

Department of Government Affairs

# Transportation and Mobility State Legislative Update

December 6, 2023



## Department of Government Affairs Legislative Update

- 2023 State Legislative Update
  - Budget
  - Governor's Infrastructure Streamlining Package
  - Relevant Legislation
  - 2024 Look Ahead



## Department of Government Affairs Legislative Update

- **Transportation Budget**
  - AB 102- Budget Bill
    - \$5.1 Billion for Transit – TIRCP and ZETC – Allows Operations
    - MTS ~\$280M
    - NCTD -~\$140M
  - AB 125- Transportation Budget Trailer Bill
    - CalSTA Task Force
  - SB 532 (Weiner)- Bay Area Tolls/Sustainability



## Governor's Infrastructure Streamlining Package

### Governor Newsom Signs Infrastructure & Budget Legislation to Build More, Faster

Published: Jul 10, 2023

**WHAT YOU NEED TO KNOW:** Governor Newsom signed the infrastructure streamlining package accelerating construction timelines on the projects necessary to achieving the state's ambitious climate and clean energy goals. The Governor also signed other pieces of the 2023-24 state budget deal reached with lawmakers.

**SACRAMENTO** – Today, Governor Gavin Newsom signed into law a slate of bills to accelerate critical infrastructure projects across California that help build our 100% clean electric grid, ensure safe drinking water and boost the state's water supply and modernize our transportation system.





## Transportation and Infrastructure

### **SB 146 (Gonzalez) Public resources: infrastructure: contracting.**

Would allow DWR and Caltrans to streamline up to 8 projects with a value over \$25M, authorizes certain project delivery methods, and allows CalSTA to assume NEPA responsibilities .

**SIGNED**

### **SB 149 (Caballero) CEQA Streamlining.**

Extends the ability for projects to get Environmental Leadership Development Project streamlining until 2034.

**SIGNED**



## Transportation and Infrastructure

### **AB 427 (Alvarez) Otay Mesa East Project Delivery.**

Would allow the Otay Mesa East project to use CMGC method for project delivery.

**SIGNED**

### **AB 413 (Lee) Pedestrian Visibility.**

Would prohibit stopping, standing, or parking vehicles within 20 feet of the vehicle approach of any unmarked or marked crosswalk; 15 feet when curb extensions are present.

**SIGNED**



## Transportation and Infrastructure

### **SB 695 (Gonzalez) Caltrans Reporting.**

Caltrans will be required to report on new lane miles, GHG emissions and making that information available to the public.

**SIGNED**

### **SB 538 (Portantino) Bike Czar.**

Would direct the Caltrans Director to appoint a Chief Advisor on Bicycle and Active Transportation.

**SIGNED**



## Transportation and Infrastructure

### **AB 645 (Friedman) Speed Camera Pilot.**

Allows a pilot in Los Angeles, San Jose, Oakland, Glendale, and Long Beach and the City/County of San Francisco.

**SIGNED**

### **AB 1317 (Carrillo) Unbundled Parking.**

Requires developers of certain 16+ Unit Developments to Unbundle Parking in Counties of Alameda, Los Angeles, Fresno, Riverside, Sacramento, San Bernardino, San Joaquin, Santa Clara, Shasta, and Ventura.

**SIGNED**





## Transportation and Infrastructure

### **AB 251 (Ward) Heavy Vehicles Study.**

Requires CalSTA to complete a safety study on vehicle weights by 2026.

**SIGNED**

### **AB 361 (Ward) Photo Bike Lane Enforcement.**

Until 2030, allows local agencies to install cameras to cite violations of illegal parking or blocking of bike lanes; requires local agencies to produce reports by 2028 on the impact of the program on safety.

**SIGNED**



## Transportation and Infrastructure

### **SB 706 (Caballero) Progressive Design Build.**

Would allow agencies to use progressive design build for certain projects over \$5 million for up to 10 projects before 2030.

**SIGNED**

### **SB 712 (Portantino) E-Bikes and Tenants.**

The bill would restrict landlords from prohibiting tenants from owning e-bikes and storing them in their units.

**SIGNED**



## Transportation and Infrastructure

### **AB 73 (Boerner) Bicycles at Stop Signs.**

Would allow agencies to implement intersections where bicycles would not have to come to a complete stop.

