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# California State Senate

## TRANSPORTATION AND HOUSING



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### AGENDA

Tuesday, August 14, 2018  
1:30 p.m. -- Room 113

#### PURSUANT TO SENATE RULE 29.10 (B)

- |    |         |           |   |
|----|---------|-----------|---|
| 1. | AB 193  | Cervantes | Zero-Emission Assurance Project.                                  |
| 2. | AB 3163 | Frazier   | Department of Motor Vehicles: electronic-submission of documents. |

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#### PURSUANT TO SENATE RULE 29.10 (C)

- |    |         |         |   |
|----|---------|---------|---|
| 3. | AB 2330 | Bigelow | Recreational vehicle dealers: temporary branch licenses.(Urgency) |
|----|---------|---------|---|

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#### MEASURES HEARD IN FILE ORDER

- |    |         |        |  |
|----|---------|--------|--|
| 4. | SCR 159 | Bates  | Long Beach Fire Captain David Rosa Memorial Highway. |
| 5. | ACR 201 | Fong   | Jesse L. Acebedo Memorial Rest Area.                 |
| 6. | ACR 250 | Holden | Arroyo Seco Victims Memorial Overpass.               |

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SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

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**Bill No:** AB 193 **Hearing Date:** 8/14/2018  
**Author:** Cervantes  
**Version:** 8/8/18 Amended  
**Urgency:** No **Fiscal:** Yes  
**Consultant:** Erin Riches

**SUBJECT:** Zero-Emission Assurance Project

**DIGEST:** This bill requires the state Air Resources Board (ARB) to establish the Zero-Emission Assurance Project (ZAP) to help encourage purchases of used zero-emission vehicles (ZEVs) and near-ZEVs.

**ANALYSIS:**

*Existing law:*

*Air Quality Improvement Program (AQIP)*

Existing law establishes AQIP, which is administered by the state Air Resources Board (ARB) in consultation with local air districts. AQIP is funded through, among other things, a surcharge on vehicle registration fees and a portion of the smog abatement fee (paid to register vehicles less than six model years old and therefore exempt from smog check). AQIP also receives a significant amount of Greenhouse Gas Reduction Fund (GGRF) monies. AQIP, which encompasses multiple programs, provides competitive grants to fund projects to improve the air quality impacts of alternative fuels and vehicles, vessels, and equipment technologies.

*Clean Vehicle Rebate Project (CVRP)*

CVRP is administered by ARB's contractor, the California Center for Sustainable Energy. CVRP provides rebates to incentivize the purchase or lease of clean vehicles, as follows:

- |                                    |         |
|------------------------------------|---------|
| 1) Hydrogen fuel cell vehicle      | \$5,000 |
| 2) Battery electric vehicle        | \$2,500 |
| 3) Plug-in hybrid electric vehicle | \$1,500 |
| 4) Zero emission motorcycle        | \$900   |

For vehicles purchased after November 1, 2016, income limits apply (with the exception of fuel cell vehicles). An applicant's household income must not exceed \$150,000 for single filers, \$204,000 for head of household filers, or \$300,000 for joint filers. (These income limits will sunset on January 1, 2019.) In addition, individuals with household incomes of less than 300% of the federal poverty level are eligible for an additional rebate of \$2,000.

There is no cap on the number of rebates that may be issued, but rebates are subject to funding availability and the program has more than once been forced to stop issuing rebates and create a wait list due to lack of funds. The program is currently accepting applications. As of July 3, 2018, CVRP had issued 247,020 rebates (\$549 million). The lion's share has been issued in two air districts: Bay Area (36%) and South Coast (43%); about 3% of rebates have been issued in the San Joaquin air district.

#### *Enhanced Fleet Modernization Program (EFMP)*

Existing law also establishes EFMP under ARB. EFMP provides for the voluntary "retirement" (scrappage) of high-polluting passenger vehicles and light- and medium-duty trucks. The vehicle must be currently registered as operable and must have been continuously registered for two years prior to the application, unless the owner can demonstrate that the vehicle has been operated in California during that period. EFMP is funded by an additional \$1 surcharge on the vehicle registration fee. EFMP has a statewide component and a local component.

