criminal matters. **Died in Assembly Appropriations Committee**

**AB 2131 (McClintock)** See Transportation Agencies

**AB 2184 (Leach)** Would have required Caltrans to establish an alternate bidding process and to provide bonus funds for the construction of projects in the state transportation improvement program (STIP). Under the bill, Caltrans would have been directed to seek bids on construction contracts that call for accelerated completion schedules and provided a bonus for contractors that meet or beat the deadlines. **Died Assembly Appropriations Committee**

**AB 2292 (Dutra)** Provides that three members of the New Motor Vehicle Board, who are not new motor vehicle dealers, constitute a quorum to consider petitions involving disputes between franchisees and franchisors. **Chapter 637, Statutes of 2000**

**AB 2293 (Florez)** Authorizes the Fresno County Transportation Authority (FCTA) to be designated as a local transportation authority for purposes of administering a voter-approved transportation sales tax in Fresno County. **Chapter 408, Statutes of 2000**

**AB 2365 (Honda)** Authorizes the Santa Clara Valley Transportation Authority (VTA) to administer and implement an adopted countywide transportation expenditure plan that would be funded by revenues from a retail transaction and use tax, as prescribed. The bill also expands the allowable uses for specified funds approved in the 2000-2002 Budget Act. **Chapter 784, Statutes of 2000**

**AB 2389 (Longville)** Would have created the San Diego Regional Infrastructure and Transportation Agency, specified the membership and terms of the agency's board of directors, and specified the powers and duties of the agency. **Died in Assembly Local Government Committee**

**AB 2428 (Torlakson)** Would have authorized the Metropolitan Transportation Commission (MTC) to arbitrate permit disputes between designated sponsors of transportation projects and local agencies that are effected by specified transportation projects in the nine-county San Francisco Bay Area. **Died Assembly Appropriations Committee**

**AB 2521 (Washington)** Would have allowed the Office of Traffic Safety (OTS) to establish a traffic intersection safety program within the California Traffic Safety Program (CTSP). **Died Assembly Appropriations Committee**

**AB 2821 (Cardoza)** Would have declared the intent of the Legislature that CHP report annually to specified legislative committees the extent to which the sufficient staffing level of the department is being attained, seek a minimum of 300 patrol officers per year for five years to meet a serious need for additional officers, and update a staff report prepared in 1990 and report the results to the legislative committees. **Vetoed by Governor**

**AB 2927 (Committee on Transportation)** Would have extended the deadline for Caltrans to circulate to interested parties, a draft plan for improving the management information system within Caltrans. Urgency. **Died in Assembly Appropriations Committee**

**AB 2934 (Correa)** As passed by the Assembly Transportation Committee, this measure would have authorized DMV to accept and use electronic documents, and grant full legal effect to signatures submitted by electronic means. The bill was later amended to delete



the prior contents of the bill and insert provisions regarding the City of Tustin and the Santa Ana Unified School District. **Died Senate Local Government Committee**

**SB 194 (Rainey)** Would have revised provisions requiring the Metropolitan Transportation Commission (MTC) to set aside for local transit operators the interest earned on any unallocated apportionment or reserve for that operator and include the interest in the amount apportioned to the operator. It would prohibit MTC from imposing specified requirements as a condition of setting aside interest on such apportionments.

**Died in the Assembly Appropriations Committee**

**SB 372 (Murray)** **SB 372 (Murray)** As introduced, this measure was authored by Senator Solis and included provisions that would have appropriated \$10 million from the General Fund for the purpose of supporting district attorneys' offices for the prosecution of crimes against children and crimes against senior citizen. The bill was later amended to delete the prior contents, designate Senator Murray as the author, and insert provisions that would have required a transportation zone or similar organizational sub-unit of the Los Angeles County Metropolitan Transportation Authority (MTA), established on or after January 1, 1999, to assume the duties, obligations, and liabilities arising from any existing collective bargaining agreements or labor obligations of the MTA. **Vetoed by Governor**

**SB 428 (Perata)** Creates the San Francisco Bay Area Water Transit Authority (BAWTA), specifies its membership, duties, and powers, and provides that the authority is to be funded through appropriations made in the annual Budget Act. The bill also requires the preparation of a comprehensive regional water transit implementation and operations plan that would become operative upon statutory approval by the Legislature. **Chapter 1011, Statutes of 1999**

**SB 632 (Brulte)** As amended on September 10, 1999, this bill was authored by Senator Perata and contained provisions that would have required the San Francisco Bay Area Water Transit Authority (BAWTA) to prepare and adopt a San Francisco Bay Area Water Transit Implementation Operations Plan (IOP) with prescribed content, including operational and performance standards, ridership projections, a system-wide environmental impact report, an overall funding and financing plan, a projection of operating costs, a plan for monitoring air and water impacts, vessel and terminal design specifications, an analysis of the environmental impact of transit terminal sites, and other specified components. The bill was amended on June 26, 2000 to delete the prior contents, designate Senator Brulte as the author, and include provisions that would have authorized various tax credits and exemptions related to the enactment of the budget bill.

**Died on the Assembly Floor**

**SB 804 (Perata)** See Mass Transportation and Railroads

**SB 886 (McPherson)** See Mass Transportation and Railroads

**SB 1101 (Murray)** Requires a transportation zone or similar organizational sub-unit of the Los Angeles County Metropolitan Transportation Authority (MTA), established on or after January 1, 1999, to assume the duties, obligations, and liabilities arising from any existing collective bargaining agreements or labor obligations of MTA. This bill also prohibits MTA from considering certain criteria when evaluating the cost-effectiveness or potential efficiencies arising from the establishment of a new transportation zone.

**Chapter 1080 Statutes of 2000**

**SB 1102 (Murray)** As passed by the Assembly Transportation Committee, this measure would have extended to any member or alternate member of a governing board of any Los Angeles County Metropolitan Transportation Authority (MTA) transportation zone, any employee of any transportation zone, or any contractor of any transportation zone, the existing conflict of interest law that applies to MTA's members or alternate members of its governing board, its employees, and its contractors. The bill was later amended to delete the prior contents and insert language regarding peace officers and racial profiling.

**Chapter 684, Statutes of 2000**

**SB 1221 (Schiff)** See Transportation Financing

**SB 1286 (Mountjoy)** See Aeronautics

**SB 1506 (Chesbro)** Would have established a specified advisory committee for the purpose of evaluating current highway and related transportation issues and conditions within the state's Transportation District 4 (Bay Area). The bill requires a report and recommendations to the Legislature by July 1, 2001. **Died in the Assembly**

**Appropriations Committee**

**SB 1813 (Speier)** Would have revised the process for resolving a dispute between Caltrans and its contractor or subcontractor, as specified, and makes related changes. Under the bill, a subcontractor would be authorized to initiate arbitration proceedings prior to the completion of a Caltrans project. **Vetoed by Governor**

**SB 1840 (Costa)** See Transportation Agencies

**SB 1995 (Perata)** Would have required the Metropolitan Transportation Commission (MTC) to prepare a comprehensive congestion reduction plan, prepare a plan for implementing an integrated transportation system management program, and enter into specified contracts for the development of performance measures and an independent analysis of MTC's planning activities and methods. **Died on the Assembly Floor**

**SB 2072 (Speier)** Permits a person to renew, after one year, the suppression of his or her DMV record for two additional one-year periods by submitting a letter detailing the circumstances that present reasonable cause to believe that the person is a victim of stalking, as defined, or is a person for whom there exists a threat of death or great bodily injury, as defined. Requires that, after two of these one-year renewals, a person must

submit recent police reports, court documentation, or other documentation from a law enforcement agency in order to continue suppression of his or her DMV record. The documentation must show that the person is a victim of stalking, or is a person for whom there exists a threat of death or great bodily injury. **Chapter 1008, Statutes of 2000**

**SB 2147 (O'Connell)** Authorizes the CHP Commissioner to plan and construct a CHP Museum on the academy grounds of the CHP in the City of West Sacramento using private donations and eligible federal funds. Names the museum the CHP Commissioner Dwight O. "Spike" Helmick Museum. **Chapter 774, Statutes of 2000**

**SCR 96 (Karnette)** Requests Caltrans, in cooperation with the Business, Transportation and Housing Agency (BT&H), the Trade and Commerce Agency (TCA), the California Transportation Commission (CTC), and other appropriate parties, to prepare a proposal for a "Global Gateways Development Program" to enhance intermodal freight access.

