



Clean Transportation Policy Update

October 17 – November 20, 2019

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This issue of the Clean Transportation Policy Update focuses exclusively on regulatory and policy activities related to clean transportation matters. Last month's update contains a summary of the first half of the 2019-2020 California legislative session.

Key State Activities

REGULATORY ACTIVITIES

ADVANCED CLEAN TRUCKS RULE HEARING SET FOR DECEMBER

At its December 12-13 meeting, the California Air Resources Board (CARB) will hold the first of two hearings on the Advanced Clean Trucks Rule. Staff released the Initial Statement of Reasons (ISOR) in support of the rulemaking on October 22. The ISOR states that the regulation "is focused on requiring large truck manufacturers to sell zero-emission trucks in California to broaden the market and to send a clear signal that medium- and heavy-duty zero-emission vehicles (ZEVs) will be a major part of the state's overall strategy to reduce criteria emissions, climate impacts and petroleum use." It includes two primary elements. First, it requires manufacturers to make a percentage of truck and bus sales zero-emission starting in 2024. Second, it requires large entities, including retailers, manufacturers, and government agencies, to report on any contracted truck and shuttle services they use in addition to their medium- and heavy-duty vehicle fleet. This one-time reporting requirement will help the agency develop future regulations. The second hearing on the rule will be held sometime in 2020.

Additional information can be found here

<https://ww3.arb.ca.gov/regact/2019/act2019/isor.pdf>

SOUTH COAST 8-HOUR OZONE SIP HEARING IN DECEMBER

At its December meeting, CARB will consider adopting the South Coast Air Quality Management District's (South Coast AQMD) attainment plan for the 1997 80 ppb 8-hour ozone standard in the South Coast Air Basin (2019 Update). The 2019 Update includes new emission reduction strategies and measures, identifies additional incentive funding to transition to the cleanest available technologies, and describes federal action or funding to achieve the required reductions from sources under federal jurisdiction. If adopted, CARB will submit the 2019 Update to U.S. EPA as a revision to the California State Implementation Plan.

For more information, please visit

https://ww3.arb.ca.gov/planning/sip/planarea/scabsip/2019o3update_notice.pdf

DECEMBER MEETING TO SELECT NEW AB 617 COMMUNITIES

At its December meeting, CARB will hear staff's recommendations for the selection of AB 617 communities for 2019 within which community air monitoring systems and/or community emissions reduction programs will be developed and implemented. In the South Coast AQMD, staff is recommending two new communities be selected: Eastern Coachella Valley, including the City of Coachella and the unincorporated areas of Indio, Thermal, Oasis, Mecca and North Shore; and South East Los Angeles, including the cities of South Gate, Florence-Firestone (eastern portion), Walnut Park, Huntington Park (western portion), Cudahy and Bell Gardens (southern portion).

More information can be found at

https://ww2.arb.ca.gov/sites/default/files/2019-11/2019_community_recommendations_staff_report_november_8.pdf

CARB HEARING ON LCFS AMENDMENTS

At its November 21 meeting, CARB will discuss changes to the Low Carbon Fuel Standard (LCFS). The changes are designed to strengthen the current cost containment mechanism by establishing a hard price cap on credit transactions and allowing a limited amount of credit borrowing during years in which there are insufficient credits to meet the annual compliance obligation for all entities. The rulemaking also would direct a significant portion of LCFS revenue from base residential electric vehicle charging to disadvantaged and low-income communities to ensure that they further benefit from the increasing adoption of ZEVs.

More information can be found at

<https://ww2.arb.ca.gov/rulemaking/2019/lcfs2019>

HEAVY-DUTY INSPECTION AND MAINTENANCE WORKGROUP MEETING

On November 8, CARB held the third workgroup meeting to discuss the design of California's Heavy-Duty Inspection and Maintenance Program and issues related to the recent passage of SB 210, which requires the agency to develop and implement this program within two years of completing a pilot program. CARB staff, fleet owners, trucking industry representatives, non-governmental organizations and other stakeholders discussed key technical and programmatic elements of the future program. The next public workshop will be held on January 24.

