



Clean Transportation Policy Update

June 18 – September 16, 2020

IN THIS ISSUE:

Key State Activities

REGULATORY ACTIVITIES

Upcoming Workshop on Advanced Clean Fleets Regulation
Advanced Clean Cars II Workshop
Hydrogen Fueling Station Annual Report Released
Heavy-Duty Low NOx Omnibus Regulation Approved
CPUC Approves SCE's Charge Ready 2 Program
August Cap-and-Trade Auction Semi-Annual Climate Investments Report Available
Heavy-Duty Inspection Program Workshop
Workshop on Plug-In EV Charging Infrastructure
On-Road Emissions Model Workshop Held
CARB Approves Advanced Clean Trucks Rule

FUNDING ACTIVITIES

CA Climate Investments Activities Zero-Emission Truck Funding Available
Draft 2020-23 Clean Transportation Investment Plan Available

RESEARCH ACTIVITIES

New Report Shows Benefits of ZEVs
SCAG Report on COVID-19 Impacts on Transportation

OTHER NEWS

SCAG Formally Adopts Regional Mobility Plan

CA LEGISLATIVE ACTIVITIES

Upcoming Hearings in the Senate and Assembly

LEGISLATION

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

Key Federal Activities

LEGISLATIVE ACTIVITIES

RESEARCH ACTIVITIES

OTHER NEWS

Key State Activities

REGULATORY ACTIVITIES

UPCOMING WORKSHOP ON ADVANCED CLEAN FLEETS REGULATION

On September 18, the California Air Resources Board (CARB) will host an online workshop on the proposed Advanced Clean Fleets Regulation for medium- and heavy-duty vehicles. Staff will solicit feedback on fleet rules that will complement the manufacturer zero-emission vehicle (ZEV) sales requirement in the recently approved Advanced Clean Trucks regulation (see below for more information). Staff will discuss concepts that include potential purchase requirements for public fleets, establishing a ZEV fleet standard, a green fleet contracting strategy, and ways to promote innovative transportation technologies.

Additional information can be found at

https://ww2.arb.ca.gov/sites/default/files/2020-08/mailout2009_ADA.pdf

ADVANCED CLEAN CARS II WORKSHOP

On September 16, CARB hosted a workshop to accept input on the development of the Advanced Clean Cars II (ACC II) regulations. These rules will reduce criteria and GHG emissions from new light- and medium-duty vehicles starting with post-model year 2025, and increase the number of ZEVs for sale. Staff presented the current analysis and concepts for modifications to the criteria pollutant and GHG (Low Emission Vehicle or LEV IV) regulations, preliminary proposals to support wider scale adoption of new ZEVs, and the preliminary staff cost projections of future battery electric vehicle technologies. Public

comments can be submitted through October 16. The ACC II regulations will build upon the 2012 Advanced Clean Cars rules, which were adopted for vehicles through the 2025 model year.

For more information, please visit

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

HYDROGEN FUELING STATION ANNUAL REPORT RELEASED

On September 8, CARB released its annual evaluation of fuel cell electric vehicle deployment and hydrogen fuel station network development. The report provides CARB's latest assessment of California's on-road fuel cell electric vehicle fleet, auto manufacturer projections for future deployment volumes in California, and the progress made in the development of California's hydrogen fueling station network. Staff analyses and recommendations for new station locations, capacities, and technical capabilities also are discussed in the report.

Additional information can be found at

<https://ww2.arb.ca.gov/resources/documents/annual-hydrogen-evaluation>

HEAVY-DUTY LOW NO_x OMNIBUS REGULATION APPROVED

At its August meeting, CARB approved the Heavy-Duty Low NO_x Omnibus Regulation. The regulation will implement two key measures included within California's Revised 2016 State Strategy for the State Implementation Plan that will require manufacturers to comply with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that NO_x emissions are reduced. The Low NO_x Engine Standard for heavy-duty on-road engines establishes new NO_x and PM emissions levels that are roughly 75 percent lower than the current standard in 2024 and roughly 90 percent below the current standard in 2027. CARB will allow manufacturers the option to certify 2024 through 2026 model year engines to a less stringent NO_x standard, if they meet that standard on a nationwide basis. The rule also allows for tiered standards from 2027 to 2031. The Lower In-Use Emission Performance Level measure revises test procedures to ensure that results are more realistic and consistent with in-use emissions results and includes a new low-load certification cycle among other components.

