



# Clean Transportation Policy Update

April 18 – June 19, 2019

## Key State Activities

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## ADMINISTRATION ACTIVITIES

### 2019-20 STATE BUDGET APPROVED

On June 13, the Legislature approved the FY 2019-2020 \$214.8 billion state budget, sending it to Governor Newsom for his signature. In his May revised budget, the Governor acknowledged the state's need to transition away from fossil fuels: "The May Revision also recognizes the need for careful study and planning to decrease demand and supply of fossil fuels, while managing the decline in a way that is economically responsible and sustainable." The revised budget provided additional investments in programs such as: transit-oriented communities; bus, truck, freight and tractor engine upgrades to reduce diesel use; methane reductions in agriculture; and apprenticeships and job training in careers that will build a future green economy.

The revision allocates an additional \$251.5 million to the Cap-and-Trade Expenditure Plan, adding to the original \$1 billion proposed in the January budget. The additional funding is aimed at promoting affordable housing, sustainability and resiliency priorities:

- **Low Carbon Transportation** – A one-time increase of \$130 million for programs that will reduce emissions from the transportation sector, with a focus on diesel pollution, including: 1) \$65 million to replace and upgrade diesel engines and equipment in the agricultural sector, and 2) \$50 million to provide incentives for zero-emission trucks, transit buses, and freight equipment. Additionally, \$15 million is proposed to help replace old, highly polluting vehicles with newer, more efficient cars and trucks.
- **Transition to a Carbon-Neutral Economy** – A one-time increase of \$1.5 million for a study laying out the key actions the state must take to transition toward a carbon-neutral economy. The study will emphasize environmental and economic programs and policies to

dramatically reduce fossil fuel demand by 2050, in line with the state’s overall climate goals. The study will inform the California Air Resources Board’s (CARB) Scoping Plan, which provides the foundation for achieving California’s ambitious goals, including achieving carbon-neutrality by 2045 and reducing greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050.

- Transformative Climate Communities – A one-time increase of \$92 million to support integrated, community-scale housing, transit-oriented development, and neighborhood projects that reduce emissions in some of the state’s most disadvantaged areas.
- Preparing Workers for a Carbon-Neutral Economy – An ongoing increase of \$8 million to increase job training and workforce development as the state transitions to a carbon-neutral economy. When combined with the funding proposed in the Governor’s January budget, this proposal invests \$35 million annually for five years.
- Climate Smart Agriculture – A one-time increase of \$20 million for healthy soils and methane reduction programs.

For more information, please visit

<http://www.ebudget.ca.gov/>

## REGULATORY ACTIVITIES

### ZERO-EMISSION TRANSPORTATION PROGRAMS WORKSHOP HELD

On May 31, CARB hosted a workshop to discuss the Assessment of CARB’s Zero Emission Vehicle Programs, required by SB 498 (2018). CARB is required to review and report to the Legislature on its programs that affect the adoption of light-, medium- and heavy-duty zero emission vehicles by July 1, 2019. The report must provide policy recommendations on how to maximize the effectiveness of existing programs to expand the use of these vehicles in fleets and by the general public. Staff will present its draft recommendation to the Board for consideration in July, with the draft report available in late June.

For more information, please visit

<https://ww2.arb.ca.gov/sites/default/files/2019-05/SB%20498%20Workshop%20Notice.pdf>

### MOYER PROGRAM GUIDANCE ISSUED FOR PORTS DRAYAGE TRUCKS

On May 15, CARB issued a “Notification for Drayage Trucks subject to San Pedro Bay Ports Clean Air Action Plan Seeking Carl Moyer Program Funding,” which clarifies which Moyer-funded trucks can access the Ports in light of the updates to the truck requirements in the Ports Clean Air Action Plan. The plan requires new drayage trucks entering the Ports’ Drayage Truck Registry (PDTR) to be 2014 model year (MY) or newer. Trucks currently registered in the PDTR can continue to operate regardless of model year. Specifically, all trucks with a MY 2007 or newer engine that were entered into the PDTR before the October 1, 2018 implementation date will be allowed to operate until the state requires replacement in 2023 per the Statewide Truck and Bus Regulation.