For more information, please visit

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

CPUC APPROVES UTILITIES PROJECTS FOR EV CHARGING

On November 7, the California Public Utilities Commission (CPUC) approved \$55 million for utilities to install electric vehicle (EV) charging at public schools, parks and beaches. Eight EV charging pilots by four California investor-owned utilities, including Southern California Edison (SCE) will support more than 900 charging ports at underserved sites throughout the state at these locations. In the South Coast air district SCE will install make-ready EV infrastructure at approximately 40 K-12 school facilities and provide approximately 250 Level 1 and Level 2 charging ports for light-duty EVs. At state parks and beaches, SCE will provide EV charging for park fleet employee vehicles, as well as light-duty charging for park visitors. The utility estimates that as many as 120 Level 2 charging ports and 10 DC Fast Charger ports would be installed at 27 park and beach locations during the pilot project.

More information is available at

<http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M319/K350/319350862.PDF>

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)

At its October meeting, CARB approved the FY 2019-20 Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program. The \$48 million Air Quality Improvement Program will provide funding for the Truck Loan Assistance Program. The \$485 million Low Carbon Transportation Program will be invested in the following categories:

- Vehicle purchase incentives and clean mobility projects
 - Clean Vehicle Rebate Project (CVRP) – \$238 million
 - Clean transportation equity projects – \$65 million

- Heavy-duty vehicle and off-road equipment investments
 - Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) – \$142 million
 - Heavy-duty advanced technology demonstration and pilot projects – \$40 million

The Board directed staff to add two important amendments to the plan related to heavy-duty investments. First, Class 8, 11.9-liter low-NOx trucks will be eligible for HVIP funding conditional on the use of renewable natural gas in California. Second, for transit agencies, HVIP funding will be allowed to be stacked, or combined, with other state funding if HVIP is the secondary source of funding and other state funding is the primary source of funding. The latter change will ensure that agencies use HVIP funding to close a funding gap, instead of as their first source of funding. If another source of non-state funding (local, federal) is utilized, then HVIP funding can be the primary source of funding and stacked with the local or federal funding. Additionally, the Board approved an amendment to the CVRP that increases the minimum electric range for eligible vehicles from 25 miles (in the staff proposal) to 35 miles.

Less than one week after the funding plan was approved, CARB announced that that HVIP was oversubscribed because the program received voucher requests totaling the entire \$142 million budget. Thus, requests for new vouchers have been put on hold until new funding is identified.

With respect to the current CVRP funding, consumers who were put on a wait list for the CVRP as of June 5, 2019, will begin to receive their rebates. The CVRP offers rebates of up to \$7,000 for the purchase or lease of new, eligible ZEVs, including electric, plug-in hybrid electric and fuel cell vehicles; however, car buyers were waitlisted at the beginning of June because the FY 2018-19 funding ran out. In June, the Legislature allocated additional funding in the FY 19-20 state budget, so more than \$64 million in remaining funding is available.

Recent Low Carbon Transportation Program meetings have included:

- November 19 – Second work group meeting to discuss the Sustainable Transportation Equity Project (STEP) program design
- November 14 – Public work group teleconference for the CVRP FY 2019-20 program changes
- October 30 – Final applicant teleconference for the HVIP grant solicitation
- October 29 – First STEP program design work group meeting

More information is available at

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

Transit and Intercity Rail Capital Program (CalSTA)

On October 18, CalSTA released the 2020 Cycle 4 Guidelines and Call for Projects for the Transit and Intercity Rail Capital Program (TIRCP) covering the program cycle for FY 2020-25. The rest of the schedule is as follows:

- November 4-12 – Optional meetings to discuss project concepts and quantification with CalSTA and Caltrans staff
- January 16, 2020 – Project applications due
- April 1, 2020 – CalSTA announces awards

More information can be found at

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

Low Carbon Transit Operations Program (Caltrans)

The process for the FY 2019-20 Low Carbon Transit Operations Program (LCTOP) has not yet gotten underway. Below is the anticipated schedule:

- November – Release draft guidelines
- December – Release final guidelines
- Late January 2020 – State Controller’s Office (SCO) releases appropriation amount and eligibility list; open call for allocation request
- Mid- to late-March 2020 – Allocation requests due
- June 30, 2020 – SCO announces allocation awards

For more information, please visit

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

Affordable Housing and Sustainable Communities Program (Strategic Growth Council)

On October 31, the Strategic Growth Council (SGC) released the final guidelines and Notice of Funding Availability. Applications are due on February 11, 2020, and SGC will approve the awards in June.

