



Clean Transportation Policy Update

September 19, 2019 – October 16, 2019

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This issue of the *Clean Transportation Policy Update* focuses exclusively on the first half of the 2019-2020 California legislative session, which concluded on September 13, and provides an update on the bills signed or vetoed by the Governor that have been tracked in previous policy updates. The next issue will contain a full report on regulatory and other policy activities related to clean transportation.

California Legislative Activities

BILLS SIGNED BY THE GOVERNOR

SB 44 (Skinner) – Signed on September 20

Summary

This bill requires the California Air Resources Board (CARB) by January 1, 2021, and at least every five years thereafter, 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 greenhouse gas (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

SB 210 (Leyva) – Signed on September 20

Summary

This bill authorizes 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

SB 400 (Umberg) – Signed on September 6

Summary

Under the Clean Cars 4 All Program, the definition of “mobility option” will 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

AB 285 (Friedman) – Signed on October 8

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

BILLS VETOED BY THE GOVERNOR

SB 1 (Atkins, Portantino and Stern)

Summary

The California Environmental, Public Health, and Workers Defense Act of 2019 would have made 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.

Governor’s Veto Message

<https://www.gov.ca.gov/wp-content/uploads/2019/09/SB-1-Veto-Message.pdf>

SB 5 (Beall, McGuire and Portantino)

Summary

This bill would have established 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 program funds would have been transit-oriented development in priority locations that maximize density and transit use and contribute to the reduction of vehicle miles traveled and GHG emissions.

Governor’s Veto Message

<https://www.gov.ca.gov/wp-content/uploads/2019/10/SB-5-Veto-Message.pdf>

SB 127 (Wiener)

Summary

This bill, known as the “Complete Streets for Active Living” bill, was designed to encourage complete streets. It would have required:

- The Caltrans asset management plan prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users. The plan must include complete streets elements.
- Beginning with the 2022 SHOPP (State Highway Operation and Protection Program), Caltrans must include new pedestrian and bicycle facilities, or improve existing facilities, as specified. Priority shall be given to low income communities, communities with a low percentage of private vehicle access, and communities with a high percentage of persons who are disabled. Projects can be exempted from this requirement after a public hearing with specified documentation and upon a finding that accommodating the needs of a particular user group is not cost effective and would be excessively disproportionate to the current or future need by that user group. Certain projects are categorically exempted from this requirement, such as those on highways which are closed by law for use by pedestrians and bicyclists.

Governor’s Veto Message

<https://www.gov.ca.gov/wp-content/uploads/2019/10/SB-127-Veto-Message.pdf>