



Clean Transportation Policy Update

January 17 - February 20, 2019

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ADMINISTRATION ACTIVITIES

GOVERNOR NEWSOM APPOINTS NEW ARB MEMBER

On January 28, Governor Newsom appointed Nathan Fletcher to the California Air Resources Board (ARB). Fletcher is a member of the San Diego County Board of Supervisors and the San Diego County Air Pollution Control District. He served as an Assemblymember from 2008 to 2012. He replaces termed-out San Diego County Supervisor Ron Roberts.

REGULATORY ACTIVITIES

WORKGROUP MEETING FOR ADVANCED CLEAN TRUCKS REGULATION

On February 25, ARB will convene a public workgroup meeting to discuss zero-emission trucks and the Advanced Clean Trucks (ACT) proposal. The ACT proposal would require manufacturers to sell zero-emission trucks as a percentage of sales in California and, certain fleets, to report information that would be used to develop future fleet requirements to phase-in zero-emission trucks and buses. Staff will cover the following topics: the zero-emission truck and bus market segment analysis; the assumptions and methodology on estimating the total cost of ownership for fleets; and potential barriers to charging or hydrogen fueling infrastructure.

Additional information can be found at

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-truck>

WORKSHOP ON STRATEGIES TO REDUCE HEAVY-DUTY VEHICLE EMISSIONS

On February 11, ARB hosted a workshop to discuss potential strategies to reduce in-use emissions from heavy-duty vehicles, including possible elements of a future heavy-duty vehicle inspection and maintenance program. Staff solicited stakeholder input on potential strategies to ensure heavy-duty vehicles operating in California are well maintained and have adequate emissions control systems. Stakeholders also provided staff with ideas for a future heavy-duty vehicle inspection and maintenance program.

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/inspection-and-maintenance-program/heavy-duty-inspection-and-maintenance-program>

CLEAN MILES STANDARD WORKSHOP FOR RIDE-HAILING VEHICLES

On February 22, ARB will hold a workshop to discuss the agency's plans to develop the Clean Miles Standard, which is designed to reduce greenhouse gas (GHG) emissions from vehicles deployed by ride-hailing services, also called transportation network companies (TNCs). SB 1014 (2018) requires that emissions reductions from these fleets of vehicles be measured on a grams-CO₂-per-passenger-mile-traveled basis. Staff will update stakeholders on the process for developing baseline emissions for the current TNC operators in California and provide information on the regulatory process.

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/clean-miles-standard>

DRAFT SOLICITATION CONCEPTS AVAILABLE FOR HYDROGEN REFUELING INFRASTRUCTURE

Comments on the California Energy Commission's (CEC) Light-Duty Hydrogen Refueling Infrastructure Draft Solicitation Concepts document are due February 22. The document details the concepts under consideration for the next hydrogen refueling station solicitation funded through the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). CEC staff outlined funding, eligibility requirements and evaluation criteria at a February 12 workshop. The purpose of this solicitation is to fund projects that will expand California's early commercial hydrogen refueling and fuel cell vehicle market and accommodate the projected rollout of these vehicles in the 2021-24 timeframe. Up to \$110 million will be available in funding, subject to future appropriations and investment plan allocations.

More information is available at

<https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=18-HYD-04>

ZERO-EMISSION BUS TECHNOLOGY SHOWCASE AND SYMPOSIUM HELD

On February 6-7, ARB, the Antelope Valley Transit Authority, and the California Transit Association jointly hosted the 2019 Zero-Emission Bus Technology Showcase and Symposium in Sacramento to highlight and discuss the latest advances and funding opportunities for transit buses. Attendees included transit agencies, air districts, metropolitan planning organizations, and regional transportation planning agencies, environmental groups, zero-emission bus manufacturers, charging technology providers, fuel providers, electric utilities, researchers, and venture funding interests. The Showcase displayed the latest zero-

emission bus technologies, while the Symposium provided participants and stakeholders with updated technical information on zero emission technologies, associated infrastructure and scale-up options, operating costs and fuels, deployment planning, and funding sources.

Information about the event is available at

<http://www.zebtechsymposium.com/>

HEARING ON SOUTH COAST PM2.5 CONTINGENCY MEASURE POSTPONED

The ARB hearing scheduled for February 21 on the South Coast PM2.5 Contingency Measure has been postponed to a later date. ARB is continuing to develop proposed amendments to the 2018 Updates to the California State Implementation Plan (SIP) and the South Coast PM2.5 Contingency Measure, which will be made available for public comment in the coming months. When it is adopted, ARB will submit the contingency measure to the U.S. EPA as a revision to the SIP.

For more information, please visit

https://www.arb.ca.gov/planning/sip/planarea/scabsip/scabsip.htm?utm_medium=email&utm_source=govdelivery#19

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 March 13, ARB will hold a public workshop to discuss the FY 2019-20 Funding Plan for Clean Transportation Incentives from the Low Carbon Transportation Investments Program and the Air Quality Improvement Program. Topics will include initial demand projections for the upcoming funding cycle for current ongoing projects and potential project categories that are consistent with the Governor's proposed FY 2019-20 budget for the cap-and-trade program. A proposed draft likely will be released in June, with Board consideration in October.