For more information, please find

<https://ww2.arb.ca.gov/news/california-adopts-strong-new-regulation-further-reduce-smog-forming-pollution-heavy-duty>

CPUC APPROVES EDISON'S CHARGE READY 2 PROGRAM

On August 27, the California Public Utilities Commission (CPUC) approved Southern California Edison's \$436 million Charge Ready 2 Infrastructure and Market Education Program. The program will deploy more than 40,000 electric vehicle (EV) charging stations at workplaces, apartment complexes and other locations, with an accompanying marketing, outreach and education program. The program will have three components to expand access to EV infrastructure:

- 1) the Make-Ready Infrastructure Expansion;
- 2) the Own and Operate Component; and
- 3) the New Construction Rebate

The Make-Ready Expansion will install make-ready infrastructure for multi-unit dwellings (MUD), workplaces, destination centers, and fleets to serve approximately 22,000 charging ports. The Own and Operate Component will provide infrastructure to up to 2,500 MUD locations in disadvantaged communities, where SCE would own and operate charging stations at these sites. The New Construction Rebate will offer up to \$3,500 per port to MUD sites that exceed mandatory state and local building codes to encourage the installation of infrastructure at the time of construction. Charge Ready 2 will be the largest investor-run, light-duty EV charging program in the country.

For more information, please visit

<https://energized.edison.com/stories/sce-gets-green-light-for-expanded-ev-charging-program>

AUGUST CAP-AND-TRADE AUCTION RESULTS

The proceeds from the August 18 joint California-Quebec cap-and-trade auction rebounded from the May auction. Eighty-nine percent (52,627,000) of the current 59,250,484 allowances were sold, clearing at the floor price of \$16.68. This was only \$1.19 below the record-setting clearing price from the February auction. All of the 8,672,250 future vintage allowances were sold as well, whereas only about 20 percent of future allowances were sold in February. The future allowances cleared at \$16.73. The August auction generated approximately \$474 million for the California Climate Investments program, much more than the \$25 million raised from the May auction.

The results are available at

https://ww2.arb.ca.gov/sites/default/files/2020-08/aug_2020_summary_results_report.pdf

SEMI-ANNUAL CLIMATE INVESTMENTS REPORT AVAILABLE

On August 31, CARB released the semi-annual update on California Climate Investments, funded through the Greenhouse Gas Reduction Fund. The data covers December 1, 2019, through May 31, 2020, and documents \$1.1 billion in new funding implemented during this time. Investments were made in 28,000 new projects including almost 1,700 new affordable housing units under contract and nearly 25,000 new rebates for zero-emission and plug-in hybrid vehicles.

The data is available at

<https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/2020-sar-data-release.pdf>

HEAVY-DUTY INSPECTION PROGRAM WORKSHOP

On August 12, CARB held a webinar to discuss draft concepts for the upcoming heavy-duty vehicle inspection and maintenance program to reduce in-use lifetime emissions from heavy-duty vehicles operating in the state. The draft concept proposes elements such as periodic

testing requirements, the installation of a vehicle emissions monitoring network, and other enforcement strategies.

For more information, please visit

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

WORKSHOPS ON PLUG-IN EV CHARGING INFRASTRUCTURE

On August 4 and August 6, the California Energy Commission (CEC) held a series of online workshops to discuss plug-in electric vehicle (PEV) charging infrastructure, as part of the 2020 Integrated Energy Policy Report Update process. Session 1 explored ways to improve charging infrastructure planning and modeling efforts, in conjunction with community engagement, to ensure equitable access. The second session included a series of presentations looking at technology trends in charging infrastructure and their role in accelerating PEV adoption. Session 3 had several presentations on modeling of charging infrastructure needs throughout the state for various vehicle types (light-, medium-, or heavy-duty) and trip duration categories. The final session was a panel discussion examining the needs for future charging infrastructure development.

