

Date of Hearing: July 14, 2021

**ASSEMBLY COMMITTEE ON APPROPRIATIONS**

Lorena Gonzalez, Chair

SB 814 (Committee on Transportation) – As Amended April 19, 2021

Policy Committee: Transportation

Vote: 15 - 0

Urgency: No

State Mandated Local Program: Yes

Reimbursable: No

**SUMMARY:**

This bill, the Senate Transportation Committee omnibus bill, makes non-controversial changes to existing transportation law.

Specifically, this bill:

- 1) Contains multiple federal conformity changes related to the Motor Carrier Safety Assistance Program (MCSAP) grant program.
- 2) Specifies that “lighting equipment of a required type” includes lighting equipment specifically required by the Vehicle Code and lighting equipment required pursuant to Federal Motor Carrier Safety Regulations: Parts and Accessories Necessary for Safe Operation or the Federal Motor Vehicle Safety Standards.
- 3) Removes language related to slide back carrier tow trucks and instead requires a vehicle transported as a load on a trailer, using certain vehicles, to be secured as specified.
- 4) Recasts provisions relating to suspension of a tour bus or modified limousine carrier’s interstate operating authority for consistency with the Vehicle Code and to add conditions for when the California Highway Patrol (CHP) may recommend the suspension of the California Public Utilities Commission’s (CPUC) operating authority, including when a carrier has been issued an out-of-service order by the United States Department of Transportation.
- 5) Recasts provisions relating to suspension of a private carrier of passengers’ registration for consistency with the Vehicle Code.
- 6) Strikes a provision that prohibits commercial motor vehicles identification lamps or mountings on the front of a motor vehicle from extending below the top of the windshield.
- 7) Strikes a provision that prohibits identification lamps on passenger vehicles, except housecars and ambulances.
- 8) Clarifies that an electric bicycle is a type of bicycle.
- 9) Clarifies that a pedicab may be an electric bicycle.

- 10) Expands the definition of “motorized scooter” to also include a device that has a seat and footrests in place of the floorboard.
- 11) Extends, from August 31 to November 30 of each year, the date by which a county can submit to the State Controller’s Office its year-end report regarding Vehicle Theft Revenue and Expenditures.
- 12) Requires CHP to adopt regulations for lighting devices permitted by the Vehicle Code and incorporate by reference the applicable standards published by Society of Automotive Engineers International (SAE International) for these devices and a corresponding publication date.

**FISCAL EFFECT:**

Minor, absorbable state costs, if any.

One of this bill’s provisions explicitly requires work of a state agency. Specifically, as described in item number 12, above, this bill requires CHP to adopt regulations for certain lighting devices. CHP reports, however, that the requirement should reduce the need for adoption of regulation. This is because, according to CHP, lighting manufacturers regularly petition CHP to update its regulations so the regulations reference current SAE standards. The bill’s requirement, by directing CHP to regulate lighting devices by reference to SAE standards, should obviate the need for CHP to regularly update its regulations, thereby reducing workload.

**COMMENTS:**

This bill is the Senate Transportation Committee’s omnibus bill, which makes non-controversial changes to existing transportation law. Whereas the committee’s omnibus bills traditionally have made technical changes to vehicle law, this omnibus bill also makes minor policy changes. The committee reports there is consensus agreement for every item in the omnibus bill. There is no registered opposition to this bill.

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