**2-YEAR**

### **AB 1188 (Boerner) E-Bikes Education.**

The bill would upon appropriation require CalSTA to develop and distribute safety standards on regulating e-bikes.

**2-YEAR**

### **AB 530 (Boerner) E-Bikes License Program.**

The bill would upon appropriation direct state departments to prohibit persons under the age of 12 from operating an e-bike and develop a licensing program.

**2-YEAR**

## Transportation and Infrastructure

### **AB 819 (Bryan) Decriminalization Fare Evasion.**

Would no longer classify as a misdemeanor a 3<sup>rd</sup> or subsequent violation, by an adult, of evading fare on a public transit system and make that violation subject to no more than a \$400 fine.

**VETOED**

### **SB 610 (Holden) Youth Transit Pass Pilot Program: free youth transit passes.**

The bill would authorize a transit agency with an existing fare-free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare.

**2-YEAR**



## Transportation and Infrastructure

### **AB 316 (Aguiar-Curry) Autonomous Vehicles.**

Would have required a human driver in any AV truck and certain safety reports.

**VETOED**

### **AB 825 (Bryan) Vehicle: Bicycles on Sidewalks.**

Would prevent local authorities from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a dedicated bikeway.

**VETOED**

## Transportation and Infrastructure

### **AB 1082 (Kalra) Towing.**

Would have removed the ability for local governments to tow unless certain thresholds were met. Requires capping of fines, and pathways for forgiveness of fines.

**2-YEAR**

### **SB 689 (Blakespear) Coastal Commission Streamlining Transportation.**

Would deem certain projects consistent with the Coastal Act that were covered in existing transportation plans.

**2-YEAR**



## Brown Act

### **AB 557 (Hart) Open Meetings: Local Agencies: Teleconferences.**

Would allow cities to meet remotely during proclaimed states of emergency under modified Brown Act requirements. It would also provide greater flexibility for agencies that meet on a fixed date every month by extending the AB 361 renewal period to 45 days.

**SIGNED**



## Climate

### **SB 253 (Weiner) Climate Corporate Data Accountability Act.**

Would business entities operating in CA with revenues over \$1 billion to disclose annually their greenhouse gas emissions.

**SUPPORT**

### **SB261 (Stern) Greenhouse gases: climate-related financial risk.**

Would require business entities with revenues exceeding \$500 million to publicly disclose their climate-related financial risks and countermeasures.

**SIGNED**



## Ballot Measures

### ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment, subject to voter approval, would allow a local government, with 55% voter approval, to issue bonds or raise special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure.

### SUPPORT



## Ballot Measures

### **ACA 13 (Ward) Voter Thresholds.**

This constitutional amendment, subject to voter approval, would require measures that adjust voter thresholds to be approved by the same threshold.

### **SUPPORT**



## Department of Government Affairs Legislative Update

- Look Ahead to 2024
  - \$58B Deficit
  - New Speaker and Senate Pro Tem
  - Aligning Investments with Climate Policy
  - Coastal Commission
  - Autonomous Vehicles
  - Vision Zero/Safety
  - Transit Operations Sustainability
  - E-Bikes