**Resolution Chapter 158 (2000)**

## TRANSPORTATION FINANCING

**AB 102 (Wildman)** As introduced, this measure would have required Caltrans to complete a specific list of retrofit soundwall projects. The bill was later amended to delete the prior contents and insert provisions that authorize the Southern California Rapid Transit District (i.e., the Los Angeles County Metropolitan Transportation Authority) to provide charter bus service during the Democratic National Convention in August 2000. Urgency. **Chapter 145, Statutes of 2000**

**AB 104 (Leonard)** Appropriates an unspecified amount of funds from the Petroleum Violation Escrow Account (PVEA) for energy conservation programs and projects. **Died in Assembly Appropriations Committee**

**AB 168 (Ackerman)** Authorizes the Orange County Transportation Authority (OCTA) to participate in a funding exchange program with Caltrans, trading county gas and diesel fuel tax revenues for state transit funds, subject to specified conditions and legislative approval. **Chapter 278, Statutes of 1999**

**AB 276 (Longville)** Would have appropriated \$60 million from the General Fund (GF) to the Public Transportation Account (PTA). **Died in Assembly Appropriations Committee**

**AB 308 (Longville)** Would have authorized regional transportation plans to include an assessment of the maintenance, rehabilitation, and safety needs of local streets, roads, and public transit systems. Would have provided that the financial element of the plan may include an estimate of funds required to meet those needs. Would have required that the annual report from the CTC to the Legislature include a summary of needs of local entities relative to roads and public transit systems. **Vetoed by Governor**

**AB 357 (Calderon)** Would have required every annual state budget to include an appropriation of \$60 million, rather than the current \$15 million, for allocation to railroad grade separation projects. **Died Senate Transportation Committee**

**AB 477 (Longville)** Amends the Motor Vehicle Fuel License Tax Law to change the excise tax rate imposed on gasoline from the current \$0.18 per gallon, to a percentage rate per gallon to be determined by the Board of Equalization (BOE). **Died Assembly Transportation Committee**

**AB 521 (McClintock)** Would have diverted revenue from sales and use taxes that are currently imposed on gasoline from the General Fund and dedicates that revenue for the maintenance and construction of highways. **Died Assembly Transportation Committee**

**AB 541 (Nakano)** Would have dedicated a portion of federal transportation funds apportioned to the state under the Surface Transportation Program (STP) to be used solely for funding storm water abatement projects. **Died Assembly Transportation Committee**

**AB 852 (Oller)** See Vehicle and Vessel Registration Requirements

**AB 856 (Havice)** Would have authorized school districts to count pupil suspension days as part of the district's Average Daily Attendance (ADA) for school apportionment. The bill was later amended to delete the prior contents and insert language that would have established a grant program in Caltrans under which school districts, cities, and counties would be eligible to apply for grants to pay for school crossing guard services and training. **Died in the Assembly Appropriations Committee**

**AB 872 (Alquist)** Authorizes a regional or local agency to expend its own funds to advance a transportation project included in the State Transportation Improvement Program (STIP) and subsequently be reimbursed by the state for the expenditure advance. Prescribes procedures for streamlining the transfer of state funds authorized for a local or regional project. **Chapter 572, Statutes of 1999**

**AB 915 (Dickerson)** Would have reallocated motor vehicle license fee (VLF) and motor vehicle fuel tax revenues from cities to counties without incorporated cities. This bill was withdrawn from the Transportation Committee and heard in the Senate Local Government Committee. **Died in the Assembly Appropriations Committee**

**AB 937 (Reyes)** Would have established a state task force, consisting of members of various state and local transportation agencies, for the purpose of enhancing California's ability to compete for federal discretionary transportation funding. **Died in Assembly Transportation Committee**

**AB 1012 (Torlakson)** Enacts a series of provisions designed to accelerate the development and delivery of state and local transportation projects, and make more efficient use of funds in the State Highway Account. Specifically, the bill:

- (1) Establishes a pilot program for project delivery advisory teams in four districts of Caltrans;
- (2) Establishes an advisory committee for the purpose of developing a more sophisticated project management information system within Caltrans;
- (3) Adds a two-year advance project development element to the State Transportation Improvement Program process;
- (4) Creates a revolving account for reimbursable work performed by Caltrans for local agencies;
- (5) Establishes a State Highway Account loan program for local transportation agencies; and
- (6) Authorizes the state to reallocate federal transportation funds that remain unobligated by local agencies and are in danger of lapsing and being lost to other states. **Chapter 783, Statutes of 1999**

**AB 1093 (Strom-Martin)** Would have established the Short Line Railroad Improvement Account (SLRIA) to be administered by Caltrans. Would have authorized Caltrans to approve grants to short line railroads to be funded from the account. **Vetoed by Governor**

**AB 1155 (Torlakson)** Would have set forth a process through which counties could have authorized or extended local transportation sales tax measures. The bill would have implemented Senate Constitutional Amendment 3 (Burton), which would have imposed a state sales and use tax at a rate of one-half of one percent for local transportation purposes.

**Vetoed by Governor**

**AB 1214 (Granlund)** Would have required the Secretary of the Business, Transportation and Housing Agency to prepare a study on the reduction in the Vehicle License Fee (VLF) enacted in 1998. This bill was referred to both the Revenue and Taxation Committee and the Transportation Committee. Because it died in the Revenue and Taxation Committee, it was never heard in the Transportation Committee. **Died in the Assembly Revenue and Taxation Committee**

**AB 1318 (Bates)** Prohibits private agency expenditures and specified toll revenue from being used as credit for the non-federal share on projects that are located outside of the county or counties where the toll facility or privately-financed facility is located. **Chapter 628, Statutes of 1999**

**AB 1383 (Thompson)** Requires Caltrans to extend, until June 30, 2002, the completion date for specified projects under the Environmental Enhancement and Mitigation Demonstration (EE&MD) program. Urgency. **Chapter 607, Statutes of 1999**

**AB 1425 (Runner)** Would have redirected federal funds from the STIP funding formula and allocates those revenues to the Regional Surface Transportation Program. Twenty percent of those redirected funds allocated to certain counties would have to have been set aside for environmental enhancement. **Died Senate Appropriations Committee**

**AB 1475 (Soto)** Designates a portion of federal transportation safety funding apportioned to the state under the federal Hazard Elimination/Safety (HES) program to be used by local governments to improve school area safety by installing new crosswalks, building bicycle paths and lanes, constructing sidewalks where none exist, and implementing traffic calming programs in neighborhoods around schools. **Chapter 663, Statutes of 1999**