To view a recording of the workshops, please visit

<https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update-0>

ON-ROAD EMISSIONS MODEL WORKSHOP HELD

On July 30, CARB held a workshop via webinar to discuss updates to the EMFAC202x Model (Emissions Factor Model), the primary tool that the agency uses to assess emissions from on-road vehicles. Staff provided updates to methodologies and the most recent data. A final workshop in late 2020 or early 2021 will cover emission impacts from these updates and explain the differences between the new estimates and those from the prior version of the model, EMFAC2017.

Additional information can be found at

<https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools>

CARB APPROVES ADVANCED CLEAN TRUCKS RULE

On June 25, CARB unanimously adopted the Advanced Clean Trucks (ACT) Rule, the country's first ZEV truck requirement for on-road medium- and heavy-duty trucks, including large commercial pickups, delivery vans, and big-rigs. It requires truck manufacturers to begin producing and selling ZEV trucks in 2024, eventually transitioning to 100 percent ZEV truck sales by 2045. It is expected to result in 100,000 ZEV trucks on California's roads by 2030 and around 300,000 by 2035.

A complement to California's existing ZEV rule for light-duty cars and small pickup trucks, the ACT rule is designed to drive technology and investment in a market that has recently seen significant battery and technology advances, and in which multiple manufacturers have signaled ZEV truck commercialization plans. The rule phases in different percentage requirements for each class of trucks, starting with a small requirement, 5–9 percent

depending on truck class in 2024 and ramping up to 40–75 percent by class in 2035, with the eventual 100 percent ZEV goal by 2045. The rule includes flexibility for low-volume truck manufacturers and crediting system changes for plug-in hybrid and hybrid trucks that meet a specified minimum all-electric range. It also requires large corporate and government fleets (those with 50 or more vehicles) to issue a one-time report, which will inform the decision-making on the related Advanced Clean Fleets regulation (see item above), expected to be considered in 2021.

For more information, please visit

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

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 September 29, CARB will hold a second workshop to discuss the development of the FY 2020-21 Funding Plan for Clean Transportation Incentives. Staff will discuss and seek input on the options for allocating the \$28 million for the Air Quality Improvement Program included in the state budget. Staff also will present and request input on potential refinements for projects receiving funds this year and for projects that have remaining funds from prior fiscal years. Additional information is available at

<https://content.govdelivery.com/accounts/CARB/bulletins/29c214d>

On September 15, a public workgroup meeting for the FY 2020-21 Heavy-Duty Investment Strategy was held. This document will be incorporated into the upcoming FY 2020-21 Funding Plan for Clean Transportation Incentives. Topics included a discussion of the status of various zero and near-zero vehicle technologies, draft beachhead models and priorities, infrastructure case studies, and a school bus report update. To see more information, please visit

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

The Clean Mobility Options Voucher Pilot Program will begin accepting applications on October 20 at 9:00 a.m. PT, and will be processed on a first-come, first-served basis. Up to \$20 million is available for the design and implementation of zero-emission carsharing, carpooling/vanpooling, bikesharing/scooter-sharing, innovative transit services, and ride-on-demand services in the state's historically underserved communities. Up to \$1 million is available per project. More information is available at

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

Low Carbon Transit Operations Program (Caltrans)

In August, Caltrans approved \$146 million for 166 projects funded through the FY 2019-20 Low Carbon Transit Operations Program. Approximately \$140 million for 158 projects will benefit disadvantaged communities. In the South Coast region, LA Metro received \$39.1

million, OCTA received \$10.4 million, RCTC received \$1.08 million and Omnitrans received \$3.24 million in funding.

For more information, please visit

<https://dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop>

Affordable Housing and Sustainable Communities Program (Strategic Growth Council)

On June 26, the SGC approved more than \$500 million in funding for 26 projects for Round 5 of the 2018-19 Affordable Housing and Sustainable Communities (AHSC) Program. The draft Round 6 Program Guidelines for the 2019-20 AHSC Program and the AHSC Benefits Calculator Tool will be released soon for public comment. The SGC will consider the final guidelines in late October.