# Questions

Department of Sustainability & Mobility

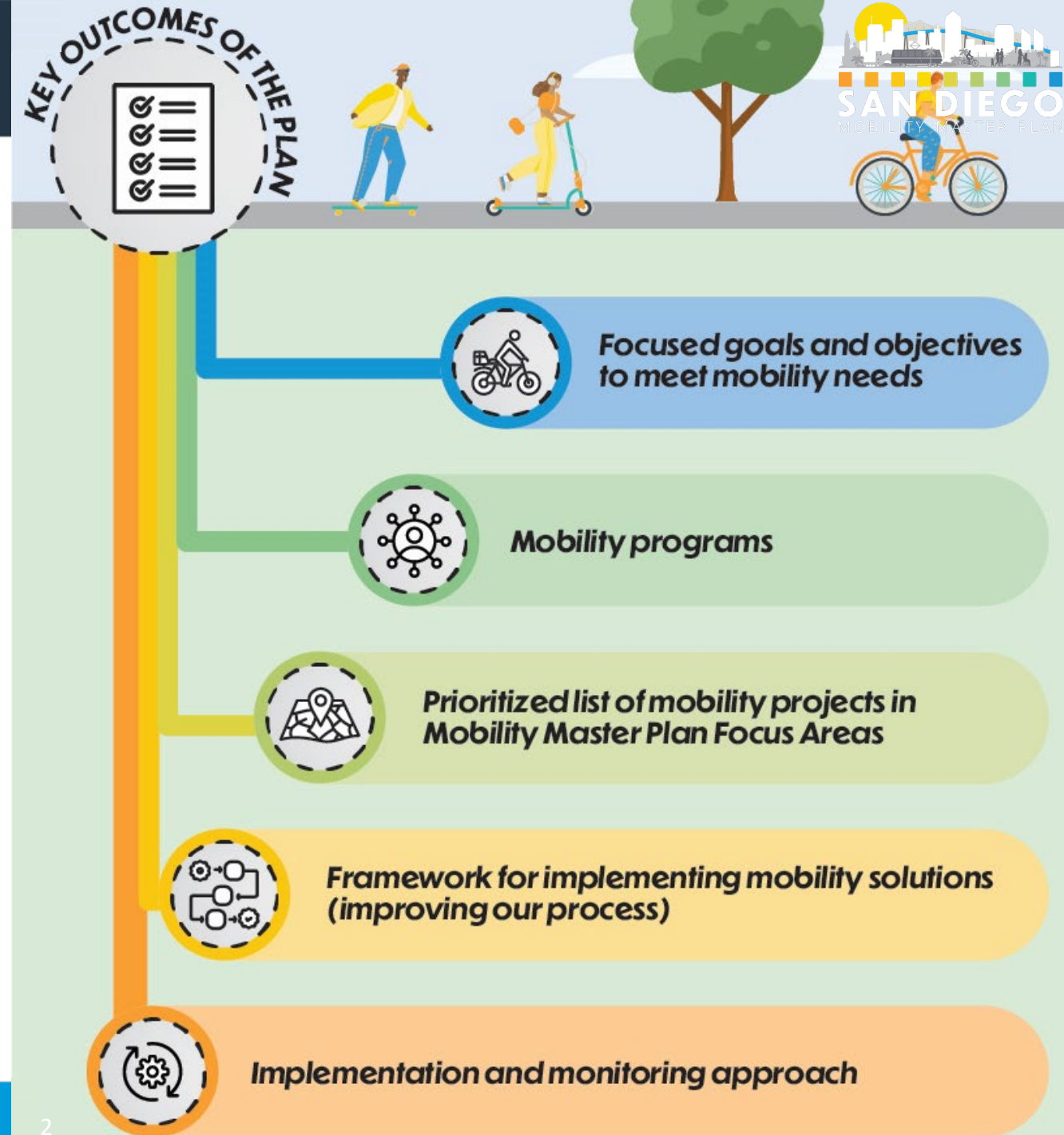
# Mobility Master Plan

December 6, 2023  
Mobility Board



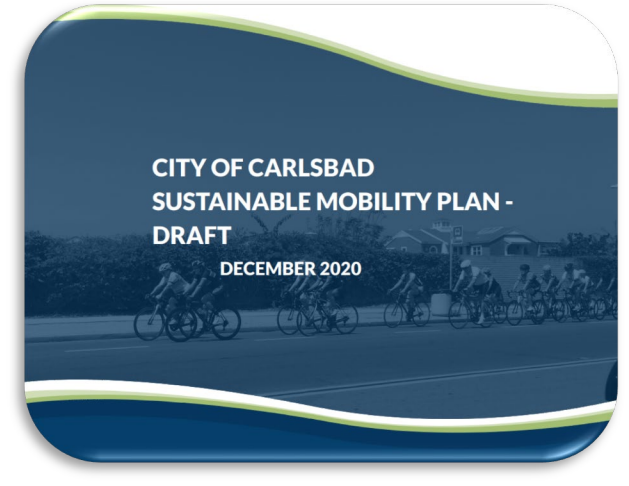
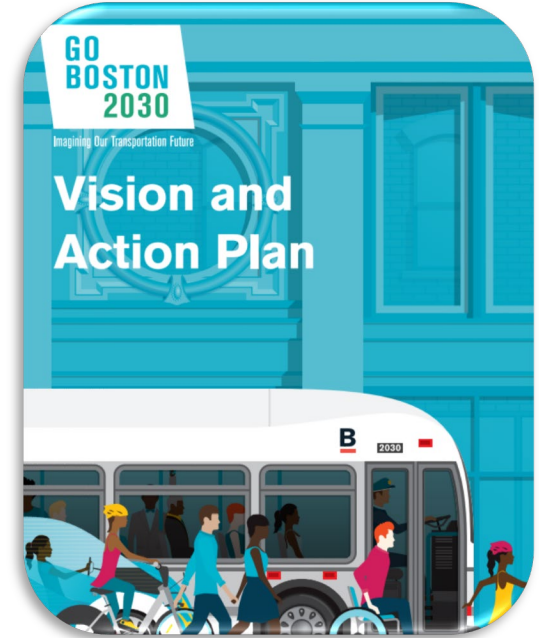
# Mobility Master Plan