Under the statewide component, ARB administers a program, authorized in the San Joaquin Valley and South Coast air districts, to replace high-polluting vehicles. In addition to the "retirement" vouchers described above, the local EFMP program offers a \$2,500 "replacement" voucher to low-income vehicle owners to replace a high-polluting vehicle by either purchasing a vehicle eight years old or newer, or using the voucher toward public transit.

In addition, ARB administers the EFMP Plus-Up Program (Plus-Up) in the San Joaquin and South Coast air districts. Plus-Up provides additional incentives above and beyond EFMP base incentives for individuals in disadvantaged communities who retire high-polluting vehicles and replace them with used or new hybrid, plug-in hybrid, or zero emission vehicles (ZEVs). Eligible participants can receive additional incentives ranging from \$1,500 to \$5,000, depending on the vehicle type that is purchased. The EFMP, Plus-Up, and CVRP rebates can be "stacked" for a total of up to \$12,000.

*Charge Ahead Initiative*

In March 2012, Governor Brown issued an Executive Order setting a goal of 1.5 million zero emission vehicles on California roads by 2025. SB 1275 (De Leon, Chapter 530, Statutes of 2014) builds on this goal by establishing the Charge Ahead Initiative at ARB, which outlines a vision of placing one million electric cars, trucks, and buses on California's roads by 2023. SB 1275 directs ARB to provide incentives to increase the availability of ZEVs and near-ZEVs for disadvantaged, low-income, and moderate-income communities and consumers. It also directs ARB to establish income limits for CVRP eligibility (as noted above). In January 2018, Governor Brown issued an Executive Order setting a goal of five million ZEVs on California roads by 2030.

**This bill:**

- 1) Requires ARB to establish the ZAP, upon legislative or budget appropriation by the Legislature, to provide an applicant with a rebate of an unspecified amount for replacement of a battery, fuel cell, or related components for an eligible used vehicle; a vehicle service contract for the battery, fuel cell, or related components; or all of these.
- 2) Prohibits the ZAP from issuing more than one rebate per vehicle.
- 3) Requires ARB to establish minimum criteria for rebate eligibility based on both of the following:
  - a) Relevant vehicle performance criteria, including but not limited to decreased battery storage capacity, decreased vehicle range, and decreased fuel cell power output.
  - b) Annual household income that is either below 80% of statewide median income or at or below the threshold designated as low income by the state Department of Housing and Community Development.
- 4) Defines an eligible used vehicle as ZEV or near-ZEV, including but not limited to a battery electric vehicle, fuel-cell electric vehicle, or plug-in hybrid electric vehicle.
- 5) Requires ARB to coordinate the ZAP with the CVRP and the Charge Ahead California Initiative, including but not limited to:

- a) Ensuring appropriate outreach and targeting to low- and moderate-income households in an effort to encourage participation.
  - b) Expanding financing mechanisms, including, but not limited to, a loan or loan-loss reserve credit enhancement program and prequalification or point-of-sale rebates or other methods to increase participation rates among low- and moderate-income consumers.
- 6) Requires ARB to collaborate with other state departments and agencies to enforce safeguards against fraudulent activity by sellers and acquirers of eligible used vehicles that are in accordance with other state laws.
- 7) Requires ARB, by January 1, 2024, to submit a report to the Legislature, including but not limited to:
- a) The number of rebates issued under the ZAP.
  - b) The total cost of program administration.
  - c) A quantitative analysis of the greenhouse gas and criteria pollutant impacts and emissions benefits of the program.
  - d) A quantitative analysis of the impacts the ZAP has had on low-income consumer buyer decisions in ZEV and near-ZEV markets.
- 8) Sunsets this bill on July 31, 2025.

## COMMENTS

- 1) *Purpose.* The author states that the continued use of clean cars by California consumers is a positive development for both our economy and our environment. However, clean cars are realistically available to only the wealthy. The high price of many clean car models often makes them too expensive for many middle class or lower-income Californians to buy new, especially in our state's disadvantaged communities. This bill will create a rebate program for used clean cars to make them more affordable and accessible to more Californians. This will not only save more consumers money at the gas pump, but will also reduce air pollution and spur technological development in clean energy technology.
- 2) *Program targeting.* This bill is aimed at individuals with household income at or below 80% of state median income, or at or below the low income threshold.