For additional information, please visit

<https://www.arb.ca.gov/msprog/mailouts/msc1910/msc1910.pdf>

## MAY CAP-AND-TRADE AUCTION RESULTS

The results of the 19th joint California-Quebec auction held on May 14 were positive. All the 66,321,122 current allowances were sold, clearing at \$17.45, which is \$1.83 above the \$15.62 price floor. All the 9,038,000 future vintage allowances (available for use in 2022) offered were sold at \$17.40 per allowance, \$1.78 above the \$15.62 floor price. The prices of each allowance were significantly higher than the floor price for several reasons. First, the auction did not include previously unsold California allowances, so there was a tighter supply of allowances available compared to previous auctions. Second, prices were higher on the secondary market via private trading. Third, there likely was greater demand in anticipation of even higher prices in the future as the emissions cap becomes more stringent. The May auction generated approximately \$740 million for the California Climate Investments (CCI) program.

More information can be found at

[https://www.arb.ca.gov/cc/capandtrade/auction/may-2019/summary\\_results\\_report.pdf](https://www.arb.ca.gov/cc/capandtrade/auction/may-2019/summary_results_report.pdf)

## LCFS HELPS REPLACE MORE THAN 3 BILLION GALLONS OF DIESEL FUEL

New 2018 data from CARB shows that the state's Low Carbon Fuel Standard (LCFS) has helped cleaner, low-carbon alternative transportation fuels displace nearly 3.3 billion gallons of diesel to date. Additionally, the data shows that fuel producers are 100 percent in compliance with the LCFS. Last year, renewable liquid fuels – including renewable diesel and biodiesel – displaced more than 568 million gallons of diesel. Nearly 120 million gallons of diesel were displaced by renewable natural gas. Electricity used to fuel thousands of plug-in electric cars and trucks displaced about 96 million gallons of petroleum.

The data is available at

<https://ww2.arb.ca.gov/news/cleaner-fuels-have-now-replaced-more-3-billion-gallons-diesel-fuel-under-low-carbon-fuel>

## FUNDING ACTIVITIES

### CA CLIMATE INVESTMENTS ACTIVITIES

Following are the current activities with respect to each CCI-funded program related to transportation:

#### Low Carbon Transportation Program (ARB)

On July 12, CARB will hold the first public work group meeting to develop project criteria for the new Clean Mobility Voucher Pilot Program. This program is designed to improve transportation access and increase zero-emission and other clean mobility options for disadvantaged and low-income communities. At the meeting, staff will provide an overview of the program, present the initial proposed project eligibility, and receive stakeholder input.

Past low carbon transportation CARB workshops included a second public workshop held on June 13 on the FY 2019-20 Funding Plan for Clean Transportation Incentives under the Low Carbon Transportation Program. The plan outlines the expenditures for the \$477 million Low

Carbon Transportation Investments Program and the \$48 million Air Quality Improvement Program. At the workshop, CARB staff discussed and sought input on recommended funding allocations and project categories for these two programs. Staff plans to release a proposed funding plan, incorporating input received at this workshop, later this year.

More information about these meetings is available at

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-0>

#### Transit and Intercity Rail Capital Program (CalSTA)

The call for the next round of the five-year Transit and Intercity Rail Capital Program (TIRCP) has not yet been released; the projects are not slated for approval until April 2020.

More information can be found at

<http://www.dot.ca.gov/drmt/sptircp.html>

#### Low Carbon Transit Operations Program (Caltrans)

By June 30, the State Controller's Office will release approved project amounts for the FY 2018-19 Low Carbon Transit Operations Program (LCTOP) to recipients.