- City's comprehensive mobility plan
- Create a balanced, equitable and sustainable mobility system for the City
- Support investments in areas with the greatest needs
- Promote Vision Zero
- Advance the Climate Action Plan





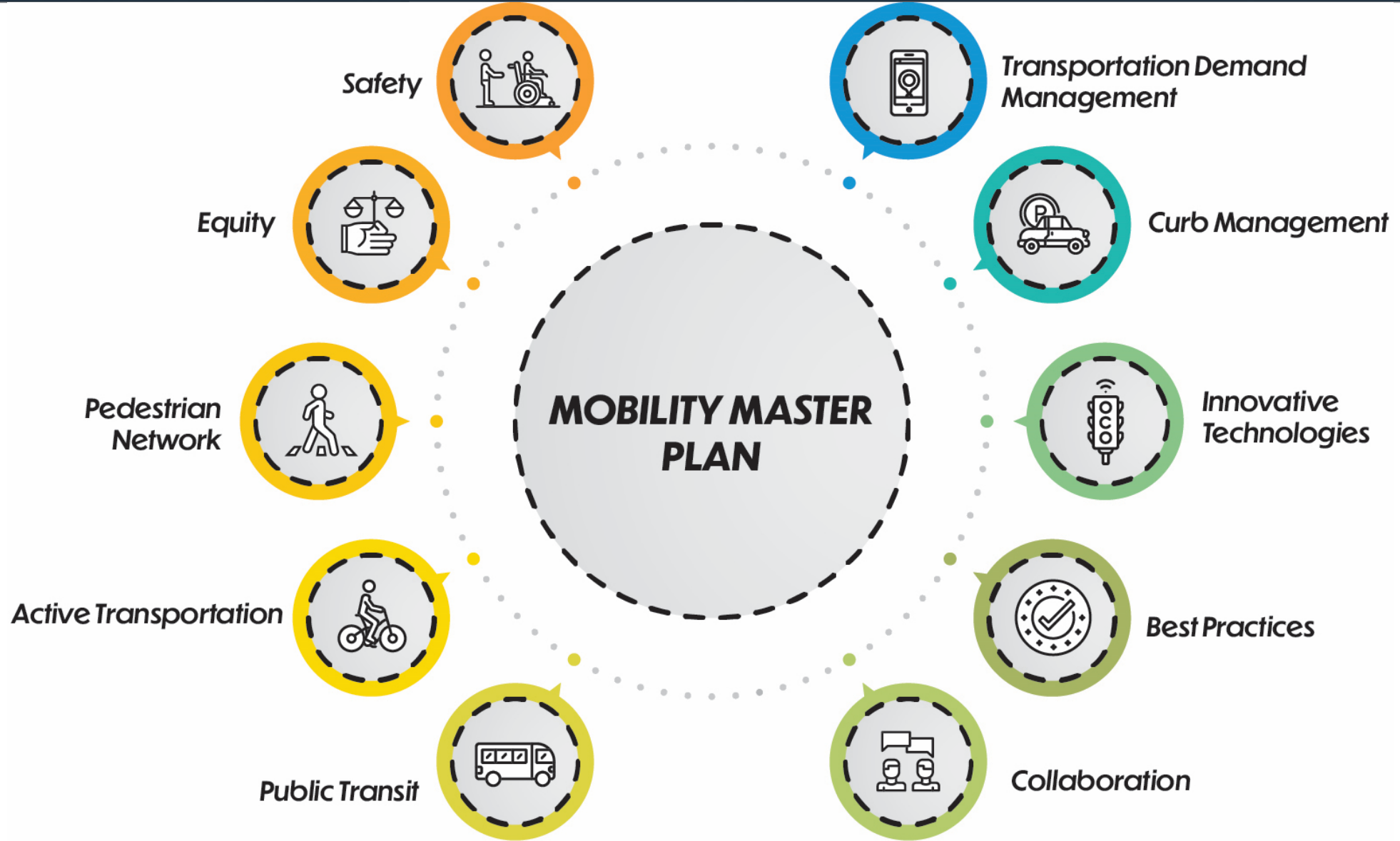
# Other Cities





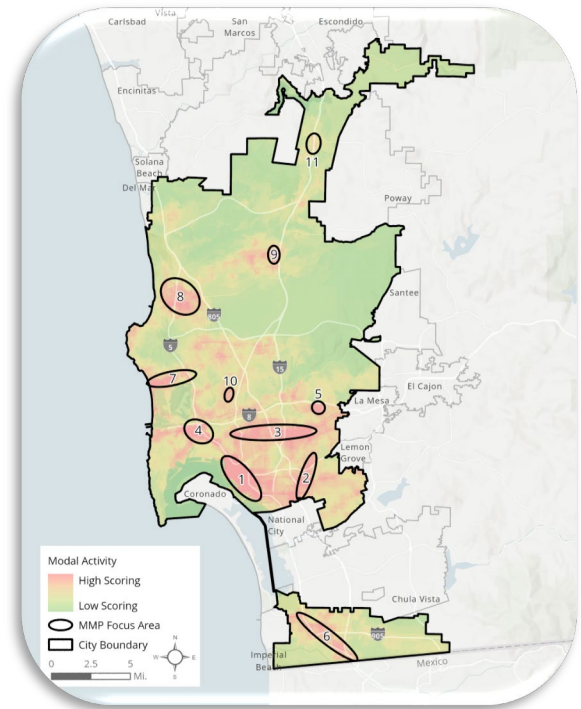




