

Appendix R: Summary of Bicycle-Related Legislation Enacted in California in 2013

California Bike/Ped Legislation 2013

Bill	Author	Title	Enacted	Summary
CA AB 195	Hall (D)	Counties: Construction Projects: Design-Build	8/19/2013	Extends provisions of existing law until July 1, 2016, that authorizes counties to use alternative procedures, known as designbuild, for bidding on specified types of construction projects in the county in excess of \$2,500,000, in accordance with specified procedures, and provides that the procedures include a requirement for contracts awarded after a certain date that a county board of supervisors pay a fee into the State Public Works Enforcement Fund.
CA AB 206	Dickinson (D)	Vehicles: Length Limitations: Buses: Bicycle Devices	8/13/2013	Authorizes the Sacramento Regional Transit District to be the third transit agency (AC Transit and Gold Coast Transit already have authority) to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements. Establishes a route review committee prior to the installation of the initial folding device on a bus and requires the committee to perform an initial review of the routes. RT must report to the Legislature by December 2018 on the progress of this. Each of the other transit agencies must also file a report.
CA AB 417	Frazier (D)	California Environmental Quality Act	10/7/2013	Exempts from the California Environmental Quality Act (CEQA), until January 1, 2018, a bicycle transportation plan for an urbanized area restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. Requires a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the county clerk. Prohibits the preparation of an assessment if certain conditions are met, including if measures mitigate certain impacts identified in an impact report or negative declaration.
CA AB 1371	Bradford (D)	Vehicles: Bicycles: Passing Distance	9/23/2013	Enacts the Three Feet for Safety Act. Revises provisions regarding the driving requirements when overtaking and passing a bicycle that is proceeding in the same direction. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. Makes a violation an infraction punishable by a \$35 fine. Requires a separate fine of \$220 on a driver if a collision occurs between a motor vehicle and a bicycle causing bodily harm to the bicyclist, and the driver is found to be in violation of these provisions.
CA SB 99	Budget and Fiscal Review cmt	Active Transportation Program	9/26/2013	Creates the Active Transportation Program to be funded from transportation funds--100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. Requires the Commission to develop guidelines and procedures, including project selection criteria. Consolidates program eligibilities and transfers bicycle transportation funds to the State Highway Account, and would correspondingly eliminate the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program as separate programs. The bill would require the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. (Implementation of SB 99 is in progress).

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CA SB 743	Steinberg (D)	Environmental Quality: Judicial Review	9/27/2013	<p>SACRAMENTO ARENA I. Among other things, requires reducing to at least zero the net greenhouse gas emissions from private auto trips to the arena as compared to the current arena; requires per-attendee reduction in GHG from autos and light trucks compared to the existing arena in 2012-13 that exceed SACOG SB 375 targets for 2020 and 2035; maintain VMT per attendee for NBA events of no more than 85% of the baseline. II. Requires the lead agency on the arena to consider, and implement if feasible and necessary to achieve GHG and traffic reduction objectives, the following mitigation measures: a) Temporarily expanding the capacity of a public transit line to serve arena events; b) provide private charter buses or similar services to serve arena events; c) pay its fair share of the costs of measures that expand the capacity of a public fixed or light rail station used by spectators attending arena events. III. Requires the lead agency to place highest priority on feasible emission reduction measures on the arena site and downtown area.</p> <p>STATEWIDE IV. Expands the definition of "infill opportunity zones" to be consistent with the "transit priority area" definition, and authorizes a city or county to designate a zone for the purpose of obtaining an exemption from the Level of Service (LOS) standard. V. Requires Governor's Office of Planning and Research (OPR) to establish new, non-LOS criteria for determining the significance of transportation impacts of projects within transit priority areas. VI. Authorizes OPR to adopt CEQA Guidelines for establishing alternative metrics to LOS outside of transit priority areas. VII. Establishes a new CEQA exemption for a residential, mixed-use, and employment center project a) within a transit priority area, b) consistent with a specific plan for which an EIR has been certified, c) consistent with an SCS. This exemption requires further review if the project or circumstances changes significantly.</p>
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