For more information, please visit

<http://www.dot.ca.gov/drmt/splctop.html>

#### Affordable Housing and Sustainable Communities Program (SGC)

Staff is recommending more than \$402 million for 25 projects statewide for the FY 2017-18 Affordable Housing and Sustainable Communities (AHSC) Program. In the South Coast region, the following awards were recommended:

- Transit Oriented Development
  - \$13.4 million for the Hollywood Arts Collective project in the City of Los Angeles to build 152 units of mixed-income artist housing including 62 affordable units, ground floor office space for arts organizations, and open air performance spaces. The project will improve pedestrian and bicyclist connectivity by repairing and replacing sidewalks and bikeways throughout the project area, and will procure an electric bus for the DASH Hollywood Community transit route. Transit riders would also have access to a new bus shelter, new benches, lighting, and bike racks at multiple transit stops, paired with urban greening improvements.
  - \$20 million for the Manchester Urban Homes project for a 98 percent affordable, 122-unit project located in South Los Angeles less than a quarter-mile from the Silver Line Transit Hub station. The development will include commercial space and financial counseling will be provided to residents on-site. The housing development will be directly adjacent to a new, landscaped public transit plaza serving the second-busiest bus corridor in Los Angeles County. Active transportation improvements include the installation of a bike boulevard and new traffic signal along 84th Street to connect Vermont Avenue to Figueroa and help residents get closer to the Silver Line bus station and other key destinations, and to help implement the Manchester Avenue Elementary School Safe Routes to School Plan.

- Integrated Connectivity Projects
  - \$14.9 million for the Downtown Coachella Net Zero Housing and Transportation Project to build 105 units of affordable housing in the city of Coachella’s downtown area, and to build a bus hub and procure four buses and 40 vanpools to serve the region.
  - \$20 million for the Weingart Tower and Skid Row Transportation Safety Project to provide 278 units of affordable permanent supportive housing on Skid Row in downtown Los Angeles with on-site services and amenities to support formerly homeless residents. The project will include protected bikeways and pedestrian safety improvements to address the current high rates of traffic collisions on 5th, 6th, and San Pedro Streets in an effort to implement the City’s Vision Zero Program. Programming would also fund “Ride for Justice,” which offers bicycle safety and maintenance education to residents.
  - \$16.8 million for the Mission Heritage Plaza project to build a new 72 unit mixed use affordable housing community in downtown Riverside that will contain the headquarters for the Civil Rights Institute of Inland Southern California, a diversity center that will also act as a meeting space, and a cultural exhibit and programming space focused on celebrating the civil rights contributions of local leaders. The project will include: a new regional multi-modal transit hub that will link pedestrians, cyclists, and bus and train riders; construction of a new bus stop adjacent to the housing development: shade and amenities at seven existing transit stops, and the installation of nearly 250 shade trees throughout the project area. Active transportation improvements would include installation of bikeways and community-made art in five existing blighted alleyways, a protected pedestrian crossing linking the housing to the city library, a context sensitive bikeway that will link the housing to Mt. Rubidoux recreation area, and two new bike-share stations.
  - \$20 million for the Vermont Manchester Transit Priority Project to transform a vacant lot blighted since the 1992 civil unrest into a mixed use development with 180 units of affordable housing for formerly homeless individuals and families, with 50,000 square feet of ground floor community-serving retail.
- Discretionary Funding
  - \$11.1 million for the Jordan Downs Phase S3 & Watts Pedestrian Bike District project in Los Angeles to provide 92 units of affordable family housing for families earning between 30 and 80percent of the area median income, and to replace 57 existing affordable housing units in need of rehabilitation. The project will provide pedestrian improvements to address safety issues near Watts Blue Line Station identified by grassroots community coalitions. A new protected bike lane along Wilmington would leverage the improvements funded by the Transformative Climate Communities Program and connect to the newly created bikeways along Century Blvd.
  - \$19.9 million for the West Carson Villas project to build 110 units of affordable housing, 63 of which will be permanent supportive housing for individuals and families experiencing homelessness and chronic homelessness. The project will install more than two miles of bicycle lanes and pedestrian improvements that connect project area residents to nearby jobs and health services at UCLA Harbor Medical Center. The project will also replace or construct 31 new bus stops.