More information about the workshop is available at

<https://www.arb.ca.gov/msprog/mailouts/msc1905/msc1905.pdf>

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. For FY 2018-19, it is projected that \$123 million in cap-and-trade proceeds will be generated for the TIRCP.

More information can be found at

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

Low Carbon Transit Operations Program (Caltrans)

The remaining schedule for the FY 2018-19 Low Carbon Transit Operations Program (LCTOP) is as follows:

- March – Transit agencies submit allocation requests to Caltrans
- Mid-June – Caltrans and ARB approve list of projects and submit list to State Controller's Office
- By June 30 – SCO releases approved project amounts to recipients

For more information, please visit

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

Affordable Housing and Sustainable Communities Program (SGC)

Applications for the Strategic Growth Council's (SGC) 4th round of funding for the Affordable Housing and Sustainable Communities (AHSC) Program were due on February 11. Awards will be announced on June 21.

More information is available at

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

RESEARCH ACTIVITIES

RESEARCH ON INEQUITABLE EXPOSURE TO VEHICLE AIR POLLUTION

On February 5, the Union of Concerned Scientists released a fact sheet, "Inequitable Exposure to Air Pollution from Vehicles in California." The research shows:

- On average, African American Californians are exposed to PM2.5 pollution that is 43 percent higher than that for white Californians.
- Latino Californians are exposed to PM2.5 pollution 39 percent higher, on average, than that for white Californians.
- The lowest-income households in the state live where PM2.5 pollution is 10 percent higher than the state average.
- The highest income households live where PM2.5 pollution is 13 percent below the state average.
- Californians living in households without a personal vehicle are exposed to much higher levels of vehicle pollution than other households because they tend to live in urban areas surrounded by vehicle traffic.

The fact sheet is available at

<https://www.ucsusa.org/clean-vehicles/electric-vehicles/CA-air-quality-equity#.XGNAN1xKhPY>

SCAQMD CONSIDERING SALES TAX MEASURE FOR TRANSPORTATION PROJECTS

The South Coast Air Quality Management District (SCAQMD) is considering a one-half cent sales tax measure that would raise more than \$1 billion per year to fund clean air projects such as zero emission vehicles, cleaner trains and cargo equipment in support of the 2016 Air Quality Improvement Plan. The SCAQMD Governing Board will consider the Legislative Committee report on the proposal at its March 1 meeting. If approved, the proposal would allow the agency to ask the state Legislature for authorization to put a sales tax measure on the ballot (likely in 2020) in the four-county area, which would require legislation to establish a voting district made up of the four counties in the South Coast Air District. Once a bill is signed, then an individual or group can gather signatures to qualify the measure as a ballot initiative, or alternatively, the Governing Board can place the sales tax measure on the ballot itself within the newly created four-county voting district.

For more information, please visit

<http://www.aqmd.gov/home/news-events/meeting-agendas-minutes/agenda?title=legislative-committee-meeting-february-8-2019>

MOVE LA ANNUAL CONFERENCE

On March 1, Move LA will be hosting its 10th annual transportation conference at the Los Angeles Cathedral. Transportation experts will discuss how to rebuild LA County's transit ridership, promote equitable community development and affordable housing near transit, and strategies to modernize LA's regional transit system while addressing air pollution and climate change.

For more information, please visit

http://www.move-la.org/10th_annual_transportation_conversation

LA METRO IS TESTING RIDE-HAILING SERVICE

The Los Angeles County Metropolitan Transportation Authority is testing its own ride-hailing service in a year-long pilot project operated by Via, a private transportation company. The on-demand ride service is being tested in El Monte, North Hollywood and Compton and offers rides to-and-from major transportation stops in those communities. Users can summon drivers through a smartphone app or by dialing Via's call center. Rides cost \$1.75 with a TAP card and are free for those enrolled in Metro's Low Income Fare is Easy program. The fare without a TAP card is \$3.75.

Additional information is available at

<https://www.metro.net/projects/mod/>

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

Assembly – None scheduled to date on relevant bills or topics.

Senate – The following hearings can be heard online at: <https://www.senate.ca.gov/calendar>

- February 20 - Environmental Quality Committee, “California’s Climate Change Policies: Will the State Achieve the SB 32 Target?”
- February 26 - Transportation Committee, informational hearing on the impact of SB 1 (2017 Road Repair and Accountability Act)
- March 20 - Environmental Quality Committee, hearing on SB 1 (CA Environmental, Public Health and Workers Defense Act of 2019)
- March 28 - Budget Subcommittee on Resources, Environmental Protection and Transportation, hearing on the Greenhouse Gas Reduction Fund

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 with a gross vehicle weight rating of 14,001 pounds or greater.