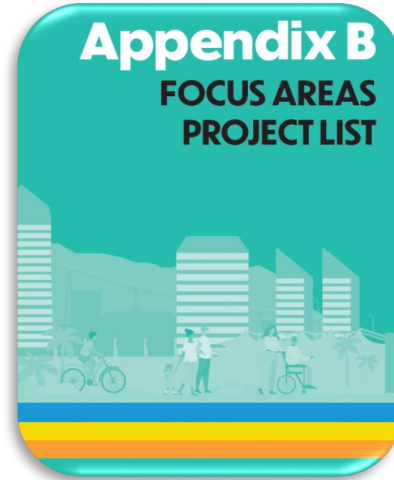
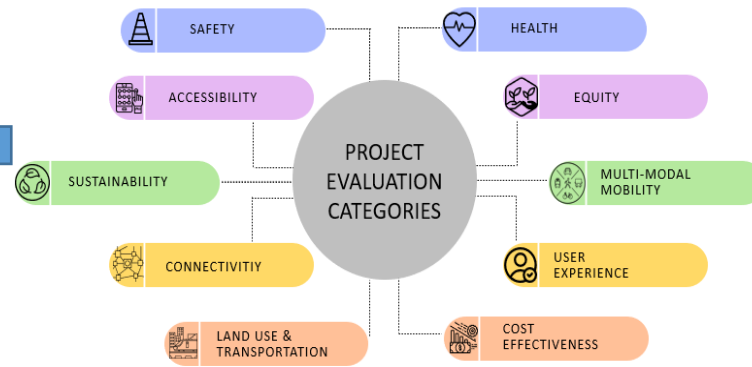




# Mobility Projects



What projects are within those high need geographies?



# Project Evaluation Criteria

## Safety

- ❖ Does the project improve safety? (800-14)
- ❖ Is the project in geographic proximity to areas of severe and fatal collisions?