Most federal and state housing programs define “low income” as 51-80% of area median income (AMI). Income designations vary across the state; for example, in San Francisco, household “low income” is designated as \$117,500, in Los Angeles it is \$77,500, and in Sacramento County it is \$80,100. State median income is currently designated as \$77,500, meaning that 80% of median is \$62,000.

- 3) *Double subsidies?* Although this bill provides that the ZAP may only provide one rebate per vehicle, it does not prevent a vehicle that has already received a CVRP rebate, from receiving a ZAP rebate. The intent of CVRP is to help put more clean vehicles on the road, while the intent of the ZAP is to help put low-income people into used clean vehicles; the ZAP would not actually add any clean vehicles to California’s roads. (Similarly, the federal government provides a tax credit of up to \$7,500 for an all-electric or plug-in hybrid vehicle, but only for new vehicles.) The author states the ZAP would help fund replacement batteries and related components, rather than simply providing another cash subsidy like CVRP. In addition, the author states that by helping people finance used ZEVs and near-ZEVs, this bill will get more people comfortable with clean vehicles and move them toward buying a new ZEV or near-ZEV in the future.
- 4) *Duplication?* Pursuant to legislative directives, ARB administers numerous programs aimed at helping to get low- and middle-income consumers into the clean car market. The author states that clean vehicles tend to be prohibitively expensive for lower income individuals. However, the Legislature has established income caps on CVRP, as well as on a pilot program mandated in the Charge Ahead Initiative to offer financing assistance to qualifying low-income buyers using CVRP to purchase or lease a new ZEV or near-ZEV. In addition, EFMP, EFMP Plus-Up, and the Consumer Assistance Program all offer assistance to low-income owners to retire their high-polluting cars, and in many cases incentives from multiple programs can be combined to provide a total of up to \$12,000 for a low-income consumer wishing to retire a high-polluting vehicle and obtain a cleaner one. The author states that this bill aims to reach individuals who are accustomed to dealing with the used vehicle market and are not yet ready to consider a brand-new vehicle.
- 5) *Senate Rule 29.10(b) referral.* When this bill was initially heard in this committee in June 2017, it required ARB to establish a Clean Reused Vehicle Rebate Project (CRVRP). To address committee concerns about the program potentially siphoning off money from CVRP or other AQIP programs, the author amended the bill to condition it upon legislative appropriation. To address committee concerns about the state subsidizing the same vehicle

multiple times, the author amended the bill to provide that the CRVRP could only provide vouchers to vehicles that had not already received a CVRP rebate. The bill passed out of this committee and the Environmental Quality Committee but was placed on the Senate Inactive File in July 2017.

In July 2018, this bill was pulled off the Inactive File and amended by the author to rename the program as the Electric Vehicle Consumer Battery and Fuel Cell Assurance Project; expand the program to cover additional types of vehicles; broaden program eligibility; remove the provision limiting the bill to vehicles that had not already received a CVRP rebate; and designate the Greenhouse Gas Reduction Fund (GGRF) as the funding source. Because it was substantially amended on the Senate Floor, the Senate Rules Committee referred the amended bill, pursuant to Senate Rule 29.10(b), to the Transportation and Housing Committee to consider the new amendments.

The author worked with this committee, the Environmental Quality Committee, and the Assembly Transportation Committee over the summer recess to address a number of concerns. The current version of this bill (August 9, 2018) makes the following amendments, which reflect those negotiations:

- a) Rename the program to the ZAP.
- b) Clarify that an eligible vehicle must be ZEV or near-ZEV.
- c) Eliminate vehicle service contracts for unexpected vehicle repairs unique to ZEVs or near-ZEVs, from program eligibility.
- d) Delete the July 1, 2019 start date, delete GGRF as the funding source, and make the bill contingent upon legislative or budget appropriation.
- e) Require ARB to establish minimum eligibility criteria based on relevant vehicle performance criteria, as specified.
- f) Require ARB to report to the Legislature on the program.
- g) Sunset the bill on July 31, 2025.

