



Clean Transportation Policy Update

May 18, 2017- June 14, 2017

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DEAL ON 2017-18 STATE BUDGET REACHED

On June 13, Governor Brown, Senate President pro Tem Kevin de León and Assembly Speaker Anthony Rendon announced that they had reached a budget deal ahead of the June 15 deadline. With respect to extending the cap-and-trade program, the budget does not authorize the extension; however, the Governor has stated that he is confident an extension can be achieved.

For more information, please visit

<https://www.gov.ca.gov/news.php?id=19844>

REGULATORY ACTIVITIES

SCOPING PLAN UPDATE

ARB plans to release the revised 2030 Target Scoping Plan have been delayed to some "future date." On June 1, a group of 22 Assemblymembers sent a letter to the Chair of the Air Resources Board asking that ARB consider aligning the adoption of the final scoping plan with the conclusion of the legislative process. To that end, the Joint Committee on Climate Change Policies held a hearing on June 14 to discuss the 2030 Target Scoping Plan.

For more information, please visit

<https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>

SB 375 GHG REDUCTION TARGETS WORKSHOPS

In late June, ARB will hold a series of workshops to discuss the proposed updates to the SB 375 regional passenger vehicle GHG emission reduction targets for California's Metropolitan Planning

Organizations. Staff will provide an overview of the draft proposal for target updates and seek public input. Workshops will be held on June 20 (Bakersfield), June 21 (Los Angeles), and June 28 (San Francisco). The workshops will be recorded and available on ARB's SB 375 website.

More information is available at

<https://www.arb.ca.gov/cc/sb375/sb375.htm>

GHGS DECLINE IN CA

On June 7, ARB released the 2015 Greenhouse Gas Emissions Inventory which shows that GHG emissions declined by 1.5 million metric tons compared to the previous year. This is equivalent to removing 300,000 vehicles from California's roadways for one year. Emissions from most sectors declined, with the exception of transportation. Increased fuel consumption during 2015 led to a three percent increase in emissions from the transportation sector. However, the Low Carbon Fuel Standard is helping cleaner fuels replace gasoline and diesel. In 2015, biofuels displaced more than one billion gallons of gasoline and more than 300 million gallons of diesel.

The data is available at

<https://www.arb.ca.gov/cc/inventory/data/data.htm>

INNOVATIVE CLEAN TRANSIT WORKGROUP MEETING

On June 26, ARB will hold the fifth Innovative Clean Transit Workgroup meeting. Formerly known as the Advanced Clean Transit Workgroup, it has been renamed and the focus expanded to include a multi-faceted approach including: continuing to support the near-term deployment of zero emission buses where economically viable and where transit service can be maintained or expanded; securing binding commitments from the state's transit providers for a long-term vision for transitioning to zero emission technologies across all transit options; and partnering with transit agencies to pilot innovative approaches including the use of private sector shared economy services to provide transit systems with zero emission first- and last-mile solutions. The meeting will provide an update on progress since the last meeting on a statewide cost analysis and a discussion about how to facilitate transportation electrification.

For more information, please visit

<https://www.arb.ca.gov/msprog/ict/meeting.htm>

STATEWIDE BIKE AND PED PLAN ADOPTED

In late May, Caltrans adopted “Toward an Active California,” the state’s first bicycle and pedestrian plan, which outlines 15 strategies and 60 actions to support active modes of transportation. The plan is designed to complement local and regional active transportation plans in development to help guide the planning and establishment of non-motorized transportation facilities and maximize the use of future state investments. It also will lead to improved connections for the state’s bicycle and pedestrian facilities between local and regional roads, public transit, and intercity and passenger rail.