**AB 1523 (Brewer)** See Highways and Bridges

**AB 1612 (Torlakson)** As introduced, this measure was authored by Assemblyman Florez and contained provisions that would have appropriated \$160 million from the State Highway Account (SHA) to cities and counties for street and highway reconstruction and storm damage repairs. The bill was later amended to delete the prior contents, designate

Assemblyman Torlakson as the author, and include provisions that would have would redirected \$383 million annually from the General Fund revenues garnered from the state sales tax on motor vehicle fuel gallonage taxes to transit, rail and local street and road purposes. The bill was subsequently amended to delete the prior contents and insert provisions that declared the intent of the Legislature to convene a conference committee on transportation infrastructure financing and development. **Died in Conference Committee**

**AB 1649 (Transportation)** Would have appropriated an unspecified amount of funds from the Petroleum Violation Escrow Account to an unspecified list of projects. **Died Senate Energy Committee**

**AB 1776 (McClintock)** See Highways and Bridges

**AB 1951 (Longville)** Makes member agencies of the Southern California Regional Rail Authority (SCRRA) and the Altamont Commuter Express (ACE) eligible for additional operations subsidies from the Public Transportation Account (PTA). **Chapter 632, Statutes of 2000**

**AB 2052 (Aroner)** Would have appropriated \$2 million from the Temporary Assistance for Needy Families (TANF) federal block grant to the Department of Social Services for a new Welfare-to-Work Transportation Demonstration Program. Urgency. **Died Senate Appropriations Committee**

**AB 2148 (Kuehl)** As introduced, this measure was authored by Assemblyman Nakano and included provisions that would have provided funding for the mitigation of storm water runoff on local roadways in Los Angeles County. The bill was later amended to delete the prior contents, designate Assemblywoman Kuehl as the author, and include provisions that would have required the State Water Resources Control Board to develop, before January 1, 2002, a uniform storm water monitoring program for regulated municipalities and industries. **Died Senate Environmental Quality Committee**

**AB 2173 (Bates)** Would have restricted the ability of the CTC to redirect federal transportation funds that are not being used in a timely fashion. **Died Assembly Transportation Committee**

**AB 2289 (Florez)** Would have appropriated an unspecified amount of money from the Petroleum Violation Escrow Account to the California Energy Commission (CEC) to provide a grant for the Oil and Natural Gas Technology and Information Center in Bakersfield. **Died Assembly Appropriations Committee**

**AB 2448 (Scott)** As passed by the Assembly, this bill would have provided that specified violations for trespassing on railroad property and rail transit-related property that are currently punishable as a misdemeanor shall also be making the crime be punishable as an infraction. The bill was amended in the Senate to delete the prior contents of the bill,

designate Assemblyman Scott as the author, and insert language that would have appropriated \$600,000 from the Historic Property Maintenance Fund (HPMF) to Caltrans to pay for costs associated with the maintenance and operation of specified historic properties located within a freeway corridor. The bill would have also deleted provisions that require Caltrans to meet and confer with the City of South Pasadena and the Los Angeles County Metropolitan Authority (MTA), with respect to the design of the proposed extension of the 710 Freeway that would be located within those jurisdictions. **Died on the Assembly Floor**

**AB 2451 (Runner)** Shifts approximately \$290 million in annual revenue from the Motor Vehicle Fuel Account (MFVA) to cities and counties for maintenance of local streets and roads and transfers an equivalent amount from the General Fund (GF) to the MVFA. **Died Assembly Appropriations Committee**

**AB 2604 (Zettel)** Would have prohibited, except in emergencies, GF money, appropriated by the Legislature for transportation capital improvement projects, from being designated by statute for specific transportation projects, instead requiring CTC to allocate any such GF appropriation through an amendment to the State Transportation Improvement Program (STIP). **Died Assembly Appropriations**

**AB 2643 (Calderon)** See Transportation and Railroads

**AB 2656 (Baugh)** Would have accelerated the VLF offset percentages by one year and adds one higher offset amount of 75%. This bill was referred to both the Revenue and Taxation Committee and the Transportation Committee. Because it died in the Revenue and Taxation Committee, it was never heard in the Transportation Committee. **Died in Assembly Revenue and Taxation Committee**

**AB 2742 (Baugh)** Would have established a five-year transportation financing program. Specifically, the bill would have shifted \$330 million/ year (revenue generated from 2.2 cents in state gas) from the State Highway Account to cities and counties for local streets and roads. Transferred revenue \$180 million from the GF (state sales tax on the remaining 9-cent state and 18-cent federal gas tax) to the Public Transportation Account (PTA). Transferred \$500 million from the state sales tax on gasoline to the State Highway Account (SHA). All of the transfers would have ceased after five years. **Died Assembly Transportation Committee**

**AB 2928 (Torlakson)** As passed by the Assembly Transportation Committee, this measure was a committee bill that would have required Caltrans, in cooperation with regional transportation agencies, to establish a public-private task force on intermodal highway corridors of economic significance. The bill was later amended to delete the prior contents, designate Assemblyman Torlakson as the author, and insert provisions that implement the Governor's Transportation Congestion Relief Plan. Specifically, the bill dedicates gasoline sales tax revenues to transportation for five years, provides additional funding to cities and counties for maintenance and storm damage repair on local streets



and roads, to the State Transportation Improvement Program (STIP) for capital improvement projects, and to the Public Transportation Account (PTA) for operations subsidies. **Chapter 91, Statutes of 2000**

**AB 2931 (Transportation Committee)** Would have lengthened the State Transportation Improvement Program (STIP), and the associated estimate of funds available for transportation improvement projects, from a four-year to a seven-year cycle. The STIP was lengthened to a five-year cycle in AB 2928 (see above), Chapter 91, Statutes of 2000.

**Died in Senate Transportation Committee**

**ACA 1 (McClintock)** Would have limited application of VLF to the value of a car in excess of \$10,000. This bill was referred to both the Revenue and Taxation Committee and the Transportation Committee. Because it died in the Revenue and Taxation Committee, it was never heard in the Transportation Committee. **Died in Assembly Revenue and Taxation Committee**

**ACA 26 (Villaraigosa)** Would have frozen the planned reduction in the vehicle license fee (VLF) and instead direct the future related funds to finance schools. This bill was never heard in the Assembly Transportation Committee, because after being heard in Education Committee, it was withdrawn from Transportation and referred to the Elections Committee. **Died in Elections, Reapportionment, and Constitutional Amendments Committee**

**AJR 6 (Briggs)** Memorializes the President and the Congress to not deviate from the formulas established under the federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) when allocating funds to the state. **Resolution Chapter 58 (1999)**

**AJR 52 (McClintock)** Would have memorialized the President and Congress to repeal the 1993 federal tax increase on fuels. **Died in the Assembly Transportation Committee**

**SB 117 (Murray)** This bill deletes the 10-year limitation on the Environmental Enhancement and Mitigation Demonstration (EE&MD) program fund and, instead, states the Legislature's intent that the program continue indefinitely with an annual appropriation of \$10 million. Requires Caltrans to submit a list of funded projects to the Legislature. **Chapter 739, Statutes of 1999**

**SB 315 (Burton)** Would have authorized, subject to voter approval, at the November 2000 statewide election, the issuance and sale of an unspecified amount of state general obligation (G.O.) bonds, the proceeds from which would have financed the rehabilitation of the state highway system, provided financial assistance to local governments for rehabilitation and storm damage repair of local streets and roads, provided financial assistance for public transit, completed unspecified high-priority capital projects of statewide significance, and funded a state-local partnership program to make state funds

available to match local funds or leverage federal funds for completion of transportation projects. **Died in Conference Committee**

