



Clean Transportation Policy Update

February 20 – March 19, 2020

IN THIS ISSUE:

Key State Activities

REGULATORY ACTIVITIES

Webinar on Mobile Source Strategy
Set for March 25
Clean Transportation Program
Workshop Held
Hydrogen Market Workshop
Postponed
March Clean Transportation Event
Postponed
Moyer Funding Tables Available

FUNDING ACTIVITIES

CA Climate Investments Activities
Funding for EV Charging and
Distributed Energy Resources
Clean Mobility Options Voucher
Pilot Funding Coming Soon
School Bus Funding Flexibility
Approved

RESEARCH ACTIVITIES

Report Documents Growth of EV
Industry in So Cal

OTHER NEWS

New South Coast AQMD Board
Member
Ports Approve Truck Fee to Fund
Cleaner Vehicles

CA LEGISLATIVE ACTIVITIES

Upcoming Hearings in the
Senate and Assembly

LEGISLATION

Clean Fuel Vehicles Policy and
Incentives
Transportation Planning, Operations
and Funding
Climate Policy

Key Federal Activities

ADMINISTRATIVE ACTIVITIES

RESEARCH ACTIVITIES

OTHER NEWS

Key State Activities

REGULATORY ACTIVITIES

WEBINAR ON MOBILE SOURCE STRATEGY SET FOR MARCH 25

On March 25, the California Air Resources Board (CARB) will hold a webinar on the 2020 update to the 2016 Mobile Source Strategy. The webinar replaces workshops that were originally scheduled in February. The online webinar is in lieu of an in-person workshop consistent with the recommendations from the California Department of Public Health to postpone or cancel large community events in order to slow the spread of COVID-19. The updated Mobile Source Strategy will include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in California. Webinar topics will include: the requirements of SB 44 in relation to CARB's air quality, climate, and community risk reduction goals; the progress to date on the measures included in the 2016 Mobile Source Strategy; and a first look at the technology mixes needed in each mobile sector to meet the state's goals, and the new concepts staff have identified to help achieve these mixes to accelerate the transition of the mobile fleet to cleaner vehicles.. The Board is scheduled to consider the strategy at its April meeting.

More information is available at

https://ww3.arb.ca.gov/planning/sjp/2020mss/pubnot_marwbnr.pdf

CLEAN TRANSPORTATION PROGRAM WORKSHOP HELD

On March 3, the California Energy Commission's (CEC) Clean Transportation Program Policy Committee and staff held its kick-off meeting of the Advisory Committee for the Clean Transportation Program (formerly the Alternative and Renewable Fuel and Vehicle Technology Program). The Advisory Committee is helping to develop

the Investment Plan Update for the \$100 million annual program that invests in projects to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. For the first time, the investment plan will look at a three-year investment cycle, FY 2020-2023. The draft plan currently recommends frontloading investments in light-duty EV infrastructure (thanks to the proposed one-time \$51 million increase that still must be approved by the Legislature). Additionally, the CEC proposes investing \$20 million in medium- and heavy-duty zero-emission infrastructure, \$20 million in hydrogen refueling infrastructure and \$10 million in zero- and near zero-carbon fuel production and supply, along with \$3.5 million in workforce training and development. The funding for medium- and heavy-duty ZEV vehicles and infrastructure increases to \$30 million in FY 2021-2022, \$52.2 million in FY 2022-2023, and the draft plan further allocates \$32.6 million in 2023. Public comments were due by March 17. Staff anticipates presenting the draft plan to the Board in April and the final plan in June.

Additional information can be found at

<https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/2020-2021-investment-plan-update>

HYDROGEN MARKET WORKSHOP POSTPONED

The CEC workshop on March 18 to gather information on the market status of hydrogen as a transportation fuel and on fuel cell electric vehicles (FCEV) has been postponed. A new date has not yet been scheduled.

For more information, please visit

<https://www.energy.ca.gov/event/workshop/2020-03/iepr-commissioner-workshop-hydrogen-market-status>

MARCH CLEAN TRANSPORTATION EVENT POSTPONED

CARB's "Moving California to Clean Transportation" symposium scheduled for March 23-24 is being postponed due to concerns about travel and the state's efforts to slow the spread of COVID-19. A new date has not yet been released.

More information is available at

<http://california2030.org/>

MOYER FUNDING TABLES AVAILABLE

On March 9, CARB released the annual update to the funding tables for the Carl Moyer On-Road Voucher Incentive Program which funds heavy-duty diesel vehicle replacements. The tables have been separated into new or used replacement vehicle categories, and a brief description of requirements and applicable compliance options is provided before each table. CARB is in the process of developing similar funding tables that will provide greater accessibility and more funding for optional low-NOx engines. Staff is tentatively planning a public meeting in April to discuss this further, with an anticipated release date in late spring 2020.

