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May 4, 2018

The Honorable Richard Bloom
California State Assembly
State Capitol Building, Room 2003
Sacramento, California 95814

Subject: AB 3124 (Bloom) – SUPPORT

Dear Assembly Member Bloom:

The Orange County Transportation Authority (OCTA) Board of Directors is pleased to support AB 3124, your legislation that would allow transit operators to install three-position bicycle racks on 60-foot articulated buses. AB 3124 will provide greater access for transit riders who rely on bicycles for their first and last mile connection.

OCTA's bus system offers 65 routes and over 5,500 bus stops that provide service throughout Orange County and into neighboring counties. Approximately 5,000 riders per day use a bicycle to connect to bus service in the County. Many of these riders use the bicycle racks on both the 40-foot and 60-foot buses. However, under the authority provided by AB 2707 (Chapter 310, Statutes of 2014), only 40-foot buses are allowed to be equipped with three-position bicycle racks. AB 3124 would allow OCTA and other transit agencies to expand upon this authority to install three-position bicycle racks on articulated buses as well.

The 36 articulated buses operating in OCTA's bus system are currently only equipped with two-position bicycle racks, resulting in a large number of pass-ups at bus stops who are unable to load their bike if the rack is full. The higher-capacity racks on articulated buses will reduce the number of times a bicyclist will be left behind and will make the system more compatible for bicyclists. Furthermore, AB 3124 will promote active transportation use and improve first and last mile connections to transit. This will serve to reduce both greenhouse gas emissions and congestion on local streets and roads.

A SUPPORT position is consistent with the OCTA 2017-18 State Legislative Platform's principle to "Support policies that encourage the safe interaction and operation of integrated multi-modal systems, including roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities."

The Honorable Richard Bloom
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If you or your staff have any questions regarding OCTA's position on AB 3124, please contact Kristin Essner, Manager of State and Federal Relations, at (714) 560-5754 or kessner@octa.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Bartlett", with a stylized flourish at the end.

Lisa A. Bartlett
Chairwoman

LAB:jp

c: Darrell E. Johnson, Chief Executive Officer
Orange County State Legislative Delegation
Platinum Advisors, LLC

AMENDED IN ASSEMBLY APRIL 2, 2018

CALIFORNIA LEGISLATURE—2017–18 REGULAR SESSION

ASSEMBLY BILL

No. 3124

Introduced by Assembly Member Bloom

February 16, 2018

An act to amend Section 35400 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL’S DIGEST

AB 3124, as amended, Bloom. Vehicles: length limitations: buses: bicycle transportation devices.

Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.

This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. Additionally, authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The

bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. The bill would also make technical, nonsubstantive changes and a conforming change in a related provision.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 35400 of the Vehicle Code is amended
2 to read:
3 35400. (a) A vehicle may not exceed a length of 40 feet.
4 (b) This section does not apply to any of the following:
5 (1) A vehicle used in a combination of vehicles when the excess
6 length is caused by auxiliary parts, equipment, or machinery not
7 used as space to carry any part of the load, except that the
8 combination of vehicles shall not exceed the length provided for
9 combination vehicles.
10 (2) A vehicle, when the excess length is caused by any parts
11 necessary to comply with the fender and mudguard regulations of
12 this code.
13 (3) (A) An articulated bus or articulated trolley coach that does
14 not exceed a length of 60 feet.
15 (B) An articulated bus or articulated trolley coach described in
16 subparagraph (A) may be equipped with a folding device attached
17 to the front of the bus or trolley if the device is designed and used
18 exclusively for transporting bicycles. The device, including any
19 bicycles transported thereon, shall be mounted in a manner that
20 does not materially affect efficiency or visibility of vehicle safety
21 equipment, and shall not extend more than ~~40~~ 36 inches from the
22 front body of the bus or trolley coach when fully deployed. The
23 handlebars of a bicycle that is transported on a device described
24 in this subparagraph shall not extend more than ~~46~~ 42 inches from
25 the front of the bus.
26 (C) (i) *An articulated bus or articulated trolley coach described*
27 *in subparagraph (A) may be equipped with a folding device*
28 *attached to the front of the bus or trolley if the device is designed*

1 *and used exclusively for transporting bicycles. The device,*
2 *including any bicycles transported thereon, shall be mounted in*
3 *a manner that does not materially affect efficiency or visibility of*
4 *vehicle safety equipment, and shall not extend more than 40 inches*
5 *from the front body of the bus or trolley coach when fully deployed.*
6 *The handlebars of a bicycle that is transported on a device*
7 *described in this subparagraph shall not extend more than 46*
8 *inches from the front of the bus.*

9 *(ii) In order for a public agency operating transit services to*
10 *operate an articulated bus or articulated trolley coach equipped*
11 *with a front-mounted bicycle rack, as described in and pursuant*
12 *to clause (i), the public agency shall establish a route review*
13 *committee comprised of four members as follows:*