**SB 364 (Perata)** Extends the deadline for construction contracts to be awarded, and funds to be expended, for the final list of projects under the State-Local Transportation Partnership Program (SLTPP). Under the bill, construction contracts for any project approved for the final funding cycle (Cycle 9) of SLTPP may be let until, but not later than, June 30, 2000. Funds that are appropriated for these projects shall be expended no later than June 30, 2003. Urgency. **Chapter 47, Statutes of 1999**

**SB 406 (Ortiz)** Revises the list of projects that are eligible for expenditure from the Governor's Traffic Congestion Relief Fund (TCRF). **Chapter 92, Statutes of 2000**

**SB 664 (Alpert)** Modifies the transportation funding allocation process between cities in San Diego County and clarifies the authorized uses for toll revenue generated by the San Diego-Coronado Bridge. **Chapter 729, Statutes of 1999**

**SB 688 (Burton)** See Vehicle and Vessel Registration and Licensing

**SB 928 (Burton)** Authorizes the state Treasurer, in cooperation with CTC, Caltrans, and regional transportation agencies, to issue federal highway grant anticipation notes (GARVEE bonds) to accelerate funding for eligible and designated transportation projects. It establishes guidelines for project eligibility and the implementation of GARVEE bond funding allocations and enacts related technical provisions. **Chapter 862, Statutes of 1999**

**SB 1221 (Schiff)** Requires 50% of the deposit of rental receipts into a special fund from historical properties located within a freeway corridor and the use of such funds for the maintenance and operation of the historical properties, subject to legislative appropriation. Establishes the Historic Property Maintenance Fund (HPMF) in the state Treasury for the purpose of collecting funds that would serve as a dedicated source of revenue for the maintenance of historical properties that are located within or along right-of-way property owned by Caltrans. **Chapter 759, Statutes of 1999**

**SB 1293 (Chesbro)** As referred to the Assembly Transportation Committee, this bill would have restored language making the continuous appropriation for General Fund vehicle license fee back-fill for cities and counties. The transportation committee never heard the bill, because it was amended and re-referred to the Governmental Organization Committee. As enacted, the bill imposes specified restrictions on the labeling of wines produced in Napa Valley. Urgency. **Chapter 831, Statutes of 2000**

**SB 1662 (Burton)** Enacts technical revisions to the transportation trailer bills (AB 2928, and SB 406, Statutes of 2000, Chapters 91 and 92 respectively) and specified transportation-related provisions of the 2000-2001 State Budget Act. **Chapter 656, Statutes of 2000**

**SB 1772 (Brulte)** Increases, from July 31, 2001 to June 30, 2006, the amount required to be transferred from the State Highway Account (SHA) to the Bicycle Transportation Account (BTA) to \$600,000 per month (\$7.2 million annually). Requires that, after June 30, 2006 and thereafter, transfers from the SHA to the BTA shall be \$416,667 per month (\$5 million annually). **Chapter 834, Statutes of 2000**

**SB 1809 (Johnston)** Would have required, until January 1, 2004, at least 10% of the state's federal minimum guarantee funds be programmed for transportation enhancement activities. Would have prescribed the method of apportioning such funds among local transportation agencies and grant applicants. **Vetoed by Governor**

**SCA 3 (Burton)** Would have authorized, subject to approval by the electorate, a county to impose a half-cent sales and use tax for the purposes of funding local transportation projects with a majority vote, rather than a two-thirds voter approval. **Died on the Assembly Floor**

## TRUCKS

**AB 28 (Olberg)** Would have exempted pick up trucks with an unladen weight of 5,000 pounds or less that are primarily used for noncommercial purposes from the payment of commercial registration fees based on the unladen weight of the vehicle. **Died in Assembly Appropriations Committee**

**AB 500 (Corbett)** Prohibits certain vehicles weighing 9,000 pounds or more from operating on the segment of Interstate Route 580 (I-580) between the Cities of Oakland and San Leandro. **Chapter 212, Statutes of 2000**

**AB 576 (Honda)** As passed by the Assembly Transportation Committee, this measure would have deleted the minimum allowable kingpin-to-rear axle (KPRA) length restriction of 38 feet for trucks on state highways. The bill was later amended to delete the prior language and insert language that corrects drafting mistakes from last year by deleting erroneous references to provisions of law which were proposed but never enacted regarding the enforcement of mechanics' liens. Urgency. **Chapter 13, Statutes of 2000**

**AB 1352 (Longville)** This bill would have established the California Trucking Advisory Board with specified members, and it would have authorized the Board to publish and disseminate materials, develop educational programs, and perform any other activities necessary to educate the public concerning highway safety in relation to interactions of motor vehicles and trucks. **Died Assembly Transportation Committee**

**AB 1489 (Maldonado)** Allows truck operators to place an 18-inch extension on the front of the first trailer of a combination of trailers on a truck used for transporting loads without calculating this extension into the length of the truck, and restricts the use of these vehicles to state highways only. **Chapter 181, Statutes of 1999**

**AB 1531 (House)** See Vehicle and Vessel Registration and Licensing

**AB 2149 (Soto)** See Highways and Bridges

**AB 2527 (Scott)** Would have enacted the Commercial Vehicle Registration Act of 2000 to end the current registration system (fees based on unladen weights and vehicle license fees) for commercial trucks and trailers. Would have replaced that system with a gross vehicle weight (GVW) fee system for trucks and a permanent trailer plate identification (PTI) program for trailers. While this bill failed, a similar bill, SB 2084 (see below), was enacted and did change the system for registering and paying fees on commercial vehicles. Urgency. **Died in Assembly Appropriations Committee**

**AB 2749 (Pescetti)** Removes the Cargo Theft Interdiction Program (CTIP) fee from collection under the Motor Carriers of Property Permit Fee Act and, instead, imposes a flat

fee of \$3 on each commercial vehicle required to pay a weight fee as part of vehicle registration, with specified exemptions. **Chapter 973, Statutes of 2000**

**AB 2769 (Zettel)** Would have exempted vehicles with loads of garbage from the gross weight limit of 10,500 per wheel. Also would have increased from 18,000 to 20,000 pounds the gross vehicle weight allowed per axle on California's highways. **Died in Assembly Transportation Committee**

**AJR 16 (Torlakson)** Urges the President and Congress to maintain the existing restrictions on trucks from Mexico and other foreign nations entering California and to continue efforts to ensure full compliance with California and federal laws. **Resolution Chapter 105 (1999)**

**SB 2084 (Polanco)** Enacts the Commercial Vehicle Registration Act of 2001 to end the current registration system (fees based on unladen weights and vehicle license fees) for commercial trailers, and replaces that system with a permanent trailer plate identification (PTI) program. Ends the existing weight fee system for trucks based on unladen weights and, instead, imposes a gross vehicle weight (GVW) fee system. **Chapter 861, Statutes of 2000**

**SB 2191 (Soto)** Would have required that Caltrans convene a Statewide Advisory Committee on Solutions to Truck Traffic Congestion and update a 1988 study on urban truck traffic congestion. **Died in Assembly Appropriations Committee**

## VEHICLE AND VESSEL REGISTRATION AND LICENSING

**AB 38 (Washington)** See Air Quality

**AB 183 (Washington)** Extends the sunset date for a \$1 vehicle registration fee that funds vehicle theft abatement programs from January 1, 2000, to January 1, 2005. Requires that each county that imposes the additional \$1 fee submit a quarterly expenditure and activity report to CHP. Requires that CHP compile all quarterly reports from counties, prepare an annual report on the program, and submit the report to the Legislature and participating counties. **Chapter 232, Statutes of 1999**