More information is available at

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

ZERO-EMISSION TRUCK FUNDING AVAILABLE

On August 18, the application period opened for the Zero-Emission Class 8 Freight and Port Drayage Truck solicitation. Funds come from the VW settlement program. This round of funding offers \$27 million to replace Class 8 trucks with engines from model years 1992-2012 with zero-emission vehicles. Eligible trucks include drayage trucks, waste haulers, dump trucks, and concrete mixers. Funding is available on a first-come, first-served basis.

For more information, please visit

<https://xapprod.aqmd.gov/vw/zero-emission.html>

DRAFT 2020-23 CLEAN TRANSPORTATION PROGRAM INVESTMENT PLAN AVAILABLE

On June 16, the CEC released the 2020-2023 Investment Plan Update for the Clean Transportation Program. This plan allocates approximately \$384 million in funding over three years for alternative fuel and vehicle technologies based on identified needs and opportunities, including a near-term focus on zero-emission vehicles and infrastructure. The plan also prioritizes jobs, economic stimulus, and equity in light of the challenges presented by the COVID-19 pandemic. On June 19, the CEC's Clean Transportation Advisory Committee held a meeting to discuss the plan. At the meeting, staff discussed revisions to the plan update, including changes made in response to the COVID-19 pandemic and its impact on jobs and the economy. Meeting topics included how to leverage funding to create jobs, stimulate the economy, and support equity while advancing the state's goals for clean transportation.

More information is available at

<https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-investment-5>

NEW REPORT SHOWS BENEFITS OF ZEVS

In conjunction with CARB's adoption of the Heavy-Duty Low NOx Omnibus Regulation, the Environmental Defense Fund published, "Accelerating to 100% Clean: Zero Emitting Vehicles Save Lives, Advance Justice, Create Jobs," that documents the dangers of pollution from on-road cars and trucks, and provides strategies to address them. Several of the report's conclusions are:

- Communities of color and disadvantaged populations shoulder the greatest health burden from vehicle pollution.
- In 2019, motor vehicles were responsible for a third of the nation's total NOx emissions.
- Delivery trucks and tractor trailers make up only about 4 percent of the vehicles on the road but emit almost half of the transportation sector NOx pollution.
- Zero emission commercial trucks reduce climate and NOx pollution because they release no tailpipe emissions, and are two to five times more energy efficient than diesel vehicles.
- Electric buses in most charging configurations cost less than comparable diesel buses on a total-cost-of-ownership basis.

The report is available at

<https://www.edf.org/sites/default/files/documents/TransportationWhitePaper.pdf>

SCAG REPORT ON COVID-19 IMPACTS ON TRANSPORTATION

In mid-August, the Southern California Association of Governments (SCAG) published an analysis of COVID-19's impacts on transportation in Southern California finding a significant decline in travel. The study analyzed roadway, rail and air traffic in the six-county region during the early months of the pandemic and found:

- Vehicle-miles traveled (VMT) declined by almost 80 percent in April from January 2020, with the sharpest declines in Los Angeles, Orange and Ventura counties. VMT gradually increased beginning in mid-April as many businesses and public spaces started reopening. Total VMT is now nearing pre-pandemic levels.
- Transit ridership began dropping in March and fell sharply in April – down 65 percent to 85 percent from the prior year. Bus ridership declined 72 percent in April, with Orange County showing the steepest decline (80 percent).
- Freight traffic showed mixed results, with the San Pedro Bay ports seeing double-digit declines in containerized cargo due to the lockdown of China's economy, while Ontario International Airport experienced consistent 20 percent-plus increases in air cargo traffic as a result of a surge in online shopping.

More information is available at

http://www.scag.ca.gov/Documents/scag-COVID-19-Transportation_Impacts.pdf

OTHER NEWS

SCAG FORMALLY ADOPTS REGIONAL MOBILITY PLAN

On September 3, the SCAG Regional Council formally adopted Connect SoCal, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy that encompasses mobility and housing needs, and economic, environmental and public health goals. The plan highlights \$638.6 billion in transportation investments for more than 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These projects are designed to reduce overall VMT and achieve the region’s targets for reducing GHGs from light-duty vehicles by 19 percent per capita, from 2005 levels, by 2035.