14 *(I) One member of the public agency who is appointed by the*
15 *general manager of the public agency.*

16 *(II) One member who is a traffic engineer and is employed and*
17 *appointed by the public agency that has jurisdiction over the*
18 *largest proportional share of routes among all affected agencies.*

19 *(III) One member appointed by the labor organization that is*
20 *the exclusive representative of the bus drivers of the public agency.*

21 *(IV) One member of the law enforcement agency that has*
22 *jurisdiction over the largest proportional share of routes among*
23 *all affected agencies.*

24 *(iii) The committee members shall be appointed not more than*
25 *30 days after receipt of a public agency proposal to equip a 60-foot*
26 *articulated bus or articulated trolley coach with a front-mounted*
27 *bicycle rack, as described in clause (i).*

28 *(iv) The purpose of the committee is to ensure the safe operation*
29 *of a 60-foot articulated bus or articulated trolley coach that is*
30 *equipped with a front-mounted bicycle rack, as described in clause*
31 *(i). The committee, by a majority vote, shall make a determination*
32 *of which routes are suitable for the safe operation of a 60-foot*
33 *articulated bus or articulated trolley coach that is equipped with*
34 *a front-mounted bicycle rack, as described in clause (i). The*
35 *committee may include a field review of the proposed routes.*

36 *(4) A semitrailer while being towed by a motortruck or truck*
37 *tractor, if the distance from the kingpin to the rearmost axle of the*
38 *semitrailer does not exceed 40 feet for semitrailers having two or*
39 *more axles, or 38 feet for semitrailers having one axle if the*

1 semitrailer does not, exclusive of attachments, extend forward of
2 the rear of the cab of the motortruck or truck tractor.

3 (5) A bus or house car when the excess length is caused by the
4 projection of a front safety bumper or a rear safety bumper, or
5 both. The safety bumper shall not cause the length of the vehicle
6 to exceed the maximum legal limit by more than one foot in the
7 front and one foot in the rear. For the purposes of this chapter,
8 “safety bumper” means any device that is fitted on an existing
9 bumper or which replaces the bumper and is constructed, treated,
10 or manufactured to absorb energy upon impact.

11 (6) A schoolbus, when the excess length is caused by the
12 projection of a crossing control arm. For the purposes of this
13 chapter, “crossing control arm” means an extendable and retractable
14 device fitted to the front of a schoolbus that is designed to impede
15 movement of pupils exiting the schoolbus directly in front of the
16 schoolbus so that pupils are visible to the driver while they are
17 moving in front of the schoolbus. An operator of a schoolbus shall
18 not extend a crossing control arm while the schoolbus is in motion.
19 Except when activated, a crossing control arm shall not cause the
20 maximum length of the schoolbus to be extended by more than 10
21 inches, inclusive of any front safety bumper. Use of a crossing
22 control arm by the operator of a schoolbus does not, in and of
23 itself, fulfill his or her responsibility to ensure the safety of students
24 crossing a highway or private road pursuant to Section 22112.

25 (7) A bus, when the excess length is caused by a device, located
26 in front of the front axle, for lifting wheelchairs into the bus. That
27 device shall not cause the length of the bus to be extended by more
28 than 18 inches, inclusive of any front safety bumper.

29 (8) A bus, when the excess length is caused by a device attached
30 to the rear of the bus designed and used exclusively for the
31 transporting of bicycles. This device may be up to 10 feet in length,
32 if the device, along with any other device permitted pursuant to
33 this section, does not cause the total length of the bus, including
34 any device or load, to exceed 50 feet.

35 (9) A bus operated by a public agency or a passenger stage
36 corporation, as defined in Section 226 of the Public Utilities Code,
37 used in transit system service, other than a schoolbus, when the
38 excess length is caused by a folding device attached to the front
39 of the bus which is designed and used exclusively for transporting
40 bicycles. The device, including any bicycles transported thereon,

shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and shall not extend more than 40 inches from the front body of the bus when fully deployed. The handlebars of a bicycle that is transported on a device described in this paragraph shall not extend more than 46 inches from the front of the bus. ~~Except as provided in paragraph (3),~~ a device described in this paragraph may not be used on a bus that, exclusive of the device, exceeds 40 feet in ~~length~~ *length*, or 60 feet in *length pursuant to paragraph (3)*, or on a bus having a device attached to the rear of the bus pursuant to paragraph (8).

(10) (A) A bus of a length of up to 45 feet when operating on those highways specified in subdivision (a) of Section 35401.5. The Department of Transportation or local authorities, with respect to highways under their respective jurisdictions, may not deny reasonable access to a bus of a length of up to 45 feet between the highways specified in subdivision (a) of Section 35401.5 and points of loading and unloading for motor carriers of passengers as required by the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).

