



Clean Transportation Policy Update

March 21 – April 17, 2019

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JOINT ARB AND CTC MEETING HELD ON INNOVATIVE MOBILITY

On April 9, the California Air Resources Board (ARB) and the California Transportation Commission (CTC) held a joint meeting to discuss the latest on innovative mobility in California. The California Multi-Agency Workgroup on Automated Vehicles made a presentation at the meeting on the Automated Vehicle Principles for Healthy and Sustainable Communities. There also was a presentation and panel discussion about a series of four statewide roundtable discussions in February and March hosted by the UC Davis Institute of Transportation Studies. The roundtables focused on the challenges, opportunities and needs related to the growth of new transportation technologies, services and innovations in the state.

More information is available at

<https://ww2.arb.ca.gov/ma040919>

ARB WEBINAR ON PROPOSED ELECTRIC VEHICLE CHARGING REGULATION

On April 2, ARB held a public webinar to review draft regulatory language to implement the 2013 "Electric Vehicle Charging Stations Open Access Act" (SB 454). This law was passed to ensure that all drivers of plug-in electric vehicles are able to access publicly available charging stations regardless of membership status. The draft language was revised in response to comments received during and after a November 7, 2018 workshop. These changes are being made in preparation for a June 2019 Board Hearing.

More information is available at

<https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-charging-stations-open-access-senate-bill-454/about>

CA CLIMATE INVESTMENTS ACTIVITIES

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

Low Carbon Transportation Program (ARB)

There are two upcoming workshops on April 23 for projects funded through the Low Carbon Transportation Program. A public workgroup teleconference is scheduled in the morning on the alignment of clean transportation equity projects, including Financing Assistance for Lower-Income Consumers and Enhanced Fleet Modernization Program Plus-Up/Clean Cars for All, and the Clean Vehicle Rebate Project (CVRP) for low- to middle-income consumers. In the afternoon, the fourth public workgroup on the CVRP will be held.

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/dgmt/sptircp.html>

Low Carbon Transit Operations Program (Caltrans)

In mid-June, Caltrans and ARB will submit the list of approved projects for the FY 2018-19 Low Carbon Transit Operations Program (LCTOP) to the State Controller's Office (SCO). By June 30, the SCO will release approved project amounts to recipients.

For more information, please visit

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

Affordable Housing and Sustainable Communities Program (SGC)

Awards for the Affordable Housing and Sustainable Communities Program will be announced on June 21.

More information is available at

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

2019-20 INVESTMENT PLAN UPDATE FOR ARFVTP AVAILABLE

On March 27, the California Energy Commission (CEC) released the Lead Commissioner Report for the 2019-2020 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). CEC staff anticipates that \$95.2 million will be available for the following project categories:

- Zero-emission vehicle infrastructure – \$52.7 million
- Advanced freight and vehicle technologies – \$17.5 million

- Low-carbon fuel production and supply – \$20 million
- Manufacturing – \$3.5 million
- Workforce development – \$1.5 million

For the second consecutive funding cycle, no funding has been allocated to natural gas vehicles and infrastructure. Because funding for natural gas vehicles and infrastructure is available through other programs, such as the Low Carbon Transportation Investments Program and the Carl Moyer Program, the report states that additional ARFVTP incentives for these vehicles would be redundant.

For more information, please visit

<https://www.energy.ca.gov/altfuels/2018-ALT-01/documents/>

RESEARCH ACTIVITIES

SCAG PUBLISHES “GO ZONE” STUDY

In late March, the Southern California Association of Governments (SCAG) published the “Mobility Go Zone and Pricing Feasibility Study,” which examines how cordon/area pricing (charging a fee to drive within a specific congested area) and a Mobility “Go Zone” program could be deployed to better manage traffic congestion and reduce greenhouse gases (GHGs) in Southern California. A Mobility Go Zone is a geographic area with a suite of mobility service options to reduce dependency on personal automobiles. These options can include: increased local bus circulator routes including micro-transit options, express commuter buses, bike share and enhanced active transportation infrastructure, enhanced pedestrian infrastructure, and incentive methods including a decongestion fee on vehicles entering during peak traffic periods to encourage drivers to shift travel patterns to shared modes. The report finds that a designated “Go Zone” using these options could reduce vehicle miles traveled by 21% and vehicle hours traveled by 24% during peak travel times. The research also concludes that a decongestion fee can have a sizable impact on transportation mode choices and overall travel times by incentivizing motorists to travel at different times throughout the day.