The plan is available at

http://www.cabikepedplan.org/app_pages/view/190

WEBSITE HIGHLIGHTS CA CLEAN TRANSPORTATION INVESTMENTS

ARB launched a new website in mid-May called “Moving California,” which showcases how proceeds from the cap-and-trade program are being used to fund a wide variety of low- and zero-emission buses, trucks, cars and other transportation projects throughout California. The website highlights opportunities for local governments, nonprofits, individuals and families, and business. It documents the many ongoing projects such as new zero-emission car-sharing programs in disadvantaged neighborhoods, low-carbon agricultural worker van-pools in the San Joaquin Valley, and pilot projects to help low-income consumers afford the cleanest vehicles on the market.

The website can be accessed here

<https://www.arb.ca.gov/msprog/lct/movingca.htm>

MAY AUCTION RESULTS

The May 16 cap and trade auction results were stronger than those from the last several auctions. More than 73 million current vintage allowances were available and all were sold at the settlement price of \$13.80 per allowance, which was 23 cents above the floor price. For the future allowances, 9.7 million were offered and 2.1 million were sold. About \$500 million was generated for the Greenhouse Gas Reduction Fund and Climate Investments.

More information is available at

https://www.arb.ca.gov/cc/capandtrade/auction/may-2017/summary_results_report.pdf

TWO ARB MEETINGS IN JUNE

There will be two back-to-back weeks of ARB meetings on June 22 and June 29&30 to account for foregoing ARB’s August meeting. On June 22, ARB is scheduled to hear an update on the LCFS program and an update on the Enhanced Fleet Modernization Program and Plus-up Car Scrap and

Replace Programs. On June 29, ARB will consider amendments to its Cap-and-Trade program.

More information can be found at
<https://www.arb.ca.gov/board/meetings.htm#future>

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)

This program has several ongoing projects including the Clean Vehicle Rebate Project (CVRP) for zero-emission or plug-in hybrid light-duty vehicles, and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). Three new solicitations have been released:

- FY 2016-17 Financing Assistance for Lower-Income Consumers Pilot Project – this solicitation has \$6 million available to encourage and accelerate the adoption of zero and near-zero emission, on-road light-duty vehicles in lower-income households. The goal of the project is to help improve access to affordable financing mechanisms, including a vehicle price buy-down coupled with a low-interest loan to qualified lower-income consumers to purchase advanced technology vehicles. Applications are due by July 6.
- FY 2016-17 On-Road Advanced Technology Demonstration Project – this program has up to \$17 million available to demonstrate pre-commercial intelligent transportation systems and connected trucks, advanced engines and powertrains, and zero emission short and regional haul trucks. Eligible vehicle types are limited to Class 7 and Class 8 (GVWR >26,000 pounds) on-road heavy-duty trucks focused on freight activities. Along with the separate Off-Road Advanced Technology Demonstration Project, this is part of a \$34 million allocation for advanced technology freight demonstrations. Applications are due by August 16.
- FY 2016-17 Off-Road Advanced Technology Demonstration Project – this program has up to \$17 million available to fund projects that demonstrate advanced port equipment, zero emission cargo handling equipment, zero emission ground support equipment, and zero emission freight locomotive equipment. Non-freight categories such as construction and agricultural equipment and passenger transportation equipment also will be eligible for a smaller portion of the funding. Applications are due by September 7.

For more information, please visit
<https://www.arb.ca.gov/msprog/aqip/aqip.htm>

Transit and Intercity Rail Capital Program (CalSTA)

CalSTA will begin the guidelines development process soon, and will have funding available in spring 2018.

More information can be found at

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

Low Carbon Transit Operations Program (Caltrans)

The last remaining date for the 2016-17 LCTOP is June 30, when the State Controller's Office releases approved project amounts to recipients.

For more information, please visit

<http://www.dot.ca.gov/hq/MassTrans/lctop.html>

Affordable Housing and Sustainable Communities Program (SGC)

The Final Draft Guidelines for the 2016-17 Affordable Housing and Sustainable Communities Program were published on June 5 and the final guidelines are expected to be adopted at the rescheduled July 17 SGC meeting. The release of the 2016-17 Notice of Funding Availability (NOFA) is slated for October 2.