**AB 289 (Leonard)** Allows a vehicle's registration card to be removed from the vehicle when it is left unattended. **Chapter 106, Statutes of 1999**

**AB 327 (Gallegos)** Requires that a lienholder must remove and destroy a vehicle's license plates following the sale of a vehicle. Requires the lienholder to submit to DMV, within five days of the sale, a completed "Notice of Release of Liability" form, and requires that DMV retain the "Notice of Release of Liability" forms for two years. **Chapter 376, Statutes of 1999**

**AB 553 (Strom-Martin)** Would have redirected one-half of the revenues derived from the issuance of special coastal design license plate from the Environmental License Plate (ELP) Fund to a new License Plate Coastal Access Account and specifies the authorized uses of these revenues. This language was originally included in AB 809; when that bill was taken over by Assemblymember Lowenthal to implement the smog impact fee refund, Ms. Strom-Martin amended AB 553 to include the ELP language. However, AB 553 was later amended to relate to the Department of Parks and Recreation concession contracting procedures. **Chapter 993, Statutes of 2000**

**AB 640 (Bates)** Exempts Pearl Harbor, Legion of Valor, and Purple Heart license plates from the additional fees charged for issuance, renewal, or transfer of these special license plates. **Chapter, 612, Statutes of 1999**

**AB 692 (Thompson)** Would have authorized DMV to issue special license plates for the California Sesquicentennial Foundation and to direct the revenues from the additional charge for the license plate, less marketing and DMV's administrative costs, to a fund for the California Bicentennial. **Died in the Senate Appropriations Committee**

**AB 700 (Thomson)** Authorizes DMV to issue special license plates for Girl Scouts and to direct the revenues from the additional charge for the license plate, less DMV's administrative costs, to the Girl Scout Councils of California. The bill also prescribes

requirements for the issuance of any special interest license plate, including the Girl Scouts' plate. **Chapter 422, Statutes of 2000**

**AB 745 (Washington)** Would have established limits on fines for specified vehicle equipment and registration violations. **Vetoed by Governor**

**AB 809 (Lowenthal)** Directs DMV to identify all persons who paid the smog impact fee on certain used vehicles, notify those persons of their eligibility for a refund of the fee, and then provide a payment and a full explanation document to those persons for the amount of smog impact fee, any late payment penalties that were paid, plus interest. Urgency. **Chapter 31, Statutes of 2000**

**AB 852 (Oller)** Would have extended the decrease in the Vehicle License Fee (VLF) that took effect January 1, 1999, to internationally registered vehicles on which vehicle registration was due on or before December 31, 1998, by providing an offset to the registration dues on these vehicles in 1999. **Died in Assembly Appropriations Committee; however, the language of the bill was adopted as SB 688, a trailer bill to the 1999-00 Budget Act (see below).**

**AB 957 (Scott)** Requires DMV to suspend a motor carrier's permit or PUC to suspend a household goods carrier's permit upon receipt of a request from CHP for a motor carrier's failure to submit fees or complete an application under the Biennial Inspection of Terminals (BIT) Program. **Chapter 1006, Statutes of 1999**

**AB 959 (Scott)** Would have extended for three years the sunset date on the requirement that a person show proof of insurance or other financial responsibility when renewing registration of a vehicle. Also, would have directed DMV to conduct a random sample of vehicle registrations to find those without insurance or other financial responsibility, and to revoke their registration. (Note: The sunset date that this bill would have extended for three years was deleted by AB 652 (Speier), Chapter 880, Statutes of 1999.) **Died in Assembly Insurance Committee**

**AB 1041 (Strickland)** Authorizes DMV to issue special license plates for the Ronald Reagan Presidential Library and to direct the revenues from the additional charge for the license plate, less DMV's administrative costs, to the Ronald Reagan Presidential Library. **Chapter 594, Statutes of 1999**

**AB 1078 (Papan)** Would have made confidential DMV address records available to a lien holder or its agent, when the lien holder certifies under penalty of perjury that the information will be used to dispose of a vehicle to reimburse the lien holders. **Vetoed by Governor**

**AB 1129 (Ackerman)** Requires DMV to issue special license plates for Rotary International and to direct the revenues from the additional charge for the license plate,

less DMV's administrative costs, to the Rotary International Foundation. **Chapter 372, Statutes of 2000**

**AB 1311 (Romero)** As introduced, this measure was authored by Assemblyman Ashburn and included provisions that would have stated the intent of the Legislature to repeal the smog impact fee if it is held to be unconstitutional by a final decision of a state or federal appellate court. The bill was later amended to delete the prior contents, designate Assemblymembers Romero and Ashburn as joint authors, and include provisions that authorize the Board of Supervisors in specified counties to create pilot programs for diversion in specified driving on suspended license cases. This program sunsets on January 1, 2004. **Chapter 122 Statutes of 2000**

**AB 1431 (Oller)** Would have required DMV to conduct a random sample of not more than 15% of vehicle registrations each year to find those without insurance or other financial responsibility, and to suspend their registration. The bill would also have required DMV to establish a system by which an insurance company could have electronically transferred insurance information to DMV for the purpose of verifying whether the randomly selected vehicles were insured. **Died in Assembly Transportation Committee**

**AB 1457 (Campbell)** Would have exempted from the vehicle license fee a vehicle owned by a Pearl Harbor Survivor. Also, would have exempted these vehicles from special license plate fees and the additional fees charged for special license plates. **Died in Assembly Transportation Committee**

**AB 1474 (Cardoza)** See Rules of the Road

**AB 1515 (Margett)** Authorizes DMV to issue special interest plates on motorcycles. **Chapter 859, Statutes of 2000**

**AB 1527 (Briggs)** Would have exempted from the vehicle license fee a noncommercial passenger vehicle owned by a Pearl Harbor Survivor, a recipient of the Purple Heart, or a recipient of one of the nation's highest decorations of valor. **Died in Assembly Appropriations Committee**

**AB 1583 (Baldwin)** Would have required that for each license plate issued with a distinctive veterans' organization design DMV transmit \$1 to the veteran's organization whose distinctive design or decal appears on the plate. **Died in Assembly Transportation Committee**

**AB 1763 (Longville)** Permits a non-resident daily commuter to operate his or her vehicle anywhere in California, for purposes other than commuting to work. A non-resident daily commuter is a vehicle owner who lives in another state and who uses the vehicle to commute to work in California. **Chapter 30, Statutes of 2000**



**AB 1972 (Dickerson)** Would have allowed a car dealer to purchase a used vehicle on which the registration is overdue, and have the penalties that accrue after the purchase forgiven; and would have prorated the amount of license fees to be paid on that vehicle when purchased from a dealer. **Died in Assembly Transportation Committee**

**AB 2058 (Briggs)** Would have allowed the owner of a vehicle that is a 1973 or older model year to acquire and use a vehicle license plate that was issued in the same year as the vehicle model year. **Vetoed by Governor**

**AB 2119 (Leach)** Revises the requirements and procedures for obtaining a yacht or ship broker's license, including permitting the acceptance of electronically filed documents. **Chapter 380, Statutes of 2000**

**AB 2527 (Scott)** See Trucks

**AB 2702 (Cunneen)** Would have authorized DMV to issue special license plates for the Internet and to direct the revenues from the additional charge for the license plate, less DMV's administrative costs, to the Internet Education Account to fund Internet education programs. **Died in Senate Appropriations Committee**

**AB 2734 (Cox)** Would have included any veteran with a 100% disability, as defined, whether or not that disability results in loss of mobility, on the list of those who are exempt from paying vehicle registration and vehicle license fees (VLF). **Died in Assembly Appropriations Committee**