#### **RELATED LEGISLATION:**

**AB 904 (Perea, 2015)** — would have established a Clean Reused Vehicle Rebate Project under AQIP. *This bill was held on the suspense file in the Senate Appropriations Committee.*

**FISCAL EFFECT:** Appropriation: No Fiscal Com.: Yes Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, August 8, 2018)

**SUPPORT:**

California Electric Transportation Coalition  
California New Car Dealers Association  
Charge Ahead California  
Coalition for Clean Air  
Communities for a Better Environment  
Environment California  
Greenlining Institute  
Natural Resources Defense Council  
South Coast Air Quality Management District

**OPPOSITION:**

None received.

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- 6) Authorizes DMV to enter into contracts with private industry partners to help provide certain services, including processing and payment programs for vehicle registration and titling transactions, and services related to reporting vehicle sales and producing temporary license plates.
- 7) Authorizes DMV to establish, through regulations, the maximum amount that a qualified private industry partner can charge its customers.
- 8) Authorizes DMV to charge private industry partners a \$3 transaction fee, and allows private industry partners to pass on the \$3 transaction fee to the customer, as long as the total amount charged to customers does not exceed the specified maximum amount.
- 9) Authorizes DMV to charge an additional \$1 transaction fee to private industry partners for the implementation of department wide system improvements, and prohibits private industry partners from passing on this \$1 fee to the customer.

**This bill:**

- 1) Removes the requirement that the DMV retain information verifying the identity of the person submitting an electronic signature.
- 2) Removes the prohibition that a private industry partner shall not pass on the \$1 transaction fee for the implementation of system improvements to customers.
- 3) Requires that the additional \$1 transaction fee be in accordance with the existing \$3 transaction fee.

**COMMENTS:**

- 1) *Purpose.* In its original form, this bill updated existing law to allow DMV the flexibility to use its existing partnerships to deploy the best electronic signature technology available and improve efficiency and customer experience. The amendments further the aims of the bill by clarifying how DMV is to administer a recent fee increase that is funding improvements to the department's IT systems. This bill and these amendments are consistent with other recent efforts by the Legislature and the Administration to increase the efficiency, quality and convenience of DMV services offered to the public.
- 2) *Background on Electronic Signatures.* In 1999, the Legislature passed and Governor Davis signed SB 820 (Sher, Chapter 428, Statutes of 1999), creating the Uniform Electronic Transactions Act (UETA), which established uniform standards for conducting electronic transactions in the state. UETA set out a

voluntary system of rules and procedures for the sending and receiving of electronic records and signatures, the formation of contracts using electronic records, the making and retention of electronic records and signatures, and the procedures governing changes and errors in electronically transmitted records. It also established the validity of transactions formed, transmitted and recorded electronically, and it established the admissibility of electronic records in a legal proceeding.

- 3) *Cumbersome Requirement for DMV.* This bill removes the requirement that DMV retain information verifying the identity of the person submitting the electronic signature. This administrative requirement is inconsistent with the manner in which electronic signatures are utilized by other state agencies and with current industry standards. This bill allows DMV to proceed with digital signature pilot projects in order to improve DMV's efficiency and customer experience.
- 4) *29.10 (B) re-referral.* This bill has been re-referred to the committee, because of an amendment on the floor. The original bill with regard to electronic signatures at the DMV passed unanimously from this committee on consent. The new amendment removes the prohibition that Business Partner Automation (BPA) Program providers shall not pass on a recently enacted \$1 transaction fee charged to them by DMV to its customers.
- 5) *Background on BPA Fees.* The DMV started the BPA Program in 2003 in order to partner with auto dealers, fleet companies, financial institutions, and other businesses to provide DMV services electronically at their locations. The BPA Program has over 5,000 business partners, and has increased efficiency in transaction processing, improved customer service and, ultimately, reduced DMV costs. BPA providers offer a variety of digital and online services to the public, such as processing and issuing validated registration cards, full year registration stickers, and vehicle license plates.