The SGC will approve the awards at its June 21 meeting. Below is the pending schedule for Round 5 of the AHSC Program:

- August 2019 – Release of draft program guidelines
- September 2019 – Stakeholder meetings/comments on draft guidelines
- October 2019 – AHSC application release
- February 2020 – Application due date
- June 2020 – Awards adoption

More information is available at

<http://sgc.ca.gov/programs/ahsc/>

## COMMUNITY AIR GRANTS PROGRAM WORKSHOP HELD

On May 24, CARB held a public workshop to discuss the draft guidelines for the Community Air Grants Program under AB 617. AB 617 established a community-based framework to improve air quality and reduce exposure to toxic air pollutants in California communities most impacted by air pollution. The competitive grants will fund projects that allow eligible applicants to participate in the AB 617 process and to build their own capacities to become active partners with government to help identify, evaluate, and ultimately reduce exposure to harmful air emissions in their communities. The 2019 solicitation is slated to be released sometime this summer.

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants>

## OTHER NEWS

### FREE BUS SERVICE FOR LOS ANGELES STUDENTS

On June 3, Los Angeles Mayor Eric Garcetti announced a one-year pilot program to provide free downtown bus service for students attending the LA Unified School District or Los Angeles Community College District on LA Department of Transportation (LADOT) DASH buses. LADOT estimates that providing free DASH passes to these students will increase student ridership by 10 percent. The program is being funded through the Low Carbon Transit Operations Program.

More information is available at

<https://www.lamayor.org/mayor-garcetti-announces-program-provide-free-dash-bus-passes-students>

## LA CITY COUNCIL PROPOSES TO BAN VEHICLE IDLING

On June 5, LA City Council Member Paul Koretz filed a motion requesting the City Attorney and the Department of Transportation to draft an ordinance to restrict parked vehicles from idling for more than one minute. The motion now goes to the City Council's transportation committee for further review.

For more information, please visit

[http://clkrep.lacity.org/onlinedocs/2019/19-0604\\_mot\\_06-05-2019.pdf](http://clkrep.lacity.org/onlinedocs/2019/19-0604_mot_06-05-2019.pdf)

## CALIFORNIA LEGISLATIVE ACTIVITIES

### LEGISLATION

#### UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

**Assembly** – The following hearings can be monitored online at:

<https://www.assembly.ca.gov/dailyfile>

- July 1 – Transportation Committee, hearings on SB 44 (medium- and heavy-duty vehicles), SB 59 (autonomous vehicles), SB 201 (heavy-duty vehicle inspection and maintenance program), SB 216 (Moyer program heavy-duty truck exchange).

**Senate** – The following hearings can be heard online at:

<https://www.senate.ca.gov/calendar>

- June 25 – Transportation Committee, hearings on AB 1424 (EV Charging Stations Open Access Act)

#### CLEAN FUEL VEHICLES POLICY & INCENTIVES

##### AB 40 (Ting)

###### Summary

This bill would require CARB to develop a comprehensive strategy to ensure that the sale of all new passenger vehicles in the state will be zero-emission vehicles by 2040. The plan must be completed by 2021. Last session, Assembly Member Ting introduced a bill to ban all internal combustion engines by 2040, which failed to pass. This bill is seen as a smaller step in the direction of transportation electrification and may be more likely to pass because it is a study bill.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

###### Complete Bill Information

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB40](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB40)

## **AB 126 (Cooper)**

### **Summary**

This bill relates to the Clean Vehicle Rebate Project (CVRP) and would require lower income eligibility income limits for the purchase of plug-in or electric vehicles and institute new income limits for the purchase of a fuel cell vehicle. Specifically, this bill would:

- Establish CVRP income limits for the purchase of an eligible vehicle as follows: \$125,000 for single filers; \$175,000 for head-of-household filers; and \$250,000 for joint filers. Eligible vehicles include fuel cell, battery electric and plug-in hybrid electric vehicles.
- Require CARB to increase individual rebate amounts by \$500 for applicants with household incomes less than or equal to 300% of the federal poverty level.
- Require CARB to offer CVRP rebates for only those plug-in hybrids that have an electric range of at least 40 miles.
- Sunset on January 1, 2022.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB126](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB126)

## **AB 210 (Voepel)**

### **Summary**

This bill would exempt from the Smog Check Program all vehicles prior to the 1983 model-year.