## Health & Access

- ❖ Does this project improve livability/health near crucial public infrastructure? (800-14)

## Sustainability & Multi-Modal Mobility

- ❖ Does the project advance the Climate Action Plan goal of net zero greenhouse gas emissions by 2035? (800-14)
- ❖ Does the project reduce auto-dependency and promote other modes of transportation? (800-14)

## Equity

- ❖ Does the project improve transportation access for people of all ages and abilities? (800-14)

## Connectivity & User Experience

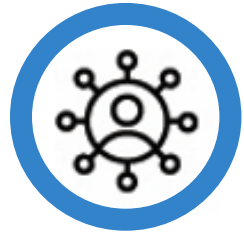
- ❖ Does the project fill a gap in and/or enhance the transportation system?

## Supporting Future Growth

- ❖ Is the project within a Sustainable Development Area?

## Cost effectiveness

- ❖ Is the project cost effective?



## Mobility Programs

- Shared mobility
  - Bike share, car share, micromobility charging and services, neighborhood shuttles
- Commuter programs
  - Employer outreach, carpool programs
- Financial incentives
  - Transit fare subsidies, multimodal discounts, equity programs
- Digital infrastructure
  - Mobile traveler information, Mobility as a Service, consolidated payment platforms
- System management
  - Parking management, delivery zones, data and communications, slow streets, bike parking

### Slow Streets

Slow Streets foster safer, more accessible, and pedestrian-friendly environments and encourage non-motorized transportation on neighborhood local streets. Along retail corridors, the additional seating areas for visitors and patrons of surrounding businesses that can be created when slow streets are implemented foster a bustling pedestrian atmosphere. Under the City's Slow Streets Program, bollards were installed in May 2023 at intersections along Fifth Avenue in the Gaslamp Quarter, restricting through vehicular traffic during business hours and transforming the street into small pedestrian-centered plazas. A feasibility study will be completed by the end of 2023 to evaluate other proposed improvements along Fifth Avenue. Exploring possible conversions of streets in other neighborhoods can promote greater mobility and safety across San Diego.



Cyclist/surfer using the Slow Street in Pacific Beach  
Source: City of San Diego, 2023

#### PROGRAM IN ACTION

The City of Oakland, CA, is developing a planning framework and a set of design considerations for the implementation of permanent Slow Streets. Building on the existing Bicycle Plan and Five-Year Paving Plan, in February 2023 the City announced that it planned to identify potential locations along approximately 50 miles of the bicycle boulevard network that were suitable for conversions to Slow Streets. This program would entail installing a combination of pavement markings; guide, warning, and regulatory signs; and barricades to promote non-motorized mobility options. Details of the City's plan can be found at: <https://www.oaklandca.gov/projects/oakland-slow-street>



Road Closure in Oakland  
Source: The Oaklandside, 2020

#### CITYWIDE SYSTEM MANAGEMENT



#### PROGRAM HIGHLIGHTS

-  **Estimated Initiation Timeframe**  
1-3 years
-  **Implementation Cost**  
\$\$\$\$
-  **Potential Funding Sources**
  - Federal grants
  - Community Parking District funds
-  **Leading Department**  
Transportation
-  **Collaborating Entities**  
Other City departments
-  **Relevance to Mobility Master Plan Goals**  
Goals 3, 4, 7
-  **Relevance to Climate Action Plan Policies**  
Policies 3.1SA-13, 3.1SA-22, 3.5SA-2
-  **Incorporating Community Engagement**  
The community identified lack of safety for pedestrians and cyclists as a key challenge to their mobility needs. Slow Streets will create safe and comfortable environments for walking or rolling, cycling, and other micromobility modes.