**SB 193 (Polanco)** Authorizes DMV to issue special breast cancer treatment license plates and to direct the revenues from the additional charge for the license plate, less DMV's administrative costs, to breast cancer treatment for specified uninsured and underinsured persons. **Chapter 651, Statutes of 2000**

**SB 246 (Solis)** Deletes the requirement that fees from the sale of firefighters' special license plates be deposited in the California Fire and Arson Training Fund beginning January 1, 2001, and thus continues depositing the funds in the California Firefighters' Memorial Fund. Extends from January 1, 2001, to January 1, 2006, the sunset date on the Personal Income Tax check-off for the firefighters. **Chapter 988, Statutes of 1999**

**SB 371 (Solis)** See Driver Licensing

**SB 594 (Morrow)** Exempts a vehicle owned by the spouse of a member of the United States armed forces from vehicle registration under the same conditions specified for the member of the armed forces. Those conditions include that the spouse is either a resident of another state stationed in California or a California resident who has been stationed elsewhere and has returned home. In addition, the following conditions be met for vehicle registration to be waived: a) The vehicle's plates must be valid in the jurisdiction in which they were issued and must have been issued to the spouse of a military person; and b) The

vehicle must be covered by insurance or another form of financial responsibility. **Chapter 100, Statutes of 1999**

**SB 652 (Speier)** Deletes the January 1, 2000, sunset date on the requirement that a person show proof of insurance or other financial responsibility when renewing registration of a vehicle. Revises the financial penalties for driving without insurance to require the imposition of a minimum and maximum penalty of \$100 to \$200, plus penalty assessments, for a first offense of driving without insurance, and would require the imposition of a greater than minimum fine unless the vehicle owner has presented proof of insurance to the court. Authorizes DMV to suspend, cancel, or revoke a vehicle registration when it learns that the vehicle owner filed a false evidence of financial responsibility or cancelled his or her insurance, and revises the responsibilities of the court and DMV to suspend a person's driver's license for the knowing presentation of false evidence of insurance to a peace officer or clerk of the court. **Chapter 880, Statutes of 1999**

**SB 688 (Burton)** Extends the decrease in the Vehicle License Fee (VLF) that took effect January 1, 1999, to internationally registered vehicles on which vehicle registration was due on or before December 31, 1998, by providing an offset to the registration dues on these vehicles in 1999. This bill is a tax levy and took effect immediately. **Chapter 76, Statutes of 1999**

**SB 698 (Peace)** As passed by the Transportation Committee, this bill would have required DMV to issue newly designed and fully reflectorized license plates for all vehicles in California by January 1, 2005. The bill was amended in the Assembly Appropriations Committee on August 28, 2000, and then referred to and heard by the Assembly Natural Resources Committee. As passed by the Legislature, the bill authorizes the State Lands Commission to carry out an exchange of public trust lands within the Naval Training Center, San Diego, with the City of San Diego and the San Diego Unified Port District. **Chapter 714, Statutes of 2000**

**SB 974 (Speier)** See Miscellaneous

**SB 1026 (Karnette)** Would have made it a misdemeanor to make, sell, or use false documents as proof of financial responsibility for damages that arise from the ownership or operation of a motor vehicle. **Died in Assembly Public Safety Committee**

**SB 1329 (Karnette)** Requires, among other things, that any organization sponsoring a special interest license plate be a tax-exempt, non-profit organization, and collect 7,500 applications and fees for its plate. Discontinues any special interest license plate issued under this bill if there are less than 7,500 of such plates in use for a one-year period. **Chapter 163, Statutes of 2000**

**SB 1996 (Speier)** Expands the list of documents that a vehicle owner may submit to demonstrate proof of financial responsibility when registering a vehicle. **Chapter 455, Statutes of 2000**

**SB 2084 (Polanco)** See Trucks

## VEHICLE AND VESSEL SAFETY REQUIREMENTS

**AB 555 (Reyes)** Requires the Labor Commissioner to provide CHP with a list of all registered farm labor vehicles, and requires any peace officer stopping a farm labor vehicle to determine whether the vehicle is registered. Extends the inspection liability for farm labor vehicles to vehicle owners and farm labor contractors and increases fines for violations of inspection and operation requirements of farm labor vehicles. **Chapter 556, Statutes of 1999**

**AB 602 (Florez)** As passed by the Assembly Transportation Committee, this bill was authored by Assemblyman Torlakson and would have required Caltrans, in cooperation with CHP, to establish a voluntary program for training the operators of pilot cars and special escort services that accompany a manufactured home when it is being moved. The bill was later amended to delete the prior contents, designate Assemblyman Florez as the author, and insert provisions that: (1) require that the passenger seats of farm labor vehicles be equipped with seatbelts, (2) further restrict the transportation of persons in farm labor vehicles that do not have passenger seating positions in compliance with existing law, and (3) establish requirements for the securing of tools in farm labor vehicles. **Chapter 308, Statutes of 2000**

**AB 951 (Wiggins)** 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. Codifies an agreement for bar pilots rate increases reached between the San Francisco Bar Pilots and the Pacific Merchant Shipping Association. **Chapter 261, Statutes of 1999**

**AB 975 (Ducheny)** Provides additional funding for the California Motorcyclist Safety Program and makes the program permanent. Requires CHP to submit a report to the Senate and Assembly Transportation committees as well as the Joint Legislative Budget Committee relative to the Motorcycle Safety Program. **Chapter 610, Statutes of 1999**

**AB 1151 (Leach)** Enhances the penalties for vessel operators who are involved in boating accidents resulting in personal injury and who subsequently withhold or give false information about the accident. **Chapter 500, Statutes of 1999**

**AB 1165 (Florez)** Requires all farm labor vehicles to have certified safety restraints for the driver and all passengers, and requires all farm labor vehicles to be inspected and certified by CHP. Requires the operator of a farm labor vehicle to request the scheduling of the required safety inspection by CHP. Prohibits the owner or operator of a farm labor vehicle from operating a farm labor vehicle without the proper certification requirements required by this bill. The certification sticker posted on the vehicle must include the date of the certification and an "800" telephone number developed by CHP to facilitate the public reporting of safety related violations of farm labor vehicles. Urgency. **Chapter 557, Statutes of 1999**

**AB 1287 (Davis)** Would have required new classes of people to wear life jackets, and established a boater safety program. This measure would have required testing and certification of all boaters, on a graduated basis. Younger pilots (age 21 and under) would have to have been certified by September 1, 2002; persons aged 31 and under by June 1, 2003; persons aged 41 and under by June 1, 2004; all persons born after January 1, 1960, by June 1, 2005. Persons born prior to 1960 would not have been required to be certified. **Vetoed by the Governor**

**AB 1715 (Soto)** Would have required commercial vehicles engaged in vending food items in residential districts to be equipped with and operate flashing amber warning lights. **Died Assembly Transportation Committee**

**AB 1907 (Soto)** Would have added bicyclist and pedestrian education as required components of the California Traffic Safety Program. **Died Assembly Transportation Committee**

**AB 2045 (Nakano)** Requires the Department of Boating and Waterways (DBW) to approve boating safety courses and to develop a personal watercraft (PWC) education course available on DBW's website. **Chapter 396, Statutes of 2000**

**AB 2538 (Brewer)** Requires that any person who is being towed behind a vessel, who is using a personal watercraft (PWC), or who is 11 years of age or younger and who is on a boat to wear a personal flotation device (life jacket). **Chapter 398, Statutes of 2000**