Additional information can be found at

https://ww2.arb.ca.gov/appendix-o-road-vip-funding-matrix-truck-replacments?utm_medium=email&utm_source=govdelivery

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 (CARB)

On March 16, CARB hosted the first work group meeting (via video conference) to discuss the FY 2020-21 Funding Plan for the Clean Vehicle Rebate Project (CVRP). The CVRP provides consumers rebates on a first-come, first-served basis for light-duty ZEVs. Staff discussed with stakeholders the best ways to adjust the program to align voucher demand with the Governor's initial allocation in his January proposed budget.

Additional information is available at

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1>

On March 18, CARB held the first work group meeting (via video conference) to develop the FY 2020-21 Funding Plan for the Clean Vehicle Purchase Incentives for Lower-Income Consumers Program. The meeting kicked off the discussion on the Clean Cars 4 All program and Financing Assistance Pilot Project implementation, available funding, expected demand, and potential changes to the program.

For more information, please visit

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

The comment period for the STEP (Sustainable Transportation Equity Project) pilot is extended until March 27. The STEP is a new \$20 million pilot program that is designed to increase transportation equity in low-income and disadvantaged communities via planning and capacity building grants, and implementation grants. The STEP solicitation is tentatively scheduled to be released in mid-May.

More information can be found at

https://ww3.arb.ca.gov/msprog/step/feb28-2020-step-requirements-and-criteria.pdf?_ga=2.109568513.568230799.1582562686-1840842515.1540412248

Transit and Intercity Rail Capital Program (CalSTA)

CalSTA will announce the awards for the Transit and Intercity Rail Capital Program (TIRCP) by April 1. A list of applications received for the 2020 TIRCP has been published.

More information can be found at

<https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

Low Carbon Transit Operations Program (Caltrans)

Allocation requests are due by April 8 for the FY 2019-20 Low Carbon Transit Operations Program (LCTOP). Award allocations will be announced by June 30.

For more information, please visit

<http://www.caclimateinvestments.ca.gov/lctop>

Affordable Housing and Sustainable Communities Program (Strategic Growth Council)

Awards for the Round 5 FY 2018-19 Affordable Housing and Sustainable Communities (AHSC) Program will be announced in June.

More information is available at

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

FUNDING FOR EV CHARGING AND DISTRIBUTED ENERGY RESOURCES

This spring (between April and June) the CEC will release a solicitation through its Electric Program Investment Charge (EPIC) Program to fund technology demonstration and deployment projects that explore how medium- and heavy-duty plug-in EVs and their associated charging infrastructure can be incorporated into a site's distributed energy resource (DER) strategy. Four categories of projects will be eligible:

- Depot charging – charging occurs at a central location, typically owned by a single fleet operator, and may accommodate lower power and longer duration charging events.
- En-route fast charging – dispersed charging stations that typically require high power to extend vehicle range and minimize non-driving time.
- Bidirectional power flow from electric school buses – projects will demonstrate bidirectional power flow capabilities from electric school buses; the bidirectional power flow may be vehicle-to-building, vehicle-to-vehicle, or vehicle-to-grid.
- Electric school bus charging – projects will demonstrate a DER solution with stationary storage for electric school bus charging.

The deadline to submit applications will be six weeks after the solicitation is released.

For more information, please visit

<https://www.energy.ca.gov/solicitations/2020-06/distributed-energy-resource-solutions-medium-and-heavy-duty-electric-vehicle>

CLEAN MOBILITY OPTIONS VOUCHER PILOT FUNDING COMING SOON

The Clean Mobility Options Voucher Pilot Program is preparing to launch and the administrator expects to begin taking applications in late spring. The program provides voucher-based funding to underserved communities in California with a focus on shared-use, community-based mobility projects using ZEVs. Lead applicants may be public agencies, nonprofits, and tribes. The program has \$20 million available in 2020 and will fund up to \$1 million per mobility project, and up to \$50,000 for transportation community needs assessments to help build such projects.

For more information, please visit

<http://www.cleanmobilityoptions.org/>

SCHOOL BUS FUNDING FLEXIBILITY APPROVED

At the end of February, CARB expanded eligibility under the Lower-Emission School Bus Program to increase flexibility regarding which school buses are funded and replaced. The program had allowed for the replacement of 1993 and older model year buses; however, CARB has now expanded eligibility to include school buses that are a minimum of 20 years old.