Because this bill failed to pass out of its house of origin by the deadline, it has become a 2-year bill.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB210](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB210)

## **AB 753 (E. Garcia)**

### **Summary**

This bill would require the California Energy Commission (CEC) to make yet-to-be-specified percentages of the money available under the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) for projects: to produce alternative and renewable low-carbon fuels in the California; to develop alternative and renewable fuel infrastructure, fueling stations, and equipment; and research, development and production of innovative and emerging fuels.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB753](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB753)

## **AB 1046 (Ting)**

### **Summary**

This bill would set as an additional goal of the Charge Ahead California Initiative the placement in service of at least 5 million near-zero and zero-emission vehicles by January 1, 2030. It also would require the forecast for the CVRP to include, among other things, the total state rebate investment necessary to facilitate reaching the 2030 goal and recommended changes to the project structure and rebate levels. Finally, the bill would require CARB to adopt criteria and other requirements to ensure that rebate levels can be phased down in increments based on cumulative sales levels.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1046](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1046)

## **AB 1424 (Berman)**

### **Summary**

Under the Electric Vehicle Charging Stations Open Access Act, the provider of an electric vehicle (EV) charging station would be required to offer as form of payment a toll-free telephone number to process a credit card and at least two other specified options of payment. It would prohibit any state agency from requiring a credit card payment to be done through a physical credit card or magnetic stripe reader on EV service equipment.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1424](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1424)

## **AB 1406 (O'Donnell)**

### **Summary**

For the ARFVTP, this bill would require the CEC to allocate no less than 10% of the program funding for alternative fuel and advanced technology vehicles.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1406](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1406)

## **SB 44 (Skinner)**

### **Summary**

This bill would require CARB by January 1, 2021 to update its 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in California to: bring the state into compliance with federal ambient air quality standards; reduce vehicle GHG emissions by 40% by 2030; and reduce vehicle GHG emissions by 80% by 2050.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB44](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB44)

## **SB 59 (Allen)**

### **Summary**

This bill would establish certain guiding principles relating to autonomous vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce GHG emissions and encourage efficient land use. The bill would require the Governor's Office of Planning and Research to convene an autonomous vehicle interagency working group of specified state agencies, including, among others, CARB, the California Environmental Protection Agency (CalEPA), the Transportation Agency, the Department of Transportation, and the Department of Motor Vehicles, to guide policy development for autonomous vehicle technology consistent with the statewide principles that are established. The working group would submit its recommendations to further these principles to the Legislature by January 1, 2022.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB59](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB59)

## **SB 210 (Leyva)**

### **Summary**

This bill would authorize CARB to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for non-gasoline heavy-duty on-road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB210](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB210)

## **SB 216 (Galgiani)**

### **Summary**

This bill would add as an eligible project under the Carl Moyer Memorial Air Quality Standards Attainment Program a used heavy-duty truck exchange, until January 1, 2025.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB216](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB216)

## **SB 400 (Umberg)**

### **Summary**

Under the Clean Cars 4 All Program, the definition of "mobility option" would be expanded from just public transit or car sharing to now include bike sharing and electric bicycles.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB400](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB400)

## TRANSPORTATION PLANNING, OPERATIONS & FUNDING

### AB 213 (Reyes)

#### Summary

This bill would restore Vehicle Licensing Fee revenue to cities (approximately 140 cities statewide) that have expanded or incorporated additional areas. This is an effort to reverse a 2011 budget trailer bill which aimed to fix the state budget deficit by reallocating millions of dollars annually that would have normally gone to cities that had recently expanded or annexed new territory.

#### Complete Bill Information

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB213](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB213)

### AB 285 (Friedman)

#### Summary

This bill updates requirements of the California Transportation Plan (CTP) to reflect the state's recent environmental goals. It updates the GHG target and air quality goals that the CTP must achieve to reflect the targets and goals in current law, and requires Caltrans to conduct several other analyses as part of the CTP.