**SB 186 (Costa)** Defines a low-speed vehicle, and requires that these vehicles meet specified safety and operation requirements. Defines a low-speed vehicle as a motor vehicle, other than a motor truck, having four wheels on the ground and a weight of 1,800 pounds or less, that is capable of attaining a minimum speed of 20 mph and a maximum speed of 25 mph on a paved level. Subjects low-speed vehicles and drivers of such vehicles to all provisions applicable to motor vehicles and the drivers of motor vehicles. Prohibits a person from operating a low-speed vehicle on a roadway with a speed limit in excess of 35 mph, but does allow a low-speed vehicle to cross such a roadway at a controlled intersection. Allows local authorities, law enforcement agencies, and CHP to restrict or prohibit the use of low-speed vehicles on any roadway under their jurisdiction. **Chapter 140, Statutes of 1999**

**SB 387 (Alpert)** As passed by the Senate, this measure would have required the Department of Boating and Waterways, in its biennial report, to include the status of its implementation of specified boating safety recommendations. The bill was later amended to authorize the Oil Spill Prevention and Response (OSPR) administrator to establish a lower standard of financial responsibility for "marine construction vessels" and "nontank barges," as defined, instead of requiring these vessels to comply with the statutory requirement to demonstrate the ability to pay at least \$300 million in damages from a spill. **Urgency. Chapter 687, Statutes of 1999**

**SB 441 (Chesbro)** Defines a motorized scooter and requires these devices to meet certain operational and safety requirements. Requires a person operating a motorized scooter to be at least 16 years of age and to be wearing a helmet. Allows a person to operate a motorized scooter at night as long as the scooter is equipped with the proper lights and reflectors. Exempts a person who operates a motorized scooter from the provisions of existing law relating to insurance, registration, and license plate requirements. **Chapter 722, Statutes of 1999**

**SB 652 (Speier)** See Vehicle and Vessel Registration and Licensing

**SB 1112 (Knight)** Limits who DMV may license as a driving school operator or instructor or as a traffic violator school operator, and requires that vehicles used to train drivers be equipped with specified equipment. **Chapter 243, Statutes of 2000**

**SB 2144 (Perata)** Specifies additional times during which vessels traveling in the bays of San Francisco, San Pablo, or Suisun are exempt from state pilotage provisions. Exempts incidents involving pilots aboard vessels of less than 300 gross tons from review and disciplinary action unless the law requires the pilots to be aboard such vessels. **Chapter 394, Statutes of 2000**

**SB 2177 (McPherson)** Would have applied existing provisions of law relative to the regulation, licensing, and management of pilots for the bays of San Francisco, San Pablo and Suisun to persons who pilot vessels into or out of the waters of "Monterey Bay". **Died in the Assembly Transportation Committee**

**SB 2185 (Soto)** See Rules of the Road

**SB 2190 (Soto)** Includes bicyclist and pedestrian education in the California Traffic Safety Program. **Chapter 181, Statutes of 2000**

## MISCELLANEOUS

**AB 134 (Thomson)** See Rules of the Road

**AB 159 (Floyd)** Excludes motorcycle dealers and trailer dealers from the requirement that they take a written test before receiving a vehicle dealer license. Provides that used vehicle dealers may charge up to \$50 for the smog check on a used vehicle. **Chapter 230, Statutes of 1999**

**AB 713 (Firebaugh)** Beginning January 1, 2001, requires a bank or other specified lending institution to provide Spanish language translations of motor vehicle lease contracts upon request. **Chapter 235, Statutes of 1999**

**AB 986 (Knox)** Would have added preservation, protection, enhancement, and restoration projects administered by the Santa Monica Mountains Conservancy to the list of environmental programs for which the Legislature may appropriate revenues deposited in the Environmental License Plate (ELP) Fund. **Died in Senate Appropriations Committee**

**AB 1018 (Cox)** Allows the Capitol Valley Service Authority for Freeway Emergencies (Capitol Valley SAFE) to purchase, operate, and maintain call boxes on Class 1 bikeways (i.e. bike paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized). Allows additional counties to join Capitol Valley SAFE. **Chapter 262, Statutes of 1999**

**AB 1069 (Papan)** Would have defined a retail vehicle fleet auctioneer, made an auctioneer subject to specified vehicle dealer licensing requirements, and established a regulatory structure for such auctioneers governing the consignment and auction sale of motor vehicles to the public. **Died on the Assembly Inactive file**

**AB 1344 (Keeley)** Would have provided for the transfer of specified Hatton Canyon right-of-way property to the Monterey Peninsula Regional Park District. **Died Assembly Appropriations Committee**

**AB 1078 (Papan)** See Vehicle and Vessel Registration and Licensing

**AB 1460 (Oller)** Would have made void and unenforceable any requirement in a permit issued by Caltrans after January 1, 1997, that requires the City of Jackson in Amador County to own a storm drainage system as a condition of allowing a development in that city. Urgency. **Died Assembly Transportation Committee**

**AB 1593 (Villaraigosa)** Specifies that the provisions of SB 496 (Sher), a bill to designate thirty-nine miles of specific segments of the South Yuba River as a state Wild and Scenic River, shall become operative on January 1, 2001. **Chapter 1017, Statutes of 1999**

**AB 1650 (Assembly Transportation Committee)** Enacts the Assembly Transportation Committee's annual omnibus bill of noncontroversial and technical provisions. The bill makes many small, but significant, changes to the Vehicle Code, the Government Code, the Streets and Highways Code, the Public Contract Code, and the Tax and Revenue Code. **Chapter 724, Statutes of 1999**

**AB 1912 (Torlakson)** Defines a park trailer as a trailer designed for human habitation for recreational or seasonal use that contains 400 or fewer square feet, is not more than 14 feet wide, and is built on a single chassis. Requires that a park trailer may be transported only with a permit issued by the Department of Transportation (Caltrans) or a local authority with respect to highways under their jurisdictions. Such a permit shall be issued only if a city or county has first given permission for the park trailer to be transported on any local streets or roads necessary for the move and only if the move is being made for a good cause, which includes relocation. **Chapter 566, Statutes of 2000**

**AB 2076 (Shelley)** Requires the State Energy Resources Conservation and Development Commission (CEC) to examine the feasibility of operating a strategic fuel reserve and to report its findings to the Legislature. **Chapter 936, Statutes of 2000**

**AB 2098 (Migden)** Requires the State Energy Resources Conservation and Development Commission (CEC) to study the feasibility of financing, constructing, and maintaining a new pipeline or using an existing pipeline to transport motor vehicle fuel. **Chapter 963, Statutes of 2000**

**AB 2114 (Longville)** Standardizes the provisions of the Motor Vehicle Fuel License Tax Law and the Aircraft Jet Fuel License Tax Law so that these provisions are more similar to those of the Diesel Fuel Tax Law. Tax levy. **Chapter 1053, Statutes of 2000**

**AB 2140 (Keeley)** Establishes new requirements regarding the contents of long-range planning documents that are developed by designated transportation planning agencies. Requires designated transportation planning agencies to, among other things, develop at least one alternative planning scenario as part of their long-range transportation plans. **Chapter 832, Statutes of 2000**

**AB 2221 (Battin)** Removes the sunset, or termination date for provisions that authorize cities and counties to establish a golf cart transportation plan; thereby extending these provisions indefinitely. **Chapter 155, Statutes of 2000**

**AB 2517 (Shelley)** Prohibits any vehicle dealer or lienholder, who reacquires or assists in reacquiring a motor vehicle, from requiring that the buyer not disclose the problems with the vehicle or the nonfinancial terms of the reacquisition, and makes null and void any such confidentiality or gag clause that a dealer or lienholder might require on a buyer. **Chapter 258, Statutes of 2000.**



