

hand out

Legislation signed by Governor (2005/2006)

SB 372 (Margett) *Vehicles: size, weight, and load: local authorities: issuance of variance permits*

Existing law imposes limits on the size, weight, and load of vehicles that may be operated on the highway and authorizes the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to issue permits to operate vehicles exceeding the specified size, weight, and load limits. This bill would exclude from the list of special services that are required to be billed separately any services necessary to provide the notification required under these provisions and services that are within the scope of the local authority's ordinary duty to provide. This bill would also require a local authority, for the purposes of determining whether special services are necessitated by an unusually large or heavy load, to be governed by specific regulatory criteria adopted by the department for highways under its jurisdiction. This bill contains other existing laws.

SB 1613 (Simitian) *Vehicles: wireless telephones*

Under existing law, motor vehicle operation is regulated, and drivers must follow many legal requirements or face criminal sanctions. Under existing law, it is a crime for a person to drive a schoolbus or transit vehicle while using a wireless telephone, except for certain work-related or emergency purposes. This bill would make it an infraction, operative July 1, 2008, to drive a motor vehicle while using a wireless telephone, unless that telephone is designed and configured to allow hands-free listening and talking operation, and is used in that manner while driving. This offense would be punishable by a base fine of \$20 for a first offense and \$50 for each subsequent offense. This bill contains other related provisions and other existing laws.

AB 2557 (Huff) *Transportation*

Existing law permits the State Air Resources Board to adopt a regulation to prohibit the sale and registration of a new motor vehicle certified by the state board, to which there has not been conspicuously affixed on the driver's side window or, if it cannot be so placed, to the windshield, a decal disclosing specified emissions information. This bill would instead permit that regulation when the specified decal has not been conspicuously affixed on a side window to the rear of the driver, or if it cannot be so placed, to the windshield. This bill contains other related provisions and other existing laws.

SB 1282 (Ducheny) *Transportation: federal funds: border infrastructure program*

Existing law generally provides for programming by the California Transportation Commission of state and federal transportation funds pursuant to the state transportation improvement program process, subject to various funding distribution and fair share formulas. Existing federal law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) apportions federal transportation funds to the states for various purposes, including funds for a coordinated border infrastructure program. This bill would require federal funds apportioned to the state under the coordinated border infrastructure program of SAFETEA-LU to be programmed,

allocated, and expended in the same manner as other federal transportation capital funds in the state transportation improvement program, except that these federal funds would be exempt from being included in the transportation funds subject to the distribution and fair share formulas. The bill would also authorize these funds to be used for projects located in Mexico. The bill would authorize any nonfederal funds needed to match these federal funds to be programmed from any available local source or any available state transportation funding source, with the concurrence of the applicable regional transportation planning agency. This bill contains other related provisions.

**Enrolled Legislation pending signature by Governor
(2005/2006)**

AB 2295 (Arambula) *Transportation and Capital Improvement Projects*

Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.

AB 2108 (Evans) *Vehicles: child passengers*

Existing law establishes rules of the road governing the operation of vehicles upon the highways. A violation of these rules is a public offense. This bill would recast these provisions by requiring that a child who is under 8 years of age be secured in a rear seat in an appropriate child passenger restraint system. The bill would provide an exception from the child passenger restraint system requirement for a child who is under 8 years of age, but who is 4 feet 9 inches tall or taller and who is properly restrained by a safety belt. The bill would prohibit a parent or legal guardian, or driver from transporting in a motor vehicle, a child or ward who is 8 years of age or older, but less than 16 years of age without properly securing the child or ward in an appropriate child passenger restraint system or a safety belt. This bill contains other related provisions and other existing laws.

SB 225 (Soto) *Carl Moyer Program*

Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer program), which provides grants to offset the incremental cost of eligible projects that reduce oxides of nitrogen from heavy-duty mobile sources in the state. Existing law, until January 1, 2015, prohibits grants for projects with a cost-effectiveness of more than \$13,600 per ton of NOx reduced in California, and on and after that date reduces that dollar amount to \$12,000. This bill would allow the State Air Resources Board to determine a higher value that reflects state consumer price index adjustments. This bill contains other related provisions and other existing laws.