#### Complete Bill Information

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB285](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB285)

### AB 1411 (Reyes)

#### Summary

This bill relates to developing an integrated action plan for sustainable freight. It would establish as a state goal the deployment of 100,000 zero emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030. The bill would require the California Public Utilities Commission, CARB, the Department of Transportation, CEC, and the Governor's Office of Business and Economic Development to develop and update by January 1, 2021, and at least every five years thereafter, an integrated action plan for sustainable freight that identifies strategies relating to that state goal, with priority given to actions that significantly reduce air pollution in low-income communities, as defined, and disadvantaged communities, as identified by CalEPA.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

#### Complete Bill Information

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1411](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1411)

## **SB 5 (Beall and McGuire)**

### **Summary**

This bill would establish the Affordable Housing and Community Investment Program, which would be administered by the Affordable Housing and Community Investment Committee. One of the eligible uses of the funds from the program would be transit-oriented development in priority locations that maximize density and transit use and contribute to the reduction of vehicle miles traveled and GHG emissions.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB5](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB5)

## **SB 50 (Wiener)**

### **Summary**

This bill incentivizes denser housing near transit by reducing zoning controls such as density restrictions, parking, height, and floor area ratios, thus legalizing multifamily residential buildings in these locations so that more people can live near transit and near where they work.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB50](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB50)

## **SB 127 (Wiener)**

### **Summary**

This bill, known as the “Complete Streets for Active Living” bill, is designed to encourage complete streets. It would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of Caltrans and require the Transportation Asset Management Plan to develop and meaningfully integrate performance measures into the plan and to establish interim goals, objectives, and action to meet Caltrans’ transportation mode shift goals. Additionally, bicycle and pedestrian facilities would be required to be included on specified capital improvement projects in the State Highway Operation and Protection Program (SHOPP). It would require Caltrans to include pedestrian and bike safety features whenever they repair, repave or rehab a state route that also serves as a local street.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB127](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB127)

## DEFENDING CALIFORNIA'S POLICIES

### SB 1 (Atkins, Portantino and Stern)

#### Summary

The California Environmental, Public Health, and Workers Defense Act of 2019 makes certain federal environmental, labor and consumer protection standards enforceable under state law. The bill was introduced to fight efforts by Congress and the President to undermine vital protections granted by the federal Clean Air Act, the Clean Water Act, the Endangered Species Act, and other laws designed to protect Californians.

#### Complete Bill Information

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB1](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB1)

### AJR 10 (Reyes)

#### Summary

This resolution is in response to the federal government's attempt to roll back California's Clean Cars Standards. It states that the Legislature strongly and unequivocally supports the existing vehicle fuel economy and GHG emissions standards and California's federal Clean Air Act waivers; will consider any and all appropriate actions to maintain vehicle emissions standards for the protection of public health, California residents, and the economy; and strongly urges the President and Vice President, the Secretary of the U.S. Department of Transportation, and the Administrator of the U.S. Environmental Protection Agency to reject the Safer Affordable Fuel Efficient Vehicles Proposed Rule for Model Years 2021–2026.

#### Complete Bill Information

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AJR10](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AJR10)

### Key Federal Activities

## FEDERAL ADMINISTRATIVE ACTIVITIES

### UPDATE ON FEDERAL VEHICLE STANDARD ROLLBACK PROPOSAL

In the beginning of June, White House officials stated that they are moving forward with plans to freeze current vehicle emission standards at the 2020 level through model year 2026 claiming that CARB failed to submit a “productive alternative” to the Administration's proposal. The proposal would also revoke California's waiver enabling it to enact its own stricter standard. This action is being taken despite a request by 17 major automakers for the Administration to re-open talks with California, which the White House rejected.

In anticipation of this action, on May 16, CARB and the California Transportation Commission held a joint workshop to discuss the potential impacts of the federal government's plan to roll back these standards. Agency staff discussed the implications of the proposed federal action on California's air quality and transportation planning and funding and in other states. In her remarks, CARB Chair Mary Nichols said that if California loses its vehicle standards, the

state will have to fill the gap with other measures, and could potentially look at undesirable options such as fees and taxes or bans on certain types of vehicles or products.

More information on the workshop is available at <https://content.govdelivery.com/accounts/CARB/bulletins/24286ea>

## **EPA OFFICIALLY ALLOWS YEAR-ROUND SALES OF E15 GASOLINE**

On May 31, U.S. EPA Administrator Andrew Wheeler signed the finalized action that removes the regulatory barrier to using gasoline blended with up to 15 percent ethanol (E15) during the summer season. Previously, E15 sales were banned during the summer because of its contribution to smog pollution, which is worse during the hot summer months. This decision will not impact California because E15 currently is not approved for sale in the state.