More information is available at

<http://sgc.ca.gov/Grant-Programs/AHSC-Program.html>

Transformative Climate Communities Program (SGC)

On June 5, the SGC released the third draft of the guidelines for the Transformative Climate Communities Program. Workshops will be held on June 19 (a webinar), June 20 (Los Angeles) and June 22 (Fresno). Public comments are due by June 27.

More information is available at

<http://sgc.ca.gov/Grant-Programs/Transformative-Climate-Communities-Program.html>

OTHER NEWS

LA OFFERS EV CARSHARING FOR DISADVANTAGED COMMUNITIES

On June 9, the City of Los Angeles launched its BlueLA Electric Carsharing program. The program targets people in disadvantaged communities in portions of the LA neighborhoods of Westlake, Pico-Union, Koreatown and downtown who need vehicles for short trips. The cost is .20 cents per minute, or .15 cents for low-income users, including a membership fee that ranges from zero to \$10-per-month. When fully operational, the program will offer 100 EVs and 200 chargers in 40 service stations throughout the city. The program is funded in part by \$1.7 million in California Climate Investments.

For more information, please visit

<https://www.lamayor.org/mayor-garcetti-and-state-leaders-launch-electric-vehicle-car-share-program-disadvantaged-communities>

LA AND LONG BEACH MAYORS SIGN AGREEMENT SETTING ZERO EMISSION GOALS FOR PORTS

Los Angeles Mayor Eric Garcetti and Long Beach Mayor Robert Garcia signed an agreement this week directing the nation's largest port complex to reduce air pollution by moving toward zero-emission trucks and yard equipment. The declaration establishes targets for zero-emission cargo-handling equipment by 2030 and zero-emission trucks by 2035. Though the ports have made great progress in reducing emissions under their joint 2006 Clean Air Action Plan, they remain the largest single source of smog-forming pollution in Southern California.

For more information, please visit

<http://www.latimes.com/local/california/la-me-ports-clean-air-20170612-story.html>

CALIFORNIA LEGISLATIVE ACTIVITIES

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

Assembly – None related to topics or bills of interest.

Senate – None related to topics or bills of interest.

LEGISLATION

CLEAN FUEL VEHICLES & TECHNOLOGY

AB 188 (Salas)

Summary

This bill would require ARB to update the Enhanced Fleet Modernization Program guidelines to make the same miles per gallon standard currently applicable to minivans applicable to light-duty pickup trucks.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB188

AB 193 (Cervantes)

Summary

This bill would require ARB to establish the Clean Reused Vehicle Rebate Project, as part of the Air Quality Improvement Program, to provide rebates for: the acquisition of eligible used vehicles (those eligible under the Clean Vehicle Rebate Project); the replacement or refurbishment of an electric battery and related components for an eligible used vehicle or a vehicle service contract for the battery or related components; or a vehicle service

contract to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB193

AB 302 (Gipson)

Summary

This bill would authorize the South Coast Air Quality Management District Board to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of one or more vehicles (rather than fleets of 15 or more vehicles as authorized in existing law) to purchase zero-emission and near zero-emission vehicles and require that those vehicles be operated in the South Coast district, to the maximum extent feasible.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB302

AB 544 (Bloom)

Summary

This bill creates a new program (upon expiration of the existing program) to grant federal inherently low emission vehicles (ILEVs) and transitional zero-emission vehicles (TZEVs) access to high-occupancy vehicle (HOV) lanes for approximately a four-year period, regardless of vehicle occupancy level.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB544

AB 615 (Cooper)

Summary

This bill indefinitely extends the following provisions of the CVRP program that require the Air Resources Board to:

- Offer rebates on battery electric and plug-in hybrid vehicles to applicants whose income does not exceed the following:
 - \$150,000 for single filers;
 - \$204,000 for head-of-household filers; or
 - \$300,000 for joint filers.
- Provide an additional \$500 to low-income applicants for all eligible vehicle types.

