



Agenda Item No. 1.a.

To: Governmental Affairs & Public Information Committee/Committee of the Whole
Meeting of February 23, 2007

From: Joseph M. Wire, Auditor-Controller
Celia G. Kupersmith, General Manager

Subject: **APPROVE SUPPORT OF SENATE BILL 124 TO AMEND THE CALIFORNIA VEHICLE CODE TOLL ENFORCEMENT POLICY**

Recommendation

The Governmental Affairs & Public Information Committee recommends that the Board of Directors send an official letter of support for Senate Bill 124 which proposes to amend the California Vehicle Code toll enforcement policy to facilitate the collection of tolls from toll evaders with vehicles registered outside of California.

This matter will be presented to the Board of Directors at its meeting of February 23, 2007, for appropriate action.

Summary

Under existing law, the registered owner of a vehicle cited for a toll evasion violation bears responsibility for the toll evasion penalty. The existing law defines “registered owner” as a person registered by the California Department of Motor Vehicles as the owner of a vehicle. Senate Bill 124 seeks to expand the definition of “registered owner” to include a person registered as the owner of the vehicle by the appropriate agency or authority of another state, the District of Columbia, or a territory or possession of the United States.

SR125 of San Diego is the agency leading this initiative for the California Toll Operators Committee (CTOC). Letters to Senator Denise Ducheny are being requested from each of the six CTOC agencies (Bay Area Toll Authority, Golden Gate Bridge, Highway and Transportation District, Orange County Transportation Authority, San Diego Association of Governments, South Bay Expressway and the Transportation Corridor Agencies) that work in partnership to operate toll collection facilities on roadways and bridges in California. Expanding the definition of “registered owner” as proposed in Senate Bill 124 would improve the ability of California toll agencies to collect violation revenue from residents of other states.

Fiscal Impact

The recommendation has no direct fiscal impact. However, the passage of Senate Bill 124 could potentially result in additional violation revenue in the future.