

Important Bills and Issues for 2018

AB 2304 - Student Transit Passes

The Problem: Student transit pass programs have been shown to significantly increase student transit ridership and to reduce the cost of an education and the carbon footprint. Yet many students cannot afford high costs of transit—or alternatively the high costs of driving—impeding their education while also impeding the achievement of our state’s climate and air quality goals.

The Solution: This bill requires Caltrans to submit a report on the status of transit pass programs statewide to the fiscal and policy committees of the Legislature that oversee transportation programs. This is one step closer to designing a smart program that would encourage robust gains in transit ridership that will lead to reduction in VMT and GHG emission while assisting some of our most vulnerable populations. Investing in student transit programs is an investment in our future. Besides elevating the lifelong potential of our students, these programs can help to improve our transit systems, create lifelong transit users, reduce carbon emissions and traffic congestion, and reduce strain on low-income families.

AB 3124 - Bus Length Limitation for Bicycles

The Problem: State law limits the total length of buses, including the bike racks that help all of us to get to work, school, and critical services. This limitation prohibits newer buses from having newer bike racks that can store three bikes instead of two. **Due to this outdated law, fewer people are able to combine a bus ride and biking for an affordable and sustainable trip.**

The Solution: This bill will increase the allowable length of folding devices attached to the front of the bus for transporting bicycles. Specifically, the bill will allow more 3-position racks on 60-ft buses; currently only 2-position racks are allowed. 3-position bike racks would increase capacity and make it easier for cyclists to transport their bicycles on buses when they wish to use transit for some portion of their trip. **With the increasing number of bicyclists across the state, this bill would make it as easy as possible for people to bicycle and take transit, rather than using a private vehicle.**

AB 2363 & 85th Percentile - Reducing Speed, Increasing Safety



The Problem: The number of traffic collisions is increasing, especially between vehicles and people on foot and on bikes, and because so many vehicles are speeding, those crashes often result in serious injury or death. Yet lowering the speed limit is often not allowed because of an archaic rule that requires engineers to set the speed limit based on how fast some of the fastest drivers are already going: the so-called 85th percentile "critical speed" methodology. The "critical speed" is assumed to represent a speed that the majority of drivers are using due to familiarity with the conditions of the road and good judgment. In reality, this one-size-fits-all prescription does not provide adequate safety in modern urban environments where bicyclists/pedestrians vie for space with cars.

The Solution: This bill would authorize local authorities to establish lower speed limits on specific streets on the basis of an accident survey. The bill would also allow local authorities to round speed limits *down* (the current rule often requires rounding *up*) to within 5 miles per hour of the 85th percentile, and maintain the ability to reduce a local speed limit by an additional 5 miles per hour based on an engineering and traffic study.

California Transportation Reform - Increasing Legislative Oversight

The Problem: The California Transportation Commission (CTC) controls billions of transportation dollars every year. Unfortunately, the commission has historically prioritized vehicle and goods movement without consideration of air quality or allocation of burdens, creating barriers to achieve our ambitious climate, air quality, and equity goals. Mobile sources are primarily responsible for nitrogen oxide emissions which create the most significant pollution burdens on vulnerable populations. Vulnerable Californians located in close proximity to freeways are exposed to heightened environmental justice burdens, such as high particulate matter and ozone exposure. Despite the importance of the CTC, the legislature engages in very little oversight of this important body.

The Solution: Last year's AB 179 was originally intended to add an environmental justice seat to the CTC, but it was watered down to merely recommend the Governor to consider environmental justice when appointing Commissioners. So far, the Governor does not appear to be taking that recommendation seriously. It is important that Assemblymembers and Senators pay more attention to the CTC and we hope that when we contact you with a specific transportation issue you will contact the Governor and the CTC to express your concerns.