SB 1505 (Lowenthal) *Fuel: Hydrogen Alternative Fuel*

Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Under existing law, the state board, in conjunction with other state agencies, is required to develop and adopt a state plan to increase the use of alternative fuels, as defined. Existing law also requires retail sellers, as defined, to procure a specified percentage of electricity generated by eligible renewable energy resources, as defined, called a renewables portfolio standard. This bill would declare the Legislature's intent that, when the California Hydrogen Highway

Blueprint Plan is implemented, it be done in a clean and environmentally responsible and advantageous manner. The bill would require the state board to adopt regulations that will ensure that state funding for the production and use of hydrogen fuel, as described in the California Hydrogen Highway Blueprint Plan, contributes to the reduction of greenhouse gas, criteria air pollutant, and toxic air contaminant emissions, and would require these regulations to meet minimum requirements, as specified. This bill contains other related provisions.

SB 1587 (Lowenthal) *Transportation Planning: Federal Funds*

Existing law requires transportation planning agencies to adopt and submit an updated regional transportation plan to the California Transportation Commission and the Department of Transportation every 3 years, except that a transportation planning agency that does not contain an urbanized area may, at its option, submit an updated plan every 4 years. This bill would instead require a transportation planning agency to submit an updated regional transportation plan every 4 years, except that a transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area could, at its option, submit an updated plan every 5 years. This bill contains other related provisions and other existing laws.

SB 1703 (Lowenthal) *California Transportation Commission*

Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 11 members, with 9 members appointed by the Governor with the advice and consent of the Senate and 2 ex officio nonvoting legislative members. Voting members serve terms of 4 years. This bill would expand the commission to 13 members, with one additional voting member each appointed by the Speaker of the Assembly and the Senate Committee on Rules, who would not be subject to Senate confirmation.

AB 1726 (Lowenthal) *Vehicles: publicly owned transit system buses: illuminated signs*

Existing law requires buses to be equipped with identification lamps and signs and lighting, as specified. This bill would authorize buses, operated by a publicly owned transit system on regularly scheduled service, to be equipped with certain illuminated signs, as specified. The bill would require that the illuminated signs adhere to certain specifications; and would thereby create a new crime and impose a state-mandated local program. The bill would revise "lighting equipment" to include these illuminated signs. This bill contains other related provisions and other existing laws.

SB 1404 (Machado) *Vehicles- Parking Violation; Street Cleaning*

Existing law allows a city or county, by ordinance or resolution, to prohibit or restrict the parking or standing of vehicles on designated streets or highways, or portions thereof, for the purpose of street sweeping, provided that the ordinance or resolution does not go into effect until a sign is posted setting forth the day or days and hours parking is prohibited or restricted. This bill would specify that an ordinance or resolution adopted pursuant to the above may include an ordinance or resolution for street cleaning purposes. This bill

would also provide that it does not constitute a violation of the ordinance or resolution if a person parks on a designated street or highway on the day or during the posted restricted or prohibited hours and during that posted period street cleaning or sweeping does not, in fact, occur. The bill would provide that these provisions become operative on January 1, 2008.

AB 2210 (Goldberg) *Tow trucks: regulating*

Existing statutory law authorizes a city or county to adopt rules and regulations by ordinance or resolution regarding, among other things, licensing and regulating the operation of tow truck service or tow truck drivers whose principal place of business or employment is within the jurisdiction of that local authority, except as specified. This bill would express certain legislative findings regarding the safety and welfare of the general public as being promoted in allowing local authorities to license and regulate tow truck service companies and their operators. This bill contains other related provisions and other existing laws.

Poll: Big-bond

9-28-06

- Proposition 1C, the \$2.85 billion affordable housing bond, is supported by 57% of voters and opposed by 30%.
- Proposition 1E, the \$4.1 billion water and flood control bond, is supported by 55% and opposed by 30%.
- Proposition 1D, the \$10.4 billion education facilities bond, is backed by 49% and opposed by 40%.

Transportation Bond – 1B

- Los Angeles voters support 1B by 57% to 32%.
- Bay Area voter support 1B by 55% to 31%.
- Central Valley supports 1B by 48% to 39%.
- South-state counties surrounding Los Angeles supports 1B by 48% to 41%.