- Offer rebates only for plug-in hybrid vehicles that have an electric range of at least 20 miles.
- Provide outreach to low-income households to increase consumer awareness of the CVRP.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB615

AB 630 (Cooper)

Summary

This bill codifies the Plus-Up program and modifies the Enhanced Fleet Modernization Program (EFMP). This bill:

- Requires ARB, in consultation with the Bureau of Automotive Repair (BAR), beginning in 2018-19 and annually thereafter, to set specific measurable goals for the retirement and replacement of high polluting passenger vehicles and light-duty and medium-duty trucks and to meet these goals by updating EFMP and Plus-Up guidelines no later than July 1, 2018
- Requires ARB to update program guidelines to include a focus on achieving air quality improvements and providing benefits to low-income Californians through the replacement of high-polluting passenger vehicles
- Provides that replacement compensation may be provided through either EFMP or Plus-Up
- Provides that compensation for replacement vehicles may be decreased, as needed, to maximize air quality benefits and participation by low-income motor vehicle owners and to meet program goals
- Requires enhancement of applicant pre-screening for both EFMP and Plus-Up, if ARB determines it is appropriate to do so
- Requires enhanced income eligibility verification for both EFMP and Plus-Up
- Requires that specific steps be taken to ensure these programs are available in air districts with more than one million residents
- Requires that priority be given to retire and replace programs for vehicles that are 15 years or older and have more than 75,000 miles

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB630

AB 1073 (E. Garcia)

Summary

This bill extends by five years, until January 1, 2023, the requirement that ARB dedicate 20% of funding for the California Clean Truck, Bus, and Off-

Road Vehicle and Equipment Technology Program to support early commercial deployment of existing zero- and near-zero-emission heavy-duty trucks.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB1073

AB 1184 (Ting)

Summary

This bill requires the California Public Utilities Commission (CPUC) to establish a California Electric Vehicle Initiative to incentivize the purchase of electric vehicles in the state. This bill requires:

- the CPUC to establish a California Electric Vehicle Initiative, to be administered by electrical corporations (utilities), subject to the CPUC's supervision and funded by LCFS credits earned by utilities
- the program to incentivize the purchase of electric vehicles in the state, including incentives to low-income households and incentives for electrical corporations for the deployment of electric vehicle charging infrastructure

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB1184

CLIMATE CHANGE & CLIMATE INVESTMENTS

AB 33 (Quirk)

Summary

This bill requires the California Public Utilities Commission, in consultation with ARB and the CEC, to consider authorizing utilities to offer programs and investments in electric vehicle service equipment installed in residential garages.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB33

AB 151 (Burke and Cooper)

Summary

This bill relates to the 2006 Global Warming Solution Act and provides:

- ARB must report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan or rules and regulations to ensure that statewide GHG emissions are reduced to at least 40% below the 2020 statewide limit no later than December 31, 2030.

- The establishment of the Compliance Offsets Protocol Task Force to investigate, analyze and provide guidance to ARB in approving new offset protocols, with a priority on the development of new urban offset protocols.
- ARB and the task force must develop a multi-tiered incentive system for compliance offset credits.
- Requires ARB, by January 1, 2019, to report to the Legislature on the need for increased education, career technical education, job training, and workforce development in ensuring that statewide GHG emissions are reduced to at least 40% below the statewide limit by 2030.

This is one of three bills (SB 775, AB 378) designed to address the extension of a market mechanism/cap-and-trade program post-2020.