BPA providers are authorized by the DMV to charge a service fee of \$25 per transaction to their customers. The DMV also charges BPA providers a \$3 fee per transaction (\$4 after price adjustments) to help pay for DMV's IT system maintenance and improvements. BPA providers are authorized to pass on this transaction fee to their customers. Therefore, BPA providers currently charge their customers a combined \$29 fee per transaction. Customers are not obligated to pay this extra fee to do DMV transactions. They can go to a DMV field office, or another direct avenue to the DMV. However, many customers pay the fee for the ease and convenience of an electronic transaction.

- 6) *Additional Fee.* This year, SB 848 (Committee on Budget & Fiscal Review, 2018) imposed an additional \$1 transaction fee on BPA providers to help pay for DMV's system improvements. However, unlike the existing transaction fee, SB 848 prohibited providers from passing the fee along to the customers. This bill would remove that prohibition to treat all transaction fees consistently, and allow providers to pass on this fee to customers.

However, even with this bill, the DMV would have the final say on whether BPA providers can ultimately pass on this fee to customers. Currently, BPA providers are authorized to charge a maximum of \$29 per transaction to customers. In order for BPA providers to pass on the additional \$1 fee, DMV would have to change their regulations and increase this maximum.

#### **RELATED LEGISLATION:**

##### **SB 848 (Committee on Budget & Fiscal Review, Chapter 46, Statutes of 2018)**

— requires the DMV to impose an additional \$1 transaction fee for implementation of the private industry partners' proportionate share of department wide system improvements, and prohibited a partner from passing on the additional fee to the customer.

##### **SB 1055 (Committee on Budget & Fiscal Review, Chapter 719, Statutes of 2003)**

— requires the DMV to charge a \$3 transaction fee to private industry partners, with all the proceeds to be deposited in the Motor Vehicle Account.

**AB 461 (Horton, Chapter 61, Statutes of 2005)** — authorizes that the signature requirement for an electronically submitted document to DMV can be satisfied if the signature is submitted electronically and the department retains information verifying the identity of the person submitting the electronic signature.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, 8/8/18.)

#### **SUPPORT:**

Automated Vehicle Registration Services  
 California Credit Union League  
 Computerized Vehicle Registration  
 Cox Automotive  
 Dealertrack Registration and Titling Solutions, Inc.  
 Motor Vehicle Software Corporation

TechNet

**OPPOSITION:**

None received.

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**SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**

**Senator Jim Beall, Chair**

**2017 - 2018 Regular**

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**Bill No:** AB 2330 **Hearing Date:** 8/14/2018  
**Author:** Bigelow  
**Version:** 8/8/2018 Amended in Senate  
**Urgency:** Yes **Fiscal:** Yes  
**Consultant:** Manny Leon

**SUBJECT:** Recreational vehicle dealers: temporary branch licenses.

**DIGEST:** This urgency bill recasts certain provisions related to recreational vehicle (RV) trade shows, as specified.

**ANALYSIS:**

*Existing law:*

- 1) Requires a recreational vehicle dealer that applies for a temporary branch license issued by the Department of Motor Vehicles (DMV) to sell new recreational vehicles at a trade show to submit certain documentation including but not limited to the dates and location of the recreational vehicle trade show.
- 2) For recreational vehicle trade shows that includes nine or fewer dealers, imposes certain requirements including the show is 50 miles or more from the dealer's established place of business and that promotional materials include the name and established place of business for each participating dealer.
- 3) Provides exemptions from the abovementioned requirements for a recreational vehicle dealer that participates in an annual show sponsored by a national trade association, as specified, if the show is located in a county with a population of six million or more persons.

**This urgency Bill:**

- 1) Allows a national RV trade show to be held in a county with nine million or more persons or at a location that is within 30 miles from the prior approved location and further recasts the abovementioned exemptions for a recreational vehicle dealer participating in a national trade show.

- 2) Additionally specifies that least 10 recreational vehicle manufactures must also participate in the show.

## COMMENTS

- 1) *Purpose.* According to the author, “AB 2330 modernizes a Vehicle Code section relating to trade shows of national RV manufacturers and adds flexibility in order to relocate a long-standing large RV trade show. Relocation of the show will enhance the ability of manufacturers and dealers to offer products to consumers, with attendant tax benefits to local governments.”
- 2) *RVs and RV trade shows.* According to the RV Industry Association, two main categories of RVs exists:
  - a) *Motorhomes*, which are motorized recreational vehicles; and,
  - b) *Towables*, which are towed behind the car, van, or pickup truck.

