

Service Authority for Freeway and Expressways Legislative History

The following legislative history outlines the legislative intent to develop California Service Authority for Freeway and Expressways (SAFE) motorist aid systems on a county-by-county basis at no cost to the State.

- SB 1199, Craven, 1985 effective January 1, 1986, provided the basic format for the formation of SAFEs, outlined governmental responsibilities and revenue-generating policies, and prescribed locations for call box placement. SB 1199 also included emergency mechanical service patrols and other motorist assistance programs.
- SB 1597, Craven, 1986 effective January 1, 1987, amended Chapter 14, Section 2554 of the Streets and Highways Code (SHC) by deleting emergency mechanical service patrols and changing the legislation to be directed solely and entirely to call boxes.
- AB 3660, Farr, 1986 effective January 1, 1987, amended Chapter 14, Section 2554 of the SHC and Section 2421.5 of the California Vehicle Code (CVC) to permit the placement of call boxes on state highway routes, which connect segments of the California Freeway and Expressway System and are under California Highway Patrol (CHP) jurisdiction.
- SB 202, Bergeson, 1986 effective January 1, 1987, amended Chapter 14, Sections 2550, 2551, 2554, and 2555 of the SHC to permit county transportation commissions to serve as SAFEs and determine how generated revenue was to be obligated, including revenue bonds.
- SB 592, Morgan, 1987 amended Chapter 14, Sections 2550, 2551, 2554, and 2555 and added Sections 2550.1 and 2556 to the SHC. Effective January 1, 1988, permitted the Metropolitan Transportation Commission to serve as the SAFE for all nine Bay Area counties if the counties elected to be included.
- SB 2182, Bergeson, 1988 effective September 22, 1988, amended Chapter 14, Section 2559 of the SHC and removed all references to call box systems as “emergency” and declared it a misdemeanor to damage or destroy a call box. Stated that no reimbursement to local governments by the State would be required by call box legislation. Authorized reimbursement of expenses for members of a SAFE board.

- AB 2937, Johnson, 1990 effective January 1, 1991, amended Chapter 14, Section 2551 of the SHC and provided for the installation of call boxes on state highways and county expressways using SAFE funds. SB 1254, Johnston, 1991 enacted October 5, 1991, amended Chapter 14, Section 2556 of the SHC and allowed for the establishment of a SAFE by the Sacramento Area Council of Governments to function as a SAFE for any or all of Sacramento, San Joaquin, Sutter, Yolo, and Yuba counties.
- AB 1390, O'Connell, 1991 enacted October 7, 1991, amended Chapter 14, Section 2551 and authorized a county and its cities to designate a Council of Governments to serve as a SAFE for the County.
- SB 565, Bergeson, 1991 enacted October 8, 1991, amended Chapter 14, Section 2557 of the SHC and allowed for use of SAFE funds, which are in excess of the amount needed for the motorist aid system of call boxes, to be used for additional motorist aid services or support.
- AB 1077, Bronzan, 1992 effective January 1, 1993, amended Chapter 14, Section 2557 of the SHC and requires that SAFE motorist aid systems meet the standards of Title II of the Americans with Disabilities Act of 1990.
- AB 3020, Bowler, 1996 enacted September 30, 1996, amended Chapter 14, Section 2557 of the SHC and established that in counties with a population of over 6,000,000 persons, call boxes may be installed along unincorporated county roads. This amendment added and deleted routes in the California Freeway and Expressway System.
- SB 396, Kelley, 1997 enacted July 21, 1997, amended Chapter 14, Section 2557 of the SHC and authorized SAFEs to contract with CHP or a private entity to handle calls in accordance with a contract that shall contain guidelines for services to be provided, including, but not limited to, reporting requirements, immediate transfer of emergency calls and traffic management information to the CHP, performance standards, and coordination with the eligible tow service providers.
- SB 1740, Murray, 2002 enacted September 9, 2002, amended Chapter 14, Section 2557 of the SHC and authorized a SAFE to develop policies relating to retention of records, including records relating to the authority's operations, contracts, programs, and the length of time that the authority will retain the records.

- SB 795, Karnette, 2003 enacted September 11, 2003, amended Chapter 14, Section 2551 of the SHC and authorized a SAFE to operate the Freeway Service Patrol in the county or region in which the SAFE was created, clarifies that Caltrans and CHP shall be reimbursed for costs specifically associated with their review and approval of motorist aid system implementation plans, removes the two-year restriction period that a SAFE can issue revenue bonds for each county within its jurisdiction, authorizes a SAFE to contract with CHP or a private or public entity to handle call box calls, and requires a SAFE that contracts with a private or public entity to comply with the specifications set forth in these guidelines, but for those contracts commencing on or before July 1, 2003, the performance standards in those contracts shall remain in effect until modifications are made to the guidelines.
- SB 516, Fuller, 2015 enacted October 4, 2015, amended Chapter 14, Section 2557 of the SHC and authorized a SAFE to determine how moneys received are to be used by the SAFE for the implementation, maintenance, and operations of a motorist aid system, including call boxes. This amendment additionally authorizes the use of those moneys for traveler information systems, intelligent transportation system architecture and infrastructure, other transportation demand management services, and safety-related hazard and obstruction removal. SB 516 requires Caltrans and CHP to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes pursuant to specified guidelines.