

**DATE:** October 30, 2024

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Ria Hutabarat Lo, Transportation Manager

**VIA:** Edward Arango, Acting Public Works Director

**SUBJECT:** **Transportation Legislative Updates**

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**RECOMMENDATION**—Receive information on recent transportation-related legislation.

**BACKGROUND/ANALYSIS**

In the 2024 legislative session, the State of California adopted several new pieces of transportation legislation. The City has not yet received legal input on the applicability of these new laws to Mountain View operations and projects; however, a lay summary of the laws is provided below.

**[SB 960: Caltrans Complete Streets \(Approved September 27, 2024\)](#)**

Senate Bill (SB) 960 aims to improve Caltrans' progress toward implementation of safe and multi-modal street design and promote state leadership in advancing transit priority. The law requires Caltrans to adopt targets and performance measures to incorporate complete streets elements, including pedestrian and bicycle facilities, into asset management plans and projects funded under the State Highway Operation and Protection Program (SHOPP). The law also requires Caltrans to adopt a transit policy by January 1, 2026 and guidance for transit performance measures by January 1, 2027. SB 960 also requires Caltrans to include quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets and transit priority facilities in the biannual State Highway System Management Plan (SHSMP). Finally, SB 960 requires Caltrans to adopt an encroachment permit review process that facilitates approval or denial of applications within 60 days, and it requires the department to post annual reports on their website that provide information on complete streets applications received from local agencies and encroachment permits issued by Caltrans.

**[SB 1216: No Sharrows over 30 mph \(Approved September 27, 2024\)](#)**

From January 1, 2025, SB 1216 prohibits agencies from installing sharrows on roadways with a posted speed limit greater than 30 miles per hour (mph), with an exception for facilities at or

near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection. From January 1, 2026, the law prohibits the California Transportation Commission from adding a project that creates Class III bikeways or sharrows to the Active Transportation Program unless the project is for roadways with a design speed limit of 25 mph or less, the project will reduce the design speed to 25 mph or less, or the applicant can demonstrate that Class III facilities are appropriate for the local context. Additionally, SB 1216 requires the Commission to change project eligibility criteria consistent with this law.

#### **AB 2669: No Bridge Toll for Pedestrians and Bicyclists (Approved September 27, 2024)**

Assembly Bill (AB) 2669 prohibits bridge tolls from being imposed on pedestrians, bicyclists, or personal micromobility devices unless the bridge was under construction after January 1, 2025 and tolls are used to fund the construction cost of the bridge. A personal micromobility device is defined as a device powered by the physical exertion of the rider or an electric motor designed to transport one individual or one adult accompanied by up to three minors.

#### **AB 1904: Yield Sign for Transit Buses (Approved September 25, 2024)**

AB 1904 allows Santa Clara Valley Transportation Authority (VTA), Santa Cruz Metropolitan Transit District, and other transit agency buses to be equipped with a yield sign on the left rear of the bus if the agency approves a resolution on this issue. The sign may be illuminated by a red flashing light when the bus is preparing to enter a traffic lane or is stopped to receive or discharge passengers. The law requires that the participating agency undertake public education on the program.

#### **SB 1297: Expanded Speed Camera Pilot (Approved September 27, 2024)**

SB 1297 expands the Speed Safety System Pilot program established under AB 645 in 2023 to the City of Malibu. This program provides a framework for assessing impacts, implementing, noticing, enforcing, and evaluating speed camera programs in the cities of Los Angeles, San Jose, Oakland, San Francisco, Glendale, Long Beach, and Malibu until January 1, 2032.

#### **AB 1777: Citing Manufacturers for AV Violations (Approved September 27, 2024)**

From July 1, 2026, AB 1777 requires manufacturers of autonomous vehicles (AVs) that operate without a human operator to maintain an emergency response line, provide a two-way communication device to communicate with remote operators, and allow emergency geofencing for an area within two minutes of receiving an emergency alert. The law also allows Police to issue noncompliance notices related to violations of the California Vehicle Code or local traffic ordinances. It also requires AV manufacturers to provide the Department of Motor Vehicles (DMV) with noncompliance notices within 72 hours of issuance.

**AB 1774: E-Bike Modifications (Approved July 2, 2024)**

AB 1774 prohibits people from selling a device to modify an e-bike to change the speed capability such that it no longer meets the definition of an e-bike.

**SB 1274: Battery Standards for E-Bikes (Approved September 27, 2024)**

SB 1271 requires the State Fire Marshal to adopt regulations related to fire and electrical safety of motorized bicycles,<sup>1</sup> powered mobility devices,<sup>2</sup> and storage batteries. From January 1, 2026, the law requires manufacturers, importers, distributors, or retailers of the above equipment to provide test results. From January 1, 2028, it also prohibits the distribution, sale, lease, or offer for sale or lease of e-bikes, powered mobility devices, and storage batteries that do not meet battery safety requirements and have not been tested at an accredited testing laboratory. An exception is provided for secondhand e-bikes or devices.