Prices for new RVs typically range between \$6,000-\$22,000 for folding camping trailers; \$8,000-\$95,000 for conventional travel trailers; and \$18,000-\$160,000 for fifth wheel trailers. The RV Industry Association further notes that according to a 2015 economic impact analysis, the RV industry generates an estimated \$50 billion in economic output throughout the United States. The RV industry includes more than 22,000 businesses, provides nearly 300,000 jobs, and paid wages of \$15.8 billion in 2015. The Association notes more RVs are manufactured in the U.S. than in the entire world combined.

RV trade shows are held throughout the United States. RV shows provide customers the opportunity to shop through hundreds, and many times, thousands of RVs in one location. For example, the 2018 California RV show will feature 1,300 RV models of all types. At these trade shows, customers have the opportunity to compare vehicles and directly purchase an RV without having to travel to various dealerships.

- 3) *California National RV Trade Show.* Currently, existing law limits a national RV trade show from being held in any county besides Los Angeles. The provisions specified in this bill revise existing requirements to allow a national RV trade show to be held in a location no further than 30 miles from the location where the California RV trade show is typically held — the Pomona Fairplex. The author notes that if this bill is enacted, these changes will permit a long-standing national RV trade show to be moved from its present location in Los Angeles County to the Auto Club Speedway in San Bernardino County, a

distance of some 21 miles. The author further notes these changes are necessary because planned configuration changes on the Pomona Fairplex property has convinced the owner of the national trade show, the Recreational Vehicle Industry Association, that the show can grow and more effectively serve consumers in a new, larger facility. If enacted, it is the intent of the Association to move the trade show to the Auto Club Speedway in Fall 2019.

- 4) *29.10 (c) referral.* This bill was substantially amended on August 8, 2018 and referred to this committee pursuant to rule 29.10 (c). The prior version of this bill addressed policy matters as they relate to horse racing and was heard in the Senate Governmental Organization Committee. The contents of the August 8<sup>th</sup> version of this bill as they relate to RV trade shows have not been heard by this policy committee. Pursuant to rule 29.10 (c) this bill may be heard however cannot be amended in this policy committee.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, August 8, 2018.)

**SUPPORT:**

None received.

**OPPOSITION:**

None received.

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**SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**

**Senator Jim Beall, Chair**

**2017 - 2018 Regular**

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**Bill No:** SCR 159

**Hearing Date:** 8/14/2018

**Author:** Bates

**Version:** 8/6/2018

**Urgency:** No

**Fiscal:** Yes

**Consultant:** Randy Chinn

**SUBJECT:** Long Beach Fire Captain David Rosa Memorial Highway

**DIGEST:** This resolution designates the portion of Interstate 5 between Camino Las Ramblas and the Ortega Highway as the Long Beach Fire Captain David Rosa Memorial Highway.

**ANALYSIS:**

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of Interstate 5 between Camino Las Ramblas and the Ortega Highway in the County of Orange as the Long Beach Fire Captain David Rosa Memorial Highway. The Department of Transportation is requested to determine the cost of appropriate signs and, upon receiving sufficient donations from non-state sources, to erect those signs.

### COMMENTS

- 1) *Purpose.* The purpose of this resolution is to honor the life and service of Long Beach Fire Captain David Rosa.
- 2) *Background on David Rosa.* On March 5, 2001 David Rosa began his career as a firefighter for the City of Long Beach. He served as a firefighter and a paramedic spending multiple years at Fire Station 11 in north Long Beach. He was promoted to the rank of Fire Captain on December 3, 2011. His last assignment was at Fire Station 10 located in central Long Beach.

On June 25, 2018 Captain Rosa was killed in the line of duty while protecting others. He was a 17-year veteran of the Long Beach Fire Department. Captain Rosa is survived by a wife and two sons.

- 3) *Consistent with Committee Policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, August 8, 2018.)

### SUPPORT:

Michael DuRee, City of Long Beach Fire Chief

### OPPOSITION:

None received.