Connect SoCal is available at

<https://www.connectsocial.org/pages/default.aspx>

CALIFORNIA LEGISLATIVE ACTIVITIES

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

The Legislature has adjourned until the beginning of December 2020, when it will reconvene for an organizational session. September 30 is the last day for the Governor to sign or veto bills.

LEGISLATION

CLEAN FUEL VEHICLES POLICY & INCENTIVES

AB 126 (Cooper) - This bill died in Committee

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 841 (Ting) - This bill is awaiting the Governor's signature

Summary

This bill contains two distinct provisions: 1) proposes several changes to deployment of electric utility ratepayer-funded EV charging infrastructure investments within the jurisdiction of the CPUC; and 2) establishes a new program at the CEC to fund appliance, plumbing, and heating, ventilation, and air conditioning upgrades to schools using electric ratepayer-funded energy efficiency incentives. With respect to EV charging infrastructure, the bill expedites the CPUC review process and requires the commission to develop language that will make investor-owned utilities help pay for some charging infrastructure deployment costs for those installing separately metered equipment. Additionally, at least 35 percent of utilities' investments in transportation electrification must be located in underserved communities.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB841

AB 1002 (Quirk-Silva) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

Summary

Under the Electric Vehicle Charging Stations Open Access Act, the provider of an 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 2145 (Ting) - This bill died in Committee

Summary

This bill would require the California Public Utilities Commission to direct utilities to file applications for programs and investments to accelerate widespread transportation electrification to meet the goal of installing at least 1 million EV charging ports by December 31, 2030.

Complete Bill Information

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

AB 2772 (Reyes) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

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) - This bill is awaiting the Governor’s signature

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) - This bill died in Committee

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 1992 (Friedman) - This bill died in Committee

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 every four years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure and measures to address those impacts.

Complete Bill Information

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

AB 2012 (Chu) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

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) - This bill died in Committee

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

FEDERAL LEGISLATIVE ACTIVITIES

HOUSE PASSES FY 2021 TRANSPORTATION FUNDING BILL

On July 31, the House passed a package of appropriations bills that included the \$158.3 billion Transportation-Housing and Urban Development (T-HUD) bill. Funding allocations under the T-HUD bill include:

- \$107.2 billion for the Department of Transportation, including:
 - \$1 billion for national infrastructure investments (TIGER/BUILD)
 - \$10 million for transportation planning grants targeting areas of persistent poverty
- \$18.9 billion for the Federal Transit Administration, including:
 - \$15.9 billion for transit formula grants
 - \$2.2 billion for capital investment grants
 - \$510 million for transit infrastructure grants
- \$62.9 billion for the Federal Highway Administration, including:
 - \$61.9 billion for programs funded from the Highway Trust Fund
 - \$1 billion for discretionary highway programs

The Senate has not yet considered its version of a bill.

A summary of the bill is available at

https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/documents/HR-7617_division-by-division_summary_v3.pdf

HOUSE CLIMATE COMMITTEE RELEASES ACTION PLAN

The House Select Committee on the Climate Crisis released, “Solving the Climate Crisis – The Congressional Action Plan for a Clean Energy Economy and a Healthy, Resilient, and Just America.” The report provides a framework for Congressional action needed to put the country on a path to achieve net-zero GHG emissions by 2050. One of the sectors the report focuses on is the transportation sector and the need to make transportation cleaner and more resilient. Some of the federal transportation policies recommended include:

- Expedite deployment of zero-emission vehicles in the sectors where they are already available while making new gasoline-powered vehicles as clean as possible.
- Provide all Americans with lower-carbon, convenient, and affordable transportation options, including a massive expansion of public transit.
- Support states and localities in their efforts to adopt transit-oriented, smart growth strategies and make housing, businesses, and critical services more accessible.
- Adapt, operate, and strengthen the nation’s transportation systems to be more resilient to climate impacts.