More information is available at

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

VW SETTLEMENT FUNDS AVAILABLE FOR ZERO-EMISSION BUSES

On October 21, CARB announced that applications are being accepted for the Volkswagen Mitigation Trust Zero-Emission Transit, School and Shuttle Bus program. Administered by the San Joaquin Valley Air Pollution Control District, the solicitation is open to eligible bus owners throughout California on a first-come, first-served basis. The air district will administer \$130 million statewide in two equal installments of \$65 million each to replace internal combustion

engine buses with zero emission buses. Over the program's 10-year lifespan, approximately 425 vehicles are expected to be replaced with incentive amounts of up to \$400,000 per vehicle.

For more information, please visit

<http://vwbusmoney.valleyair.org/>

CALeVIP WORKSHOP HELD

On October 14, the CEC held a workshop to discuss planning for the 2021 California Electric Vehicle Infrastructure Project (CALeVIP) incentive program to accelerate the deployment of public Level 2 and DC fast charging stations throughout the state. Funded through the Clean Transportation Program (AB 118 and AB 8), the program historically allocates approximately \$20–\$30 million each fiscal year. One of the potential 2021 incentive projects discussed at the workshop was for the proposed project region of Los Angeles, Orange, Riverside and San Bernardino County that would fund Level 2 chargers (LA=20,173; Orange=8,534; Riverside=3,204; San Bernardino=2,754) at a total project cost of \$90.13 million. The proposed timeline is as follows:

- February 14, 2020 – Project partners submit a Partnership Engagement Package to the Center for Sustainable Energy (CSE), the program administrator
- January–May 15, 2020 – CEC and project partners finalize prospective 2021 project requirements
- May 2020 – CEC staff compiles project profiles and funding for 2021 CALeVIP projects
- June 2020 – CEC selects 2021 projects
- Fall 2020 – CEC hosts public workshops to announce 2021 projects
- October 2020 – Partners finalize project design
- November 2020 – Final public workshop held if needed
- 2021 – Project launch

More information can be found at

<https://www.energy.ca.gov/event/workshop/2019-10/staff-workshop-planning-2021-calevip-incentive-project-regions>

RESEARCH ACTIVITIES

EV CHARGING GUIDEBOOKS PUBLISHED

Two recently released EV charging guidebooks—one targeting commercial fleets and the other for consumers—are now available.

“Electric Vehicle Charging Guidebook for Medium- and Heavy-Duty Commercial Fleets,” offers California fleet managers key steps to select, install and maintain charging solutions that meet their particular needs. The report provides context for new EV charging operations by summarizing the basics of electricity as a vehicle “fuel” and the electrical grid as the

supplier of that electricity. Additionally, the guidebook outlines the process of assessing a fleet's charging needs, engaging with the utility during the design process, and securing the permits required to install the charging stations. Sample calculations, average costs and key terms and definitions also are provided for reference.

The guidebook is available at

https://www.gladstein.org/gna_whitepapers/electric-vehicle-charging-guidebook-for-medium-and-heavy-duty-commercial-fleets/

The second guidebook, “*Consumer Guide to Electric Vehicle Charging*,” was released in October by EPRI, the Electric Power Research Institute. It provides consumers an overview of charging basics, including charging levels, charging cost, connectors, electric vehicle supply equipment options, charging networks and apps, and installation considerations. It also includes vignettes of typical drivers' daily charging routines.

EPRI's consumer charging guide is available at

<https://www.epri.com/#/pages/product/000000003002016961/?lang=en-US>

REPORT HIGHLIGHTS ZERO-EMISSION DRAYAGE TRUCK ISSUES FOR THE PORTS

UCLA's Luskin Center for Innovation has published a new report, “Zero-Emission Drayage Trucks: Challenges and Opportunities for the San Pedro Bay Ports.” The study analyzes the significant challenges and opportunities of replacing diesel drayage trucks with zero-emission trucks, specifically battery electric vehicles, beginning in the 2020s. It proposes a set of short- and medium-term policies and strategies that address the main barriers and opportunities. The researchers also outline how an accelerated transition to electric trucks in the 2020s could help achieve the ports' 2035 zero-emission goal while providing other benefits.