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**SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**

**Senator Jim Beall, Chair**

**2017 - 2018 Regular**

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**Bill No:** ACR 201

**Hearing Date:** 8/14/2018

**Author:** Fong

**Version:** 6/7/2018

**Urgency:** No

**Fiscal:** Yes

**Consultant:** Randy Chinn

**SUBJECT:** Jesse L. Acebedo Memorial Rest Area

**DIGEST:** This resolution designates the Shandon Safety Roadside Rest Area in the County of San Luis Obispo as the "Jesse L. Acebedo Memorial Rest Area".

**ANALYSIS:**

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.
- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the Shandon Safety Roadside Rest Area on State Highway Route 46 in the County of San Luis Obispo as the "Jesse L. Acebedo Memorial Rest Area". The Department of Transportation is requested to determine the cost of appropriate signs and, upon receiving sufficient donations from non-state sources, to erect those signs.

### COMMENTS

- 1) *Purpose.* The purpose of this resolution is to designate the Shandon Safety Roadside Rest Area in the County of San Luis Obispo as the "Jesse L. Acebedo Memorial Rest Area" in acknowledgment for the contribution he made to his community.
- 2) *Background on Jesse L. Acebedo.* Jesse LaMadrid Acebedo was born on November 20, 1948, in Delano and was raised in McFarland, in the County of Kern. In 1970, Jesse began his law enforcement career with the Wasco Police Department. Shortly afterwards, he joined the Kern County Sheriff's Department, in the western area of the County of Kern, until his retirement in 2004. Mr. Acebedo dedicated his life to public service and led an admirable career.

On March 31, 2017 Mr. Acebedo lost his life in a head-on collision on State Highway Route 46 near the Shandon Rest Area. He is survived by his wife and his three sons.

- 3) *Consistent with Committee Policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, August 8, 2018.)

### SUPPORT:

None received.

### OPPOSITION:

None received.

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**SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**

**Senator Jim Beall, Chair**

**2017 - 2018 Regular**

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**Bill No:** ACR 250 **Hearing Date:** 8/14/2018  
**Author:** Holden  
**Version:** 8/10/2018 Amended in Senate  
**Urgency:** No **Fiscal:** Yes  
**Consultant:** Randy Chinn

**SUBJECT:** Arroyo Seco Victims Memorial Overpass

**DIGEST:** This resolution designates North Arroyo Boulevard Overcrossing on State Route (SR) 210 as the Arroyo Seco Victims Memorial Overpass.

**ANALYSIS:**

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.
- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates North Arroyo Boulevard Overcrossing on SR 210 as the Arroyo Seco Victims Memorial Overpass in the City of Pasadena in honor of the six men who lost their lives in the Foothill Bridge collapse. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from nonstate sources sufficient to cover that cost, to erect those signs.

## COMMENTS

- 1) *Purpose.* The author believes it would be an appropriate tribute to name the now completed bridge over the Arroyo Seco in honor of the six men who lost their lives as a result of the collapse of the former Foothill Bridge, which this new bridge is replacing.
- 2) *Background.* At approximately 1:30 p.m. on October 17, 1972, faulty scaffolding on a 60-foot stretch of the Foothill Freeway collapsed while concrete was being poured for the bridge construction, crushing victims at the time of the collapse. The bridge was being built to pass the Foothill Freeway over the Arroyo Seco below Devil's Gate Reservoir, near Arroyo Boulevard and Rosemont Avenue in the City of Pasadena.

In response, an army of 500 rescue workers labored throughout that night to locate missing workers who were buried under six feet of concrete. Workers on the bridge included, among others, Hector Delgado Gonzalez of Pico Rivera, Jesus Jose Quinonez of Pasadena, and Robert Queenan of Alhambra, all of whom were pronounced dead on arrival at St. Luke's Hospital. Six survivors of the bridge collapse were also admitted to Huntington Hospital in serious condition; three of them later died from their injuries. A total of 21 men suffered serious injuries related to the accident.

The bridge collapse caused an unexpected tragedy that created intense pain for families of those who died or were injured.

- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.
- 4) *Technical amendments.* The author has proposed minor amendments to clarify the bill.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday,  
August 8, 2018.)

**SUPPORT:**

None received.

**OPPOSITION:**

None received.

-- END --