The plan can be found at

<https://climatecrisis.house.gov/report>

EV MODEL POLICIES TOOLKIT

Sierra Club recently released, “AchiEVe: Model Policies to Accelerate Electric Vehicle Adoption,” a toolkit for policymakers, regulators, and businesses to help expand EV adoption in their communities. The report provides guidance on how to approach EV policies, including links to current state, local, and utility policies across a range of categories. Some of these include policies designed to: encourage and enable EV purchases; expand electric light-duty vehicle and bus fleets; increase availability of charging infrastructure; implement EV-utility investments; evaluate vehicle registration fees; prioritize equity and expanded access; and encourage consumer education and protection.

The toolkit can be found at

https://www.sierraclub.org/sites/www.sierraclub.org/files/blog/AchiEVe%20Model%20Policies%20Toolkit_WebpageFinal_.pdf

SUSTAINABLE FLEETS REPORT

“The State of Sustainable Fleets 2020,” is a new, technology-neutral report that surveys the current state of leading fuel and vehicle technologies across nine medium- and heavy-duty sectors, including heavy-duty long and short haul, refuse vehicles, school buses, municipal/shuttle buses, urban delivery trucks, and utility vehicles. The report, released by consulting firm GNA, examines the most prevalent sustainable vehicle platforms for medium- and heavy-duty fleets, including natural gas, propane, battery electric, and hydrogen fuel cell electric vehicles, and compares them to a baseline of diesel and gasoline vehicles. Key findings include:

- Approximately 98 percent of the fleets surveyed expect to increase or continue the same level of use of sustainable vehicle technologies and fuels.
- Natural gas, propane, battery electric, and hydrogen fuel cell electric vehicles are all growing in terms of vehicle sales, fuel sales, and investment.
- Sustainability is the top motivator for purchasing decisions among early adopter public, private, and for-hire fleets in deploying clean vehicle technologies. Many U.S. fleets are now transitioning to clean vehicle technologies not just to reduce total cost of ownership but to meet sustainability objectives.
- Surveyed fleets confirm there is no material performance loss when switching to most renewable fuels (renewable diesel, natural gas, and electricity) and would use more when it is a cost-neutral, easy replacement.

The report is available at

<https://www.stateofsustainablefleets.com/>

REPORT HIGHLIGHTS PRIORITY REGIONS FOR ELECTRIC TRUCKS

An assessment by the Rocky Mountain Institute and the North American Council for Freight Efficiency titled, “High-Priority Regions for Electric Truck Deployments,” proposes a framework that industry can use to prioritize regions that can most effectively deploy electric trucks. The report identifies the regions that are most favorable to the unique attributes of EV technology, the regions that exhibit the greatest need for the technology, and the regions that provide the most support for electric trucks. Some of the key take-aways are:

- The Northern and Southern California, Texas Triangle, Cascadia, Front Range, and Northeast mega-regions show particularly high potential.
- Since many trucking operations are not confined to individual states, fleets should think about electric vehicle deployments at the regional level.
- Policymakers and advocates looking to increase adoption of medium- and heavy-duty vehicles in their regions should consider which of the framework criteria they can change.
- This analysis identifies the regions with the highest potential for regional haul electric trucks currently, but as the technology advances further, it is expected that even more regions would be favorable to deploy electric trucks.

For more information, please visit

<https://nacfe.org/emerging-technology/electric-trucks/high-potential-regions-for-electric-truck-deployments/>

OTHER NEWS

MULTISTATE HEAVY-DUTY ZEV AGREEMENT SIGNED

Following on California’s late-June adoption of the Advanced Clean Trucks rule, a bipartisan group of governors on July 14 signed a Memorandum of Understanding (MOU) to commit to work toward removing fossil fuel trucks and buses from their roadways and transitioning to zero-emission heavy-duty vehicles. The MOU calls for 30 percent of new truck and bus sales to be zero-emission by 2030 and 100 percent zero-emission by 2050. The signatory states collectively account for almost 50 percent of the U.S. economy and nearly 40 percent of goods moved by truck (by value), and include California, Colorado, Connecticut, Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington as well as the District of Columbia.

For more information, please visit

<https://ww2.arb.ca.gov/sites/default/files/2020-07/Multistate-Truck-ZEV-Governors-MOU-20200714.pdf>