The report can be found at

https://innovation.luskin.ucla.edu/wp-content/uploads/2019/10/Zero_Emission_Drayage_Trucks.pdf

STUDY: ZEVS WILL BE CRUCIAL TO CA'S TRANSITION TO LOW-CARBON FUTURE

A new study by the UC Davis Institute of Transportation Studies, “Technology and Fuel Transition Scenarios to Low Greenhouse Gas Futures for Cars and Trucks in California,” examines potential changes in car and truck powertrain technology and fuel mix that could enable a transition to a low carbon future, out to 2050. Key findings of the report include:

- Attaining an 80% reduction in GHG emissions from heavy-duty trucks by 2050 is challenging but doable with a rapid ramp-up in zero-emission truck sales.
- Achieving significant GHG reductions in a purely ZEV scenario requires the state to find very low GHG energy sources for hydrogen fuel and EVs.

- Ramping up advanced biofuels can dramatically reduce GHG emissions from internal combustion engines, giving policymakers leeway to pursue lower, more achievable ZEV sales targets for vehicles such as long-haul trucks. Although, the amount of advanced biofuels necessary to achieve these reductions may themselves prove challenging to produce sustainably.

To read the study, please visit

<https://escholarship.org/uc/item/8wn8920p>

2019 CA GREEN INNOVATION INDEX RELEASED; TRANSPORTATION HIGHLIGHTS

On October 8, Next 10 published its 11th annual California Green Innovation Index, which tracks the state's progress in reducing GHG emissions, spurring technological and business innovation, and growing businesses and jobs that enable the transition to a more resource efficient economy. The report finds that if the average rate of emission reductions from 2018 hold steady, California will meet its 2030 climate targets more than three decades late, in 2061, and could be more than 100 years late in meeting its 2050 target. The state must reduce emissions by an average of 4.51% each year—marking a three-fold increase from the 1.15% reduction seen in 2017—to meet the state's emissions reduction goal of 40% below 1990 levels by 2030.

With respect to the transportation sector, the report finds:

- The annual increase in transportation emissions has slowed slightly compared to the previous three years.
- Vehicle miles traveled (VMT) and GHG emissions from surface transportation per capita increased 0.5% and 0.1%, respectively, from 2016 to 2017.
- The fact that VMT has increased faster than GHG emissions from surface transportation indicates that the state's vehicle emissions standards and policies are working to reduce emissions to an extent, but the current upward trajectory of VMT and surface transportation GHG emissions cannot continue if the state is to meet its climate goals.
- In 2018, battery electric, plug-in hybrid, and hydrogen vehicles accounted for 1.5% of all registered on-road vehicles in California, up from 1.1% in 2017. At current pace, the share of these types of vehicles will reach 2% by the end of 2019.
- The vehicle ownership rate is increasing faster than ever, reaching 80.6 vehicles per 100 people in 2018. Zero-emission vehicles and hybrids accounted for about 4 vehicles per 100 people.
- VMT per capita has been increasing gradually for years in California, but declining in some other populous states. Between 2008 and 2017, total VMT increased 5% in California, but declined in Pennsylvania (-6%) and New York (-8%). Texas saw the greatest increase over the period (+16%).

The report can be found at

<https://www.next10.org/publications/2019-gii>

LA COUNTY TRANSPORTATION ELECTRIFICATION BLUEPRINT AVAILABLE

The Los Angeles County Transportation Electrification Blueprint was developed to provide a regional outlook on infrastructure planning considerations for electric vehicle charging for cars, buses and trucks, including potential associated grid impacts and recommendations for how to meet these challenges. The report finds that EV charging may stress existing near- or over-capacity transformer banks, but the bus and workplace EV load itself will not cause any significant substation degradation in the near term (2018–2025), based on initial demand estimates. This is primarily due to the timing of bus and workplace EV charging, which usually does not correlate with system peak load. However, increased EV charging can dramatically shape substation load profiles, including changing some areas from evening-peak to morning/midday peak systems. The report concludes that with proper consideration of load management, EV technologies can be cost effectively integrated onto the grid while also reducing harmful emissions.