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=201720180AB151

AB 378 (C. Garcia and E. Garcia)

Summary

Pursuant to the state's mandate to reduce GHGs by 40% below 1990 levels by 2030, this bill would:

- Authorize ARB to adopt or amend regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures.
- Prohibit ARB from permitting a facility to increase its annual GHG emissions compared to the annual average of GHG emissions reported during specified years. No-trade zones or facility-specific declining GHG emissions limits would be authorized where facilities' emissions contribute to a cumulative pollution burden that creates a significant health impact.
- Require ARB to adopt air pollution emissions standards for criteria air pollutants and toxic air containments at industrial facilities that are subject to a market-based compliance mechanism. ARB would be prohibited from allocating allowances as part of a market-based compliance mechanism to industrial facilities that do not meet the air pollutant emissions standards for these pollutants.
- In ensuring ARB meets the state's climate targets, the agency is required to adopt the most effective and equitable mix of emissions reduction measures and ensure that emissions reduction measures collectively and individually support achieving air quality and other environmental and public health goals.

This is one of three bills (SB 775, AB 151) designed to address the extension of a market mechanism/cap-and-trade program post-2020.

This bill failed to make it 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=201720180AB378

AB 555 (Cunningham)

Summary

This bill would continuously appropriate 4% of the annual proceeds of the GGRF for FYs 2017-18, 2018-19, and 2019-2020 to ARB to implement a grant program to replace older, high-polluting school buses with zero-emission or near-zero emission school buses.

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=201720180AB555

SB 263 (Leyva)

Summary

This bill establishes the Climate Assistance and Outreach Program, administered by the Strategic Growth Council, to create at least 10 regional Climate Assistance Centers and award competitive grants to eligible entities through a competitive grant process. The centers would be required to provide target user groups with technical assistance in applying for money, assistance and training in project management and implementation, and to work with local organizations to formulate policies and programming that accomplish specified goals. This program would help implement the Transformative Climate Communities Program.

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=201720180SB263

AB 775 (Wieckowski)**Summary**

This bill relates to the 2006 Global Warming Solution Act and provides:

- ARB would be required to adopt regulations for a market-based compliance mechanism post-2020. The program would be required to set an initial minimum reserve price of \$20 per allowance, and an initial auction offer price of \$30 per allowance when auctioning allowances. The minimum reserve price each quarter would be required to be increased by \$1.25 plus any increase in the Consumer Price Index (CPI), and the auction offer price each quarter by \$2.50 plus any increase in the CPI.
- The Economic Competitive Assurance Program would be established to ensure that importers that sell, supply or offer for sale a GHG emission intensive product have economically fair and competitive conditions and to maintain economic parity between producers that are subject to the market-based program of emission limits and those who sell like goods in state that are not subject to a program.
- The California Climate Infrastructure Fund, the California Climate Dividend Fund, and the California Climate and Clean Energy Research Fund would be established in the State Treasury. The Franchise Tax Board would be required to develop and implement a program to deliver quarterly per capita dividends to all California residents.

This is one of three bills (AB 378, AB 151) designed to address the extension of a market mechanism/cap-and-trade program post-2020.

This bill failed to get out of its house of origin by the deadline, however, because it is an urgency statute, it is still a viable bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB775

TRANSPORTATION OPERATIONS & FUNDING**AB 17 (Holden)****Summary**

This bill would create the Transit Pass Pilot Program funded at \$20 million to be administered by the Department of Transportation to provide free or reduced-fare transit passes to low-income students from K-12 public schools, community colleges, the California State University and the University of California.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB17

AB 91 (Cervantes)**Summary**

Beginning July 1, 2018, this bill would prohibit a high-occupancy vehicle lane from being established in Riverside County unless that lane is established only during the hours of heavy commuter traffic. Any existing HOV lanes would be required to be modified to operate under these same conditions.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB91

SB 4 (Mendoza)**Summary**

Subject to voter approval at the June 5, 2018, statewide primary election, this bill would enact the Goods Movement and Clean Trucks Bond Act to authorize \$500 million of the state's general obligation bonds as follows:

- \$200 million to ARB for projects consistent with the Goods Movement Emission Reduction Program.
- \$300 million to ARB for projects and programs to expand the use of zero- and near-zero emission trucks in specified areas of the state.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB4