The report is available at

http://scag.ca.gov/Documents/MobilityGoZone_Report_FINAL.pdf

CALIFORNIA LEGISLATIVE ACTIVITIES

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

Assembly – The following hearings can be monitored online at:

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

- April 22 – Transportation Committee, hearings on AB 753 (ARFVTP), AB 1046 (Charge Ahead Initiative), and AB 1406 (ARFVTP)

Senate – The following hearings can be heard online at:

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

- April 22 – Appropriations Committee, hearing on SB 5 (Affordable Housing and Community Development Investment Program)
- April 23 – Transportation Committee, hearings on SB 127 (complete streets), SB 210 (Heavy-Duty Vehicle Inspection and Maintenance Program), SB 216 (Moyer used heavy-duty truck exchange), and SB 400 (Clean Cars 4 All Program mobility options)
- April 24 – Environmental Quality Committee, hearing on SB 59 (autonomous vehicle principles)

LEGISLATION

CLEAN FUEL VEHICLES POLICY & INCENTIVES

AB 40 (Ting)

Summary

This bill would require ARB 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, Assemblymember 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

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB40

AB 210 (Voepel)

Summary

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

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB210

AB 753 (E. Garcia)

Summary

This bill would require the CEC to make yet-to-be-specified percentages of the money available under the 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.

Complete Bill Information

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 zero-emission vehicles by January 1, 2030. It also would require the forecast for the Clean Vehicle Rebate Project 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 ARB 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

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

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1406

SB 44 (Skinner)

Summary

This bill would require ARB by January 1, 2021 to develop 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

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, in coordination with ARB, to convene an autonomous vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, 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, 2021.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB59

SB 210 (Leyva)

Summary

This bill would authorize ARB 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 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

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

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

AB 285 (Friedman)

Summary

This bill would require Caltrans to address how the state will achieve maximum feasible emissions reduction in order to meet the state goal of a 40% reduction of GHGs by 2030 and attain the air quality goals described in California's implementation plans required by the federal Clean Air Act in the next California Transportation Plan.

Complete Bill Information

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 200,000 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, ARB, 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.

Complete Bill Information

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. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, or transit village development district to apply to the Committee to participate in the program. It would require the Committee to adopt guidelines for plans and approve no more than \$200 million per year from July 1 2020, to June 30, 2025, and \$250 million per year from July 1, 2025, to June 30, 2029, in reductions in annual Education Revenue Augmentation Fund (ERAF) contributions for applicants for plans approved under the program. It would authorize the Committee to approve or deny plans for projects that support affordable housing, including 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

SB 50 (Wiener)

Summary

Known as the More HOMES Act (Housing, Opportunity, Mobility, Equity, and Stability), this bill would ease zoning standards for the construction of housing near public transportation and job centers, while protecting against the displacement of renters and vulnerable communities living in those areas. It would eliminate hyper-low-density zoning near transit and job hubs, thus legalizing multifamily residential buildings in these locations so that more people can live near transit and near where they work.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB50

SB 127 (Wiener)

Summary

Known as the More HOMES Act (Housing, Opportunity, Mobility, Equity, and Stability), this bill would ease zoning standards for the construction of housing near public transportation and job centers, while protecting against the displacement of renters and vulnerable communities living in those areas. It would eliminate hyper-low-density zoning near transit and job hubs, thus legalizing multifamily residential buildings in these locations so that more people can live near transit and near where they work.

Complete Bill Information

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

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

Key Federal Activities

FEDERAL LEGISLATIVE ACTIVITIES

“DRIVING AMERICA FORWARD” BILL PROPOSED

On April 10, Senators Debbie Stabenow (D-MI), Lamar Alexander (R-TN), Gary Peters (D-MI), Susan Collins (R-ME), and Congressman Dan Kildee (D-MI) introduced the Driving America Forward Act, a bipartisan bill to expand the electric vehicle and hydrogen fuel cell tax credits. Under current law, consumers may receive a tax credit of up to \$7,500 if they purchase an eligible electric vehicle. However, the tax credit begins to phase out permanently once an automaker sells more than 200,000 units of its electric vehicle model. The Driving America Forward Act raises the cap by allowing purchasers of an additional 400,000 vehicles per manufacturer to be eligible for a \$7,000 tax credit. Consumers can receive the full value of a \$7,000 credit through the calendar quarter after the 600,000th vehicle is sold. The value of the credit to consumers from this automaker then decreases to 50% before being phased out entirely after six months. The bill maintains the \$7,500 tax credit for the first 200,000 units sold. Additionally, the bill extends the hydrogen fuel cell credit for ten years, through 2028.

For more information, please visit

<https://www.stabenow.senate.gov/news/stabenow-alexander-peters-collins-kildee-introduce-bipartisan-bill-to-expand-electric-vehicle-and-hydrogen-fuel-cell-tax-credits>

FEDERAL FUNDING ACTIVITIES

FY 2019 LOW-NO PROGRAM FUNDING AVAILABLE

The Federal Transit Administration has \$85 million in funding for the FY 2019 Low or No Emission (Low-No) Program. The program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. A webinar for this funding opportunity was held on April 11, and applications are due by May 14.

Additional information can be found at

<https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-low-no-program-fy-2019-notice-funding>