The blueprint is available at

http://isd.lacounty.gov/wp-content/uploads/2019/07/LAC_EV_Transportation_Electrification_Blueprint_Web_RELEASE.pdf

CALIFORNIA LEGISLATIVE ACTIVITIES

The Legislature will reconvene on January 6, 2020.

Key Federal Activities

FEDERAL ADMINISTRATION ACTIVITIES

UPDATE ON CLEAN CARS RULE

On October 25, the U.S. Court of Appeals for the D.C. Circuit dismissed a lawsuit filed by the State of California against U.S. EPA challenging its revised final determination issued in April 2018 that rolled back the Obama-era Clean Cars Standards freezing Corporate Average Fuel Economy (CAFE) and GHG standards at 2020 levels. The Court concluded that since U.S. EPA has not engaged in “final action” under the Clean Air Act because it is still in the process of rolling out the new standards, the Court lacked jurisdiction to hear the case. In its decision, the Court stated, “[t]he Original Determination has been withdrawn, but the evidence supporting it stands. If EPA’s rulemaking results in changes to the existing 2012 standards, it will be required to provide a reasoned explanation and cannot ignore prior factual findings and the supporting record evidence contradicting the new policy.”

In the interim, three automakers announced that they are siding with the federal administration and supporting its plan to roll back the vehicle standards. General Motors, Fiat Chrysler and Toyota joined a separate lawsuit with the Global Automakers Alliance to support the concept of one national fuel economy standard.

On October 29, the House Committee on Oversight and Reform held a hearing titled, “Trump’s Wrong Turn on Clean Cars: The Effect of Fuel Efficiency Rollbacks on the Climate, Car Companies, and California.” Former California Governor Edmund G. Brown, Jr., was one

of the featured panelists. The discussion focused on the health and environmental impacts of the proposal to freeze vehicle standards at 2020 levels, as well as the consequences of revoking California's legal right to set more stringent tailpipe emissions standards.

On October 31, news reports indicated that U.S. EPA may issue a rule that would require automakers to sell new cars that would reduce GHG emissions by 1.5% each year through 2025, in an attempted compromise to the clean cars battle underway with California. However, CARB responded that this would not be enough for California to meet its air quality and climate goals.

On November 15, California and 23 other states filed suit in U.S. District Court for the D.C. Circuit against U.S. EPA challenging its attempt to revoke California's waiver enabling it to set its own stricter vehicle emission standards. The suit also seeks a protective petition from the court to review NHTSA's effort to preempt California's right to set its own tailpipe emission standards.

More information is available at

<https://www.courthousenews.com/wp-content/uploads/2019/10/epa-emissions.pdf>

and

<https://oversight.house.gov/legislation/hearings/trump-s-wrong-turn-on-clean-cars-the-effects-of-fuel-efficiency-rollback-on>

and

<https://www.sacbee.com/news/politics-government/capitol-alert/article236885873.html>

and

<https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-against-epa-attacking-california%E2%80%99s>

FEDERAL LEGISLATIVE ACTIVITIES

“CASH FOR CLUNKERS” BILL PROPOSED

On October 24, Senator Chuck Schumer (D-NY) announced the Clean Cars for America program, which would provide rebates for consumers to trade in their old, inefficient vehicles for new zero-emission vehicles. The \$400 billion program would help take more than 63 million gas powered cars off the road over 10 years. The proposal would:

- Make clean vehicles affordable by giving consumers a substantial cash voucher (at least \$3,000) to trade-in their gas powered cars and buy a U.S.-assembled and affordable plug-in electric, plug-in hybrid, or hydrogen fuel cell car.
- Make charging infrastructure accessible through a new grant program to states and localities to ensure all Americans have access to charging infrastructure.
- Reassert U.S. leadership in clean car manufacturing with incentives for manufacturers to build new factories or re-tool existing factories in the United States to assemble zero-emission vehicles or manufacture charging equipment.