For more information, please visit

<https://www.epa.gov/newsreleases/epa-delivers-president-trumps-promise-allow-year-round-sale-e15-gasoline-and-improve-1>

## **FEDERAL LEGISLATIVE ACTIVITIES**

### **SENATORS PROPOSE CLEAN SCHOOL BUS ACT OF 2019**

On June 6, a group of U.S. Senators, including California Senators Feinstein and Harris, introduced the Clean School Bus of 2019 designed to assist school districts with replacing diesel buses with electric buses. Specifically the bill will:

- Provide grants of up to \$2 million to replace diesel school buses with electric school buses, invest in charging infrastructure and support workforce development.
- Give priority to applications that serve lower-income students, replace the most-polluting buses, and leverage funding to further decrease pollution and emissions, including through partnerships with local utilities.
- Authorize \$1 billion over five years at the U.S. Department of Energy to fund a Clean School Bus Grant Program, which would award funding on a competitive basis to replace buses.

The text of the bill is available at

<https://www.harris.senate.gov/imo/media/doc/HARRIS%20-%20Clean%20School%20Bus%20Act.pdf>

### **HOUSE APPROPRIATIONS COMMITTEE APPROVES FY 2020 TRANSPORTATION FUNDING BILL**

On June 4, the House Appropriations Committee approved a draft of the FY 2020 Transportation, Housing and Urban Development, and Related Agencies (THUD) funding bill, which provides \$86.6 billion to the U.S. Department of Transportation (DOT). This is \$167 million more than FY 2019 funding and \$3.7 billion more than the president's March budget proposal. Relevant program funding includes:

- \$1 billion for national infrastructure investments (TIGER/BUILD grants), \$100 million above the 2019 enacted level and equal to the president's budget request
- \$13.5 billion for the Federal Transit Administration, \$60 million above the 2019 enacted level and \$1.1 billion above the president's budget request. This includes \$2.3 billion for capital investment Grants and \$750 million for transit infrastructure grants
- \$48.9 billion for the Federal Highway Administration, \$404 million below the 2019 enacted level and \$1.7 billion above the president's budget request. This includes \$1.75 billion for discretionary highway infrastructure programs.

The bill also contains a provision that prohibits the National Highway Transit Safety Administration from finalizing a rule that would roll back fuel economy standards, leading to increased GHG emissions from vehicles. The bill now moves to the House floor for approval.

A summary of the bill can be found at

<https://appropriations.house.gov/news/press-releases/appropriations-committee-releases-fiscal-year-2020-transportation-housing-and>

## FEDERAL FUNDING ACTIVITIES

### \$15 MILLION AVAILABLE FOR INNOVATIVE MOBILITY PROJECTS

On May 8, the U.S. DOT announced that it has \$15 million in research funds for the new Integrated Mobility Innovation Demonstration Program. The program is designed to support innovations in public transportation service models, payment systems, and automation applications to improve mobility for transit passengers. Projects can involve one of the following, or multiple, subject areas:

- Mobility on Demand (\$8 million) – these projects will deploy new tools and service models, such as mobile applications or on-demand microtransit, that make transit more convenient and accessible. Focus areas include projects that provide first-mile/last-mile connections to transit hubs; improve mobility for those with limited transportation choices; and involve targeted, reproducible approaches to data sharing and collection.
- Strategic Transit Automation Research (\$5 million) – the Federal Transit Administration (FTA) developed the five-year Strategic Transit Automation Research (STAR) Plan to explore the use of vehicle automation technologies in bus transit operations. This grant opportunity is specifically soliciting automation projects identified in the STAR Plan roadmap, including Automated Advanced Driver Assistance Systems for transit buses and automated shuttles.
- Mobility Payment Integration (\$2 million) – Payment integration projects will enable seamless, complete trip planning among a range of public and private operators, enhancing regional mobility.

Applications are due by August 6.

More information is available at

<https://www.transit.dot.gov/funding/applying/notices-funding/integrated-mobility-innovation-demonstration-program-notice-funding>