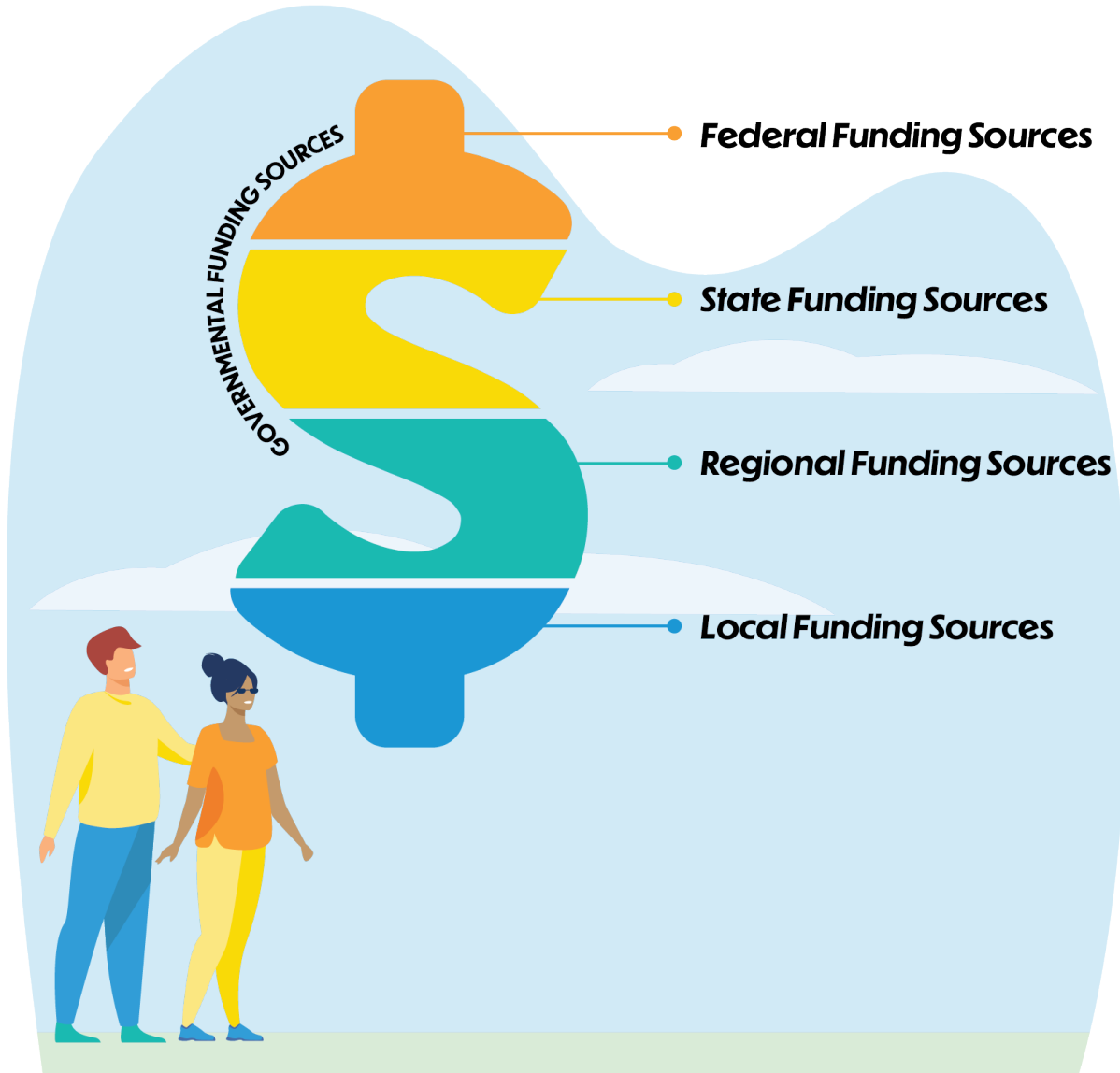
## Implementation

- Implementation Approach Consistent with Council Policy 800-14
- Near-Term Implementation Actions (0-5 Years)
  - Examples:*
    - Establish Mobility Governance Group
    - Develop a Comprehensive Data Mapping and Project Dashboard
- Long-Term Implementation Actions (By 2035)
  - Examples:*
    - Expand incentive programs
    - Evaluate future technologies and role within the City's transportation system
    - Incorporate climate resilience into long-range mobility planning



## Systems Performance Monitoring

- Commute Mode Share (American Community Survey)
- Fatalities and Serious Injuries (City of San Diego)
- Vehicle Miles Traveled (Caltrans Performance Measurement System)
- Commute Travel Times (American Community Survey)
- Annual Transit Boardings (National Transit Database)
- Bike Lane Miles (City of San Diego)
- First-mile/Last-mile Projects Completed (City of San Diego)



- Menu of implementation funding sources
- Resource to City staff
- Commitment to develop a mobility funding strategy





- October 2023: Draft plan release
- Public review period
- January 2024: Community outreach
- Spring 2024: Plan adoption hearings begin
- Establish a 4-year update process

Department of Sustainability & Mobility

# Mobility Master Plan

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