For more information, please visit

<https://www.schumer.senate.gov/newsroom/press-releases/schumer-announces-first-major-step-to-help-nys-meet-2050-carbon-free-target-ny-and-long-island-families-would-save-thousands-under-his-plan-new-clean-car-purchases-will-be-accessible-to-all-making-carbon-emitting-vehicles-a-thing-of-the-past>

HOUSE SUBCOMMITTEE HEARING ON ACHIEVING A CARBON-NEUTRAL TRANSPORTATION SYSTEM BY 2050

On October 23, the Subcommittee on Environment and Climate Change of the House Committee on Energy and Commerce held a hearing titled, “Building a 100 Percent Clean Economy: Solutions for Planes, Trains and Everything beyond Automobiles.” The discussion focused on opportunities to decarbonize the transportation sector while focusing on modes of transportation other than light-duty vehicles, such as medium- and heavy-duty trucks, buses, ships and boats, aircraft, and trains. Speakers included representatives from heavy-duty vehicle manufacturers, fuel providers, industry associations and environmental organizations. Key take-aways from the hearing demonstrated that overcoming these barriers will require a variety of solutions, including fuel-switching to low- and zero-carbon fuels and improving energy efficiency. Complementary measures, such as reducing demand and shifting to lower-emitting modes of transportation, may also play a role.

More information is available at

<https://energycommerce.house.gov/committee-activity/hearings/hearing-on-building-a-100-percent-clean-economy-solutions-for-planes>

FEDERAL FUNDING ACTIVITIES

U.S. EPA AWARDS MILLIONS TO CA TO REDUCE DIESEL EMISSIONS

At the end of October, U.S. EPA announced it has awarded more than \$11.6 million in Diesel Emission Reduction Act (DERA) grants to entities in California to retrofit and replace old, polluting diesel vehicles and equipment, including school buses, fire engines, heavy-duty trucks, tractors, port and construction equipment. In the South Coast air district, the following awards were made:

- City of Long Beach Harbor Department – \$1.5 million to help replace three port cranes
- South Coast AQMD – \$2.3 million to help replace 35 municipal trucks

Additional information can be found at

<https://www.epa.gov/newsreleases/us-epa-awards-more-116-million-reduce-diesel-emissions-california>

FEDERAL RESEARCH ACTIVITIES

ACTIVE TRANSPORTATION DELIVERS BILLIONS IN U.S. ECONOMIC BENEFITS

On October 15, the Rails-to-Trails Conservancy released, “Active Transportation Transforms America,” which quantifies the economic impacts of trails, walking and biking across the country. The study aggregated data about the health cost savings, climate protection, mobility and direct economic value of trails and active transportation concluding that active transportation infrastructure contributes more than \$34.1 billion to the U.S. economy annually. Other key findings of the report include:

- The value of fuel savings from shifting short car trips to walking and bicycling trips, using walking and bicycling to access public transit, inducing mixed use, and reducing

congestion is currently \$3.3 billion annually, which could increase to nearly \$22 billion annually. The amount of CO2 saved annually could grow from 13 million tons to 54 million tons annually.

- The total local spending impact of the nation's 2,218 rail-trails is \$10.6 billion annually, which could grow to as much as \$21 billion annually.
- Health cost savings from increased physical activity due to active transportation is currently \$20 billion annually and could grow to nearly \$92 billion annually.

The study is available at

<https://www.railstotrails.org/resource-library/resources/active-transportation-transforms-america/>

REPORT DOCUMENTS CITIES' EXPERIENCES WITH ELECTRIC BUSES

A new report by the U.S. Public Interest Research Group titled, "Electric Buses in America: Lessons from Cities Pioneering Clean Transportation," documents the experiences of six U.S. communities— Seneca, South Carolina; Chicago, Illinois; King County, Washington; Albuquerque, New Mexico; Twin Rivers, California; and Amherst, Concord, and Cambridge Massachusetts—with their early adoption of electric bus technologies for both transit operations and school bus fleets. The report highlights how electric buses benefit the communities they serve, and provides specific recommendations directed at elected officials, utilities, transit agencies and school districts. It concludes that in the majority of places where they have been tested, electric buses have met or exceeded expectations, operating successfully in a broad range of climates and types of terrain, and often delivering significant cost savings.

To read the report, please visit

<https://uspirmg.org/feature/usp/electric-buses-america>