**AB 2234: San Diego E-Bike Age Limit Pilot (Approved September 28, 2024)**

AB 2234 allows local agencies within the County of San Diego to prohibit a person under 12 years of age from operating a Class 1 (low-speed pedal-assist) or Class 2 (throttle to 20 mph) e-bike.<sup>3</sup> It also requires the county to submit a report on the pilot program by January 1, 2028.

**AB 1953: ZEV Weight Limit (Approved September 12, 2024)**

AB 1953 clarifies that the weight imposed on a roadway by a near-zero emission or zero-emission vehicle with more than two axles can exceed typical weight limits by up to 2,000 pounds with a maximum gross vehicle weight of 82,000 pounds.

**AB 1978: Speed Contests (Approved September 23, 2024)**

AB 1978 allows a police officer to take a person into custody, or remove a vehicle without taking a person into custody, for a violation of obstructing or placing a barricade on a roadway to facilitate a speed contest or exhibition of speed.

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<sup>1</sup> Under the California Vehicle Code (CVC) §406, a motorized bicycle or moped is a two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground.

<sup>2</sup> Under CVC §407.5, a motorized scooter is a two-wheeled device that has handlebars, a floorboard to be stood upon or a seat and footrests in place of a floorboard, and is powered by an electric motor or a source other than electrical power (and is not a motorcycle, motor-driven cycle, or motorized bicycle as defined in CVC §§ 400, 405, and 406). The device may also be designed to be powered by human propulsion.

<sup>3</sup> Existing law prohibits persons under the age of 16 years to operate a Class 3 (up to 28 mph) e-bike.

**[AB 2086: Caltrans Accountability \(Approved September 27, 2024\)](#)**

AB 2086 requires Caltrans to include a financial element in the upcoming California Transportation Plan (CTP), which is required by December 31, 2025. The financial element is required to summarize the full cost of the CTP for the first 10 years, along with available revenues and financial feasibility given realistic projections of available revenues. By January 1, 2027, the law also requires Caltrans to provide an online dashboard of how annual project investments are advancing the vision and goals of the CTP.

**[SB 768: VMT Use Study \(Approved September 27, 2024\)](#)**

By January 1, 2028, SB 768 requires the Department of Housing and Community Development to conduct and post on its website a study on how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts of housing projects pursuant to the California Environmental Quality Act (CEQA) as well as the cost of mitigation measures for housing projects and whether the measures have resulted in project delays or phasing.

**[Caltrans DIB-94: Complete Streets \(January 16, 2024\)](#)**

On January 16, 2024, Caltrans released Design Information Bulletin (DIB) 94, which implements Caltrans Director's Policy on Complete Streets (DP-37) by providing contextual design guidance. Key elements of DIB-94 include guidance on modal priority and recommended bicycle facilities for state highways (such as El Camino Real) in urban areas, suburban areas, and rural main streets. The document also provides information on standard widths for bike lanes, protected bikeways and sidewalks, as well as design features for bus stops.

**[MTC Transit-Oriented Communities Policy \(Adopted September 28, 2022\)](#)**

In September 2022, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4530, related to their Transit-Oriented Communities Policy, and in September 2024, released the guidelines document "[Administrative Guidance: Transit-Oriented Communities Policy](#)." Compliance with this policy will be needed to be eligible for future funding under the One Bay Area Grant Cycle 4 (OBAG 4) in 2026. Documentation outlined in the Guidance covers four topics:

- **Section 1:** Density for New Residential and Commercial Office Development, including minimum and maximum allowable densities for new residential and commercial office development near transit stations and areas eligible for exclusion from density requirements.
- **Section 2:** Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies, including minimum requirements and options for housing policies and programs.

- Section 3: Parking Management requirements including zero minimums and lower maximum parking ratios (of one space per residential unit or 2.5 spaces per 1,000 square feet for commercial development) for new development near transit stations, plus at least one complementary policy, such as a transportation demand management (TDM) policy for new development, curb management, parking benefit district, demand-responsive pricing, or priced parking.
- Section 4: Station Access and Circulation requirements, including adopting a jurisdictionwide Complete Streets Policy, prioritizing All Ages and Abilities active transportation projects on the regional active transportation network, completing an access gap analysis and accompanying program for station access, and identifying opportunities for mobility hub planning and implementation.

Staff will work on documentation for items consistent with Council direction in the coming year.

#### **NEXT STEPS**

Staff will assess the implications of these new laws on City operations, including planning and enforcement.

RHL/BW/6/PWK

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cc: PS—Goff, CTE—Lopez, PCE—Gonzales, ACDD—Chen, ACDD—Blizinski, CDD