Additional information can be found at

https://ww2.arb.ca.gov/sites/default/files/2020-03/20200226%20Mail-Out%20%23MSC%2020-03_0.pdf

RESEARCH ACTIVITIES

REPORT DOCUMENTS GROWTH OF EV INDUSTRY IN SO CAL

The Los Angeles County Economic Development Corporation's new report, "The Electric Mobility Revolution in Southern California," documents the growth of the EV industry in Southern California. The industry has created more than 275,000 direct jobs in research, design, manufacturing, and exporting transportation-related products, services and technologies. The report's findings include the following:

- In California, the average increase of new registrations of ZEVs between 2007 and 2018 was 82 percent. Further analysis suggests that with the proper conditions, adoption can reach Southern California Edison's goal of 7.5 million EVs on the road by 2030, well above the state's goal of 5 million EVs by 2030.
- In the five-county region of Southern California, 119,200 workers are employed in the EV industry, representing 43.4 percent of all statewide jobs (275,600) in the EV industry.
- Statewide, the EV industry pays an average annual wage of \$91,300 – well above the average annual wage across all industries of \$68,500.
- In Southern California, jobs in the EV industry pay an average annual wage of \$80,900 – well above the average annual wage across all industries of \$60,400.
- Southern California has a significant collection of EV companies including software, design studios, and full production sites that include passenger, shared-mobility, truck, and drayage, and passenger bus vehicles.
- EV industry "clustering" is also supporting geographically concentrated growth in jobs, innovation and commerce, as suppliers and related businesses locate nearby. For example, workers are employed in activities related to charging networks and installation of related infrastructure.

To read the report, please visit

https://laedc.org/wp-content/uploads/2020/03/EV_Report_Digital_FINAL_Single_Page.pdf

OTHER NEWS

NEW SOUTH COAST AQMD BOARD MEMBER

On February 21, Governor Newsom appointed Gideon Kracov, an attorney, to the South Coast Air Quality Management District (AQMD) Board. He was a member of the State Mining and Geology Board at the Department of Conservation from 2014 to 2018. He served as a deputy city attorney at the Los Angeles City Attorney's Office from 2002 to 2004 and was an associate at several law firms prior to joining the City. He will serve in the Governor's appointee position.

For more information, please visit

<http://www.aqmd.gov/docs/default-source/news-archive/2020/kracov-to-governing-board-march6-2020.pdf>

PORTS APPROVE TRUCK FEE TO FUND CLEANER VEHICLES

On March 9, the Ports of Los Angeles and Long Beach approved the Clean Truck Fund Rate of \$10 per 20-foot equivalent unit (TEU) for loaded containers hauled by heavy-duty trucks that enter or exit the port terminals, which will generate approximately \$20 per 40-foot shipping container. Environmental and health advocates sought a fee of \$100 per container to create the incentives needed to transition port trucks to cleaner vehicles at a faster pace. Zero-emission trucks are exempt, and the commissioners will decide in the next few months how long to exempt lower-emitting natural gas trucks. This is expected to generate about \$90 million per year for investment in low-NOx trucks, with a long-term focus on the transition to zero-emission trucks. The fees will take effect later this year.

Additional information can be found at

<https://cleanairactionplan.org/2020/03/09/boards-vote-to-adopt-clean-truck-fund-rate/>

CALIFORNIA LEGISLATIVE ACTIVITIES

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

On March 16, due to COVID-19, the Legislature voted unanimously to suspend the 2020 session and remain in recess until April 13. This date is subject to change.

Assembly – The following hearing can be monitored online at:

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

- April 29 – The Budget Subcommittee No. 3 on Resources and Transportation will hold a hearing on the Cap and Trade Program, Climate Resilience Bond, and Climate Catalyst Fund.
- May 13 and 20 – The Budget Subcommittee No. 3 on Resources and Transportation will hold a hearing on the May budget revise.

Senate – The following hearing can be monitored online at:

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

- April 23 – The Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy, and Transportation will hold a hearing with CARB to discuss: the climate budget; the Cap and Trade Program; the Climate Resilience Bond; and the Climate Catalyst Fund.

LEGISLATION

CLEAN FUEL VEHICLES POLICY & INCENTIVES

AB 126 (Cooper)

Summary

This bill relates to the CVRP and would require lower income eligibility 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

AB 1002 (Quirk-Silva)

Summary

This bill would require CARB to ensure alternative fuels are treated equally with regard to the requirements for generating credits under the Low Carbon Fuel Standard.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1002

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 December 30, 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

AB 1406 (O'Donnell)

Summary

For the Alternative and Renewable Fuel and Vehicle Technology Program, this bill would require the CEC to allocate no less than 10 percent of the program funding for alternative fuel and advanced technology vehicles until January 1, 2024.