DEFENDING CALIFORNIA'S POLICIES**SB 49 (de León and Stern)****Summary**

This bill is called the California Environmental, Public Health, and Workers Defense Act of 2017, and would:

- Make current federal clean air, climate, clean water, worker safety, and endangered species standards enforceable under state law, even if the federal government rolls back and weakens those standards
- Direct state environmental, public health, and worker safety agencies to take all actions within their authorities to ensure standards in effect and being enforced today continue to remain in effect
- Because federal laws in these areas set "baselines" but allow states to adopt more stringent standards, this bill would ensure California does not backslide as a result of rollbacks by the federal Administration

This bill is part of the "Preserve California" legislative package designed to insulate the state from rollbacks in federal environmental regulations and public health protections.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB49

Key Federal Activities

FEDERAL LEGISLATIVE ACTIVITIES

FEDERAL INFRASTRUCTURE FUNDING UPDATE

The Administration released a six-page fact sheet along with the President's \$4.1 trillion 2018 proposed budget. The fact sheet outlines a broad plan for \$200 billion in direct spending over the next 10 years. However, it does not detail where the funding will come from or to which programs the funding will be directed. As part of the infrastructure portion of the budget, this document provides illustrative examples of funding proposals including:

- Expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Lifting the cap on private activity bonds and expanding eligibility to other non-federal public infrastructure
- Incentivizing innovative approaches to congestion mitigation
- Liberalizing tolling policy and allowing private investment in rest areas
- Funding the water infrastructure finance and innovation act program
- Encouraging the use of Army Corps of Engineers contributed/advanced authorities

Secretary Cho said that Congress would most likely consider an infrastructure package in the third quarter of this year. In the meantime, Senators Mark Warner (D-VA) and Roy Blunt (R-MO) have announced their own infrastructure legislation called the Bridge Act (Building and Renewing Infrastructure for Development and Growth in Employment), which will use \$10 billion in investments to create about \$300 billion worth of total project investments. The measure would create an independent financing authority to provide loans and other forms of financial assistance to help states fund road, bridge, rail, port, water, sewer and other infrastructure projects.

The infrastructure funding fact sheet is available at

<https://www.appropriations.senate.gov/imo/media/doc/FY17%20Transportation%20HUD%20Conference%20Agreement%20Summary%20-%20Final1.pdf>

FEDERAL REGULATORY ACTIVITIES

FHWA GHG EMISSIONS PERFORMANCE MEASURE DELAYED

On May 19, the Federal Highway Administration (FHWA) announced that it was delaying indefinitely portions of the "National Performance Management Measures Assessing Performance of the National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program" Final Rule. The parts of the rule that have been delayed pertain to the requirement to track and measure the percent change in CO₂ emissions from the reference year 2017 generated by on-road mobile sources. The Federal Register notice states that this measure

would benefit from further notice and comment procedures and that a notice of proposed rulemaking will be published in the coming weeks pertaining to the GHG measure.

For more information, please visit

<https://www.federalregister.gov/documents/2017/05/19/2017-10092/national-performance-management-measures-assessing-performance-of-the-national-highway-system>

STATE ATTORNEYS GENERAL VOW LEGAL ACTION IF VEHICLE EMISSION STANDARDS ARE RELAXED

On June 8, more than a dozen state attorneys general wrote to EPA Administrator Scott Pruitt threatening legal action if his agency were to relax current GHG emission standards for light duty vehicles once a review process is completed. They were responding to a letter send by Pruitt to California Gov. Jerry Brown in May claiming that the previous administration's review of the standards was flawed and circumvented a process that should have run through April of 2018. The state attorneys general said they were supporting California's position of taking necessary action to preserve current standards, which ARB voted to uphold at its March board hearing.

For more information please visit

<https://www.wsj.com/articles/states-tell-epa-theyll-fight-should-u-s-relax-vehicle-emissions-rules-1497000601>