**AB 2666 (Battin)** Would have allowed the importation and sale of federal reformulated gasoline, and imposed a surcharge on this fuel. **Died Assembly Appropriations Committee**

**AB 2807 (Papan)** Requires every vehicle dealer who sells used vehicles to take four hours of continuing education every two years in order to maintain his or her dealer's license. **Chapter 221, Statutes of 2000**

**AB 2835 (Hertzberg)** Would have authorized the Governor to create an advisory committee on urban traffic congestion. **Died Senate Floor**

**AB 2908 (Transportation)** Transportation omnibus committee bill. Enacts the Assembly Transportation Committee's annual omnibus bill of noncontroversial and technical provisions. **Chapter 860, Statutes of 2000.**

**AB 2909 (Transportation)** Transportation omnibus committee bill. Enacts the Assembly Transportation Committee's annual omnibus bill of noncontroversial and technical provisions. **Chapter 596, Statutes of 2000**

**AB 2930 (Torlakson)** As passed by the Assembly Transportation Committee, this measure was a committee bill that would have required that the travel element of a local congestion management program include a plan that promotes welfare-to-work transportation programs. The bill was later amended to delete the prior contents of the bill, designate Assemblyman Torlakson as the author, and insert provisions that removes the two-term limit for members of the Delta Protection Commission (Commission), allowing its members to serve one or more consecutive terms and removes the sunset date for the Commission. **Chapter 505, Statutes of 2000**

**ACR 133 (Torlakson)** Requests that CHP organize a Traffic Relief Panel, with specified members, for the purpose of conducting a series of town hall meetings in specified regions throughout the state, to identify problems and solutions to local traffic congestion. **Resolution Chapter 104 (2000)**

**SB 175 (Rainey)** Would have established a pilot program in the Office of Criminal Justice Planning (OCJP) to be implemented in San Francisco, Contra Costa and San Bernardino to apprehend people with outstanding arrest warrants. **Died in the Assembly Appropriations Committee**

**SB 378 (Kelley)** Directs state regulatory agencies, including DMV, within existing budgetary resources, to cooperate with the Bureau of Security and Investigative Services (BSIS) in enforcing the requirement that only licensed repossessioners can be used to recover secured personal property. Clarifies that the tow vehicles used by repossessioners are not tow trucks; therefore, exempting them from specified equipment requirements. **Chapter 456, Statutes of 1999**

**SB 532 (Senate Transportation Committee)** Enacts the Senate Transportation Committee's annual omnibus bill of noncontroversial and technical provisions. Makes many small, but significant changes to the Government Code, Penal Code, Public Contract Code, Public Utilities Code, Revenue and Taxation Code, Streets and Highways Code, and the Vehicle Code. **Chapter 1007, Statutes of 1999**

**SB 533 (Senate Transportation Committee)** Enacts one of the Senate Transportation Committee's annual bills of noncontroversial and technical provisions. Makes many small, but significant changes to the Vehicle Code. **Chapter 1008, Statutes of 1999**

**SB 653 (Karnette)** Enacts the Alameda Corridor Industrial Reclamation Act of 1999 to authorize the Los Angeles County Community Development Commission (LACDC) to implement a demonstration program to improve and promote workforce preparedness in communities in and around the Alameda Corridor. **Chapter 519, Statutes of 1999**

**SB 663 (Figueroa)** Would have established a recovery fund to compensate members of the public who have suffered monetary loss because of an out-of-business or bankrupt vehicle dealer's failure to 1) remit vehicle license or registration fees received from a consumer to DMV; 2) pay to the legal owner (typically a bank or other financing company) the preexisting security interest, lien, or lease balance on a vehicle the dealer accepts as trade-in; or 3) pay the amount specified in consignment agreement to a consumer after the sale of a consigned vehicle. **Died in Assembly Appropriations Committee**

**SB 771 (Speier)** Would have enacted the Organ and Tissue Donor Registry Act of 2000 to provide information and a standardized form containing specified information about organ and tissue donations. **Died in Assembly Appropriations Committee**

**SB 974 (Speier)**

- 1) Grants a person who purchases a vehicle sold through a dealer at a vehicle auction open to the general public the same rights and remedies against the dealer as would be available if that dealer were an owner and seller of the auctioned vehicle. These rights or remedies are in addition to any rights or remedies he or she may otherwise have against the seller of a vehicle sold at a public vehicle auction, and may not be waived or modified by agreement between the parties.
- 2) Provides that a vehicle owner who consigns a vehicle with a dealer who sells it by auction shall indemnify the dealer for any liability resulting from misrepresentations or misconduct by the vehicle owner.
- 3) Requires that a licensed vehicle dealer, when advertising a vehicle to be auctioned, must disclose in any advertisement whether a buyer's fee will be charged in addition to the auction bid price for the vehicle. If the fee is a set amount, the dollar amount of the fee shall be included in the advertisement, or if the fee is not a set amount, the formula used to calculate the fee shall be included.

- 4) Prohibits a licensed dealer, when conducting an auction, from charging a buyer's fee, as defined, unless that dealer delivers, at a time prior to accepting bids, a specified disclosure statement to any person permitted to submit bids. The bidder must sign and date the disclosure statement prior to bidding on a vehicle.

**Chapter 672, Statutes of 1999**

**SB 1206 (Perata)** Would have enacted the California Bicycle Recovery Act (CBRA) to establish a statewide system of bicycle registration and bicycle data collection. Would have allowed bicyclists to register their bicycles on-line by providing for a method of bicycle registration in a computer data base that would be linked to the Internet. Would have required that data obtained on the Internet could be used only for the purposes of locating and recovering any lost or stolen bicycle and to identify their registered owners, and that it could not be used for commercial purposes or resold. Would have required that after December 31, 1999, every serial number stamped or cast on a bicycle frame pursuant to existing law begin with the designation "SER." **Vetoed by Governor**

**SB 1403 (Transportation Committee)** This omnibus bill makes various technical, nonsubstantive changes to existing law. Makes various technical and noncontroversial changes to the Insurance Code and Vehicle Code. **Chapter 1035, Statutes of 2000**

**SB 1404 (Transportation Committee)** This omnibus bill makes various technical, nonsubstantive changes to existing law. Makes various technical and noncontroversial changes to the Business and Professions Code, the Government Code, the Public Utilities Code, the Streets and Highways Code, and the Vehicle Code. **Chapter 787, Statutes of 2000**

**SB 1428 (Karnette)** Eliminates the sunset date on the state's freeway service patrol system, which provides emergency roadside assistance on traffic-congested urban freeways in order to reduce congestion. **Chapter 513, Statutes of 2000**

**SB 1819 (Dunn)** Clarifies provisions of law that prohibit an automobile manufacturer or distributor, or a business that it controls or that controls it, from owning auto dealerships within close proximity of independently owned dealerships. **Chapter 789, Statutes of 2000**

**SB 1962 (Costa)** Requires oil refiners and major marketers to report more specific information to the California Energy Commission (CEC). **Chapter 288, Statutes of 2000**

**SB 1997 (Perata)** Would have permitted a city or county to authorize the registration and licensing of bicycles by the internet. **Vetoed by Governor**

**SB 2060 (Speier)** Expands, effective July 1, 2001, the definition of advertisement, for purposes of vehicle dealers' advertisements, to include advertisements in magazines, direct

mail, handbills, or on a vehicle dealer's website, when a vehicle is offered for sale on the Internet. **Chapter 773, Statutes of 2000**

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