

## Senate Bill No. 47

### CHAPTER 252

An act to amend Sections 14076 and 14076.2 of the Government Code, and to amend Section 30916 of, and to add Section 30150.2 to, the Streets and Highways Code, relating to transportation, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor August 9, 1997. Filed with Secretary of State August 11, 1997.]

#### LEGISLATIVE COUNSEL'S DIGEST

SB 47, Kopp. Transportation: Capitol Corridor Joint Powers Authority: tolls.

(1) Existing law authorizes the establishment of the Capitol Corridor Joint Powers Board, subject to being organized when at least 2 of specified jurisdictions elect to appoint members to the board.

This bill would, instead, authorize the establishment of the Capitol Corridor Joint Powers Authority when at least 2 of specified jurisdictions execute a joint powers agreement for the purpose of assuming responsibility for intercity passenger rail service in the Capitol Corridor and elect to appoint members to the board.

(2) Existing law requires the Department of Transportation to collect tolls on state-owned toll bridges.

This bill would, not later than 60 days after the effective date of the bill, require all those tolls to be based on the number of axles on a vehicle or that total number of axles on a vehicle plus a drawn trailer or vehicle.

(3) Existing law specifies the disposition of revenues derived from increasing to \$1 the tolls on bridges within the jurisdiction of the Metropolitan Transportation Commission.

This bill would delete the current toll and would, not later than 60 days after the effective date of the bill, set forth a specific uniform toll schedule for all bridges under the jurisdiction of the Metropolitan Transportation Commission, based upon the number of axles on a vehicle.

(4) This bill would declare that it is to take effect immediately as an urgency statute.

*The people of the State of California do enact as follows:*

SECTION 1. Section 14076 of the Government Code is amended to read:



14076. As used in this article, the following terms have the following meanings:

(a) "Authority" or "Capitol Corridor Joint Powers Authority" means the joint exercise of powers agency formed under Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 and specified in subdivision (a) of Section 14070.

(b) "Board" means the governing board of the Capitol Corridor Joint Powers Authority established under Section 14076.2.

(c) "Capitol Corridor" or "corridor" means the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor.

SEC. 2. Section 14076.2 of the Government Code is amended to read:

14076.2. (a) The Capitol Corridor Joint Powers Authority may be established by agreement of the represented agencies for the purpose of assuming responsibility for intercity passenger rail services in the Capitol Corridor. The governing board of the authority shall be composed of not more than the following 16 members:

(1) Six members of the San Francisco Bay Area Rapid Transit District Board of Directors, appointed by the board of directors of that district, as follows:

- (A) Two who are residents of Alameda County.
- (B) Two who are residents of Contra Costa County.
- (C) Two who are residents of the City and County of San Francisco.

(2) Two members of the Board of Directors of the Sacramento Regional Transit District, appointed by the board of directors of that district.

(3) Two members of the Board of Directors of the Santa Clara County Transit District, appointed by the board of directors of that district.

(4) Two members of the county congestion management agency for that County of Yolo, appointed by that agency.

(5) Two members of the county congestion management agency for the County of Solano, appointed by that agency.

(6) Two members of the Placer County Transportation Planning Agency, appointed by that agency.

(b) The authority may be established when at least two of the jurisdictions described in paragraphs (1) to (6), inclusive, of subdivision (a) execute a joint powers agreement for the purpose of assuming responsibility for intercity passenger rail service in the Capitol Corridor and elect to appoint members to serve on the board.

SEC. 3. Section 30150.2 is added to the Streets and Highways Code, to read:

30150.2. Notwithstanding any other provision of law, not later than 60 days after the effective date of this section, tolls on state-owned toll bridges shall be based on the number of axles on a



vehicle or the total number of axles on a vehicle plus the total number of axles on a drawn trailer or vehicle.

SEC. 4. Section 30916 of the Streets and Highways Code is amended to read:

30916. (a) Not later than 60 days after the effective date of the amendments made to this section by Senate Bill 47 of the 1997–98 Regular Session, tolls on state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission are as follows:

Number of Axles	Toll
Two axles	\$ 1.00
Three axles	3.00
Four axles	5.25
Five axles	8.25
Six axles	9.00
Seven axles & more	10.50

(b) Nothing in this section shall be construed to prohibit the adoption of either a discounted commute rate for two-axle vehicles or of special provisions for high-occupancy vehicles under terms and conditions prescribed by the Metropolitan Transportation Commission.

SEC. 5. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to implement automatic toll collection on bridges at the earliest possible time, which will be facilitated by the enactment of this act, and in order to enable the state to enter into an interagency transfer agreement with the Capitol Corridor Joint Powers Authority as soon as possible, it is necessary that this act take effect immediately.