(B) (i) A bus operated by a public agency and on those highways specified in subparagraph (A) may be equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles. The device, including all bicycles transported thereon, may be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and may not extend more than 36 inches from the front body of the bus when fully deployed. The handlebars of a bicycle that is transported on a device described in this subparagraph may not extend more than 42 inches from the front of the bus. The total length of the bus, including the folding device or load, may not exceed 48.5 feet. ~~A Route Review Committee,~~

(ii) *A route review committee*, established under this subparagraph, shall review the routes where a public agency proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack. ~~The Route Review Committee committee~~ shall be comprised of ~~one~~ *three members as follows*:

(I) One member from the public agency appointed by the general manager of the public ~~agency~~, ~~one agency~~.

(II) One member who is a traffic engineer and is employed and selected by the public agency that has jurisdiction over the largest

1 proportional share of routes among all affected agencies; and one
2 agencies.

3 (III) One member appointed by the labor organization that is
4 the exclusive representative of the bus drivers of the public agency.
5 If there is no exclusive representative of the bus drivers, a bus
6 driver member shall be chosen by a majority vote of the bus drivers
7 employed by the agency. The

8 (iii) The members of the ~~Route Review Committee~~ committee
9 shall be selected not more than 30 days after receipt of a public
10 agency proposal to equip a 45-foot bus with a front-mounted
11 bicycle rack. The

12 (iv) The review shall include a field review of the proposed
13 routes. The purpose of the ~~Route Review Committee~~ committee
14 is to ensure the safe operation of a 45-foot bus that is equipped
15 with a front-mounted bicycle rack. The ~~Route Review Committee~~,
16 committee by a unanimous vote, shall make a determination of
17 which routes are suitable for the safe operation of a 45-foot bus
18 that is equipped with a front-mounted bicycle rack. These
19 determinations shall be consistent with the operating requirements
20 specified in subparagraph (A). It is the intent of the Legislature
21 that the field review required under this subparagraph include
22 consultation with traffic engineers from affected public agencies
23 that have jurisdiction over segments of the route or routes under
24 review, to ensure coordination with all affected state and local
25 public road agencies that may potentially be impacted due to the
26 operation of a 45-foot bus with a front-mounted bicycle rack.

27 (11) (A) A house car of a length of up to 45 feet when operating
28 on the National System of Interstate and Defense Highways or
29 when using those portions of federal aid primary system highways
30 that have been qualified by the United States Secretary of
31 Transportation for that use, or when using routes appropriately
32 identified by the Department of Transportation or local authorities,
33 with respect to highways under their respective jurisdictions.

34 (B) A house car described in subparagraph (A) may be operated
35 on a highway that provides reasonable access to facilities for
36 purposes limited to fuel, food, and lodging when that access is
37 consistent with the safe operation of the vehicle and when the
38 facility is within one road mile of identified points of ingress and
39 egress to or from highways specified in subparagraph (A) for use
40 by that vehicle.

1 (C) As used in this paragraph and paragraph (10), “reasonable
2 access” means access substantially similar to that authorized for
3 combinations of vehicles pursuant to subdivision (c) of Section
4 35401.5.

5 (D) Any access route established by a local authority pursuant
6 to subdivision (d) of Section 35401.5 is open for access by a house
7 car of a length of up to 45 feet. In addition, local authorities may
8 establish a process whereby access to services by house cars of a
9 length of up to 45 feet may be applied for upon a route not
10 previously established as an access route. The denial of a request
11 for access to services shall be only on the basis of safety and an
12 engineering analysis of the proposed access route. In lieu of
13 processing an access application, local authorities, with respect to
14 highways under their jurisdiction, may provide signing, mapping,
15 or a listing of highways, as necessary, to indicate the use of these
16 specific routes by a house car of a length of up to 45 feet.

17 (c) The Legislature, by increasing the maximum permissible
18 kingpin to rearmost axle distance to 40 feet effective January 1,
19 1987, as provided in paragraph (4) of subdivision (b), does not
20 intend this action to be considered a precedent for any future
21 increases in truck size and length limitations.

22 (d) Any transit bus equipped with a folding device installed on
23 or after January 1, 1999, that is permitted under subparagraph (B)
24 of paragraph (3) of subdivision (b) or under paragraph (9) of
25 subdivision (b) shall be additionally equipped with any of the
26 following:

27 (1) An indicator light that is visible to the driver and is activated
28 whenever the folding device is in an extended position.

29 (2) Any other device or mechanism that provides notice to the
30 driver that the folding device is in an extended position.

31 (3) A mechanism that causes the folding device to retract
32 automatically from an extended position.

33 (e) (1) A person may not improperly or unsafely mount a
34 bicycle on a device described in subparagraph (B) of paragraph
35 (3) of subdivision (b), or in paragraph (9) or (10) of subdivision
36 (b).

37 (2) Notwithstanding subdivision (a) of Section 23114, or
38 subdivision (a) of Section 24002, or any other law, when a bicycle
39 is improperly or unsafely loaded by a passenger onto a transit bus,
40 the passenger, and not the driver, is liable for any violation of this

- 1 code that is attributable to the improper or unlawful loading of the
- 2 bicycle.

O