Complete Bill Information

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

AB 254 (Quirk-Silva)

Summary

This bill would require ARB to develop a factual summary of E85 and flexible fuel vehicle registrations by April 1, 2020. Additionally ARB would be required to develop policy recommendations to maximize the use of E85 in flexible fuel vehicles that operate in California and consider adopting those policy recommendations no later than October 1, 2020.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB254

SB 59 (Allen)

Summary

This bill would establish a state automated vehicles policy 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 automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with the statewide policies.

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

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 percent reduction of GHGs by 2030 and carbon neutrality by 2045 in the next California Transportation Plan.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB285

SB 5 (Beall and McGuire)

Summary

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive 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 Sustainable Investment Incentive Committee to participate in the program. It would also authorize the committee to approve or deny applications 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. Last session, Assemblymember Wiener introduced a similar bill, which failed to pass because of the possible displacement issues that would have arisen. Thus, the language has been modified in this new bill to address these concerns.

Complete Bill Information

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

SB 127 (Wiener)

Summary

This bill would establish a Division of Active Transportation within the Department of Transportation (Caltrans) and require an undersecretary of Caltrans be assigned to this division. Additionally, the following elements related to active transportation would be required:

- The California Transportation Commission's (CTC) asset management plan, which guides the selection of projects for the State Highway Operation and Protection Program (SHOPP), must prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all SHOPP projects.

- The CTC must adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system.
- The SHOPP must include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users.
- By January 1, 2021, when undertaking any capital improvement project on a state highway or a local street crossing a state highway that is funded through the SHOPP, the project must include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project, consistent with specified requirements.

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. Last session, a similar bill was introduced but failed to pass.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB1

Key Federal Activities

FEDERAL LEGISLATIVE ACTIVITIES

BILL INTRODUCED TO ELIMINATE EV INCENTIVES

On February 6, Senators John Barrasso (R-WY) and Jason Smith (R-MO) re-introduced a bill introduced during the last session that would end the electric vehicle federal tax credit and impose a fee on drivers of alternative fuel vehicles over the next ten years. Called the Fairness for Every Driver Act, the bill would:

- Terminate and repeal the federal electric vehicle tax credit of up to \$7,500 per new EV
- Impose a federal highway user fee on alternative fuel vehicles, whether they are electric, natural gas or hydrogen
- Require that all user fees be collected with the user's tax return
- Ensure the transfer of the user fee into the Highway Trust Fund

The bill language can be found at

https://www.epw.senate.gov/public/_cache/files/4/2/42d061ac-e51a-4f53-ac5e-50021b999a5b/93153BA10BB15868FB687660410F5CB3.the-fairness-for-every-driver-act.pdf

HOUSE COALITION INTRODUCES BILL TO MAINTAIN CA'S CLEAN CAR STANDARDS

On February 5, Congresswoman Doris Matsui (D-CA) and 19 members of the House Energy and Commerce Committee announced they will be introducing the Clean and Efficient Cars Act of 2019. The bill would codify U.S. EPA and U.S. DOT's 2012 standards for light-duty vehicle GHG emissions and Corporate Average Fuel Economy (CAFE) for model years 2021 to 2025. The 2012 standards were created as part of an agreement between the agencies, auto manufacturers, labor, environmental groups, and interested states to reduce GHG emissions and increase fuel efficiency. This is in response to an effort by the federal Administration to freeze vehicle efficiency standards in 2021, halting the current rule five years early.

The bill language will be available at

<https://www.congress.gov/bill/116th-congress/house-bill/978>

FEDERAL FUNDING ACTIVITIES

AUTOMATED DRIVING SYSTEM DEMONSTRATION GRANTS

The U.S. Department of Transportation has issued a Notice of Funding Opportunity for Automated Driving System (ADS) Demonstration Grants. Up to \$60 million in federal funding is available for eligible entities to fund demonstration projects that test the safe integration of automated driving systems into the nation's on-road transportation system. The purpose of these grants is to gather significant safety data to inform rulemaking, foster collaboration amongst state and local government and private partners, and test the safe integration of ADS on our nation's roads. The deadline to apply is March 21.

More information is available at

<https://www.transportation.gov/av/grants>

FEDERAL RESEARCH ACTIVITIES

MICROMOBILITY GUIDEBOOK RELEASED

Transportation for America has released the "Shared Micromobility Playbook," to help cities think about how to best manage shared micromobility services like dockless bikes, electric scooters, and other new technologies that are rapidly being deployed in cities across the country. The document contains information on general mobility provisions, operations, equipment and safety, parking and street design, equity, communications and community engagement, data and metrics. Each section identifies key policy areas to think about, highlights the various options in each policy area, reviews the pros and cons of each level of action, and provides case studies of cities that have enacted certain policies. Additionally, key considerations when deliberating policy options are described, along with recommendations.

The guidebook is available at

<http://playbook.t4america.org/>