Complete Bill Information

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

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

AB 1594 (Bauer-Kahan)

Summary

This bill would require CARB to implement an incentive program to ensure that at least two EV charging stations for heavy-duty vehicles are available at any given time during regular port hours to on-road heavy-duty vehicles at each of the Ports of Long Beach, Los Angeles, and Oakland by January 1, 2030.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1594

AB 2145 (Ting)

Summary

This bill would state the intent of the Legislature to enact legislation to reform the EV charging infrastructure approval process employed by the CPUC to help ensure that by 2030, California will safely install enough EV charging ports to meet the demand for charging infrastructure through public and private investment.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB2145

AB 2772 (Reyes)

Summary

This bill relates to the CEC's ARFVTP [now the Clean Transportation Program]. It would revise and recast the program to no longer require the CEC to provide certain project preferences, and to require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. Additionally, the bill would:

- Revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors.
- Create a list of projects that the CEC would be authorized to make eligible for funding, as specified.
- Require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2772

AB 2860 (O'Donnell)

Summary

This bill relates to the California Clean Truck, Bus and Off-Road Vehicle and Equipment Technology Program which funds zero- and near-zero-emission trucks, buses, and off-road vehicles and equipment technologies and related projects. This bill would extend the requirement that 20 percent of that funding be made available to support early commercial deployment of existing zero- and near-zero emission heavy-duty truck technology until December 31, 2025, from the current date of December 31, 2020. Additionally, the bill would create a separate definition for "near-zero emission" and revise the definition of "zero-emission."

- "Near-zero-emission" would be defined as vehicles, fuels, and related technologies that reduce GHG emissions and improve air quality when compared with conventional or fully commercialized alternatives. Near-zero-emission vehicles would include vehicles certified to meet the most stringent optional reduced oxides of nitrogen emission standard.
- "Zero-emission" would be defined as vehicles, fuels, and related technologies that reduce GHG emissions and improve air quality when compared with conventional or fully commercialized alternatives, as defined by CARB in consultation with the CEC. "Zero-emission" may include, but is not limited to, zero-emission technology and enabling technologies that provide a pathway to emissions reductions.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2860

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 directs the Chair of the California Transportation Commission to create an advisory committee, called the California Council on the Future of Transportation, to provide the Governor and Legislature with recommendations for changes in state policy to ensure California's leadership in autonomous, driverless and connected vehicle technology.

Complete Bill Information

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

SB 216 (Galgiani)

Summary

This bill would add a used heavy-duty truck exchange as an eligible project under the Carl Moyer Memorial Air Quality Standards Attainment Program, until January 1, 2023.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB216

SB 895 (Archuleta)

Summary

This bill would require the CEC to provide technical assistance for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission transportation technologies, within the limits of available funds.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB895

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 1350 (Gonzalez)

Summary

This bill would require transit agencies to offer free transit passes to individuals 18 years old or younger in order to be eligible for funding from specific state transit programs.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1350

AB 1992 (Friedman)

Summary

This bill relates to the Department of Transportation's (DOT) California Transportation Plan, and would state the intent of the Legislature to enact legislation that would establish a new program within the plan to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require DOT to update the asset management plan on or before December 31, 2022, and for the update to also address the forecasted transportation infrastructure impacts of climate change. The bill would require both the third update to the California Transportation Plan, which is due in 2025, and the Strategic Growth Council's report to include a forecast of the transportation impacts of climate change and measures to address those impacts.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1992

AB 2012 (Chu)

Summary

This bill would require transit agencies to offer free senior transit passes to individuals 65 years old or older in order to be eligible for funding from specific state transit programs.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2012

AB 2241 (Calderon)

Summary

This is currently a spot bill for what was SB 732 (which died in committee) that would authorize the South Coast AQMD Board to approve a tax measure to be placed on the ballot to pay for its Air Quality Management Plan and supplement existing revenues.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2241

AB 2090 (Brough)

Summary

After January 1, 2021, this bill would require the Department of Motor Vehicles to establish a biennial registration period for a vehicle, with subsequent renewals being required at biennial intervals thereafter.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB2090

AB 2667 (Boerner Horvath)

Summary

This bill states the intent of the Legislature to enact future legislation to develop an incentive program within the Clean Vehicle Rebate Project for the purchase of electric bicycles.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2667

SB 1363 (Allen)

Summary

This bill relates to regional transportation plans (RTP) and sustainable communities strategies (SCS), and GHG and vehicle miles traveled (VMT) targets. This bill would require:

- CARB to provide, no later than December 31, 2022, each affected region with GHG targets for the automobile and light truck sector for 2045 and 2050, and with VMT reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified.
- Each metropolitan planning organization (MPO) to work with CARB until the state board approves or rejects the accuracy of the technical methodology used to estimate the GHG and VMT reductions in the MPO's SCS.
- MPOs to submit monitoring mechanisms, forecasted development patterns and transportation measures, policies supported by measurable local and regional commitments of funding, incentives technical assistance, education, collaborative planning actions, and drafts of their SCS to CARB, as specified.
- Each city and county to biennially report to its MPO on implementation of strategies included in the applicable SCS or alternative planning strategy, if any.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB1363

CLIMATE POLICY

AB 3256 (E. Garcia)

Summary

This bill states the intent of the Legislature to enact legislation for a bond measure that would address climate risks to California.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB3256

Key Federal Activities

FEDERAL ADMINISTRATIVE ACTIVITIES

UPDATE ON FED'S EFFORTS TO ROLL BACK CA'S CLEAN CAR STANDARDS

Several news reports were published in February indicating that the SAFE (Safer Affordable Fuel Efficient vehicles) regulation is delayed and may not be finalized until this summer, at the earliest. Reportedly, there are issues with the technical analyses used to evaluate fuel economy and show that the rule's economic costs would outweigh the benefits. The Administration's position from the beginning of the process has been that the rule would save consumers money and would make vehicles safer. The federal government has until March 30, 2020, to publish the fuel economy standard for vehicles that will be built and sold in 2022. Once this deadline passes, either the Obama-era standards will remain in place another year, or the Administration must get the deadline extended, which would impact the automakers' production schedules.

Additional information can be found at

<https://thehill.com/policy/energy-environment/483046-trump-efficiency-standard-changes-could-be-far-off-report>

FEDERAL RESEARCH ACTIVITIES

REPORT OUTLINES ROADMAP FOR CARBON-FREE TRANSPORTATION

A new report by Environment California provides policy solutions to guide how the country can achieve a zero-carbon transportation future. "Destination Zero Carbon: Three Strategies to Transform Transportation in America," outlines three achievable objectives that can help eliminate emissions from cars and light-duty trucks and contribute to America's transition to a zero-carbon transportation future. These objectives are: all new light-duty cars and trucks sold after 2035 should be electric; U.S. transit agencies and school districts should replace all buses with electric buses by 2030; and the country should at least double the number of people who travel by walking, biking or riding transit by 2030. The report also highlights state and local governments around the country already taking actions to create a more sustainable transportation system, including California.

The report is available at

<https://environmentcaliforniacenter.org/node/76916>

STUDY DOCUMENTS EMISSIONS FROM RIDE-HAILING SERVICES

The Union of Concerned Scientists' study, "Ride Hailing's Climate Risks: Steering a Growing Industry Toward a Clean Transportation Future," finds that ride-hailing services, such as Uber and Lyft, are increasing GHG emissions in cities, with ride-hailing trips producing an

estimated 69 percent greater emissions compared to the less-polluting trips they are replacing, such as public transit, walking, or biking. Other report conclusions include:

- Even when compared to trips made in private vehicles, non-pooled ride-hailing trips on average produce almost 50 percent more emissions.
- An electric ride-hailing trip can cut emissions by about 50 percent compared to the average private car trip, while an electric and pooled ride-hailing trip can reduce emissions by about 70 percent compared to the average private car trip (or about 79 percent compared with a non-pooled ride-hailing trip).
- On average, bus and rail travel have lower carbon emissions than car travel in either a private vehicle, a pooled or a non-pooled ride-hailing vehicle. However, using ride-hailing to connect to transit can be a good low-carbon choice. For example, a pooled ride-hailing trip connecting to the train, where the ride-hailing trip is a quarter of the total trip length, can be more than 50 percent less polluting than a private vehicle trip.

More information is available at

<https://www.ucsusa.org/resources/ride-hailing-problem-climate>

OTHER NEWS

TOOL CATALOGS MEDIUM- AND HEAVY-DUTY ZEVs COMING TO MARKET

CALSTART's Global Commercial Vehicle Drive to Zero Program has launched an online tool that catalogs models of current and upcoming zero-emission commercial trucks, buses and off-road equipment. The Zero-Emission Technology Inventory (ZETI) tool is an interactive web-based resource to establish a current and shared knowledge base for worldwide commercially available offerings of zero-emission medium- and heavy-duty vehicles. The tool aims to provide fleets and governments with comprehensive information including regions where zero-emission brands are available for purchase, and the timeline over which additional models are expected to become available.

The ZETI tool is available at

<https://globaldrivetozero.org/resources/zero-emission-technology-inventory/>