



# Clean Transportation Policy Update

March 17 – April 20, 2022

## Key State Activities

### REGULATORY ACTIVITIES

#### ADVANCED CLEAN FLEETS WORKSHOPS

In May, the California Air Resources Board (CARB) will host a series of workshops on the Advanced Clean Fleets regulation. The regulation seeks to achieve a zero-emission truck and bus fleet where achievable by 2045 and earlier in market segments such as last-mile delivery, public fleets, and drayage. The first workshop (May 2, 2022) will focus on high-priority and federal fleets including new proposed requirements to include light-duty last-mile package delivery vehicles for affected fleets and the 100 percent zero-emission vehicle sales requirement. The second workshop (May 4, 2022) will focus on proposed requirements for state and local government fleets. The third workshop (May 6, 2022) will focus on proposed requirements for drayage trucks.

For more information, please visit

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

#### ADVANCED CLEAN CARS II UPDATE

On April 12, CARB released the Initial Statement of Reasons (ISOR) for the Advanced Clean Cars II regulation. The regulation proposes a 35 percent annual ZEV sales requirement for new vehicles starting in 2026 that ramps up to 70 percent of new vehicle sales by 2030. By 2035, 100 percent of new vehicle sales in California will be zero-emission. The first Board hearing on the regulation will be held on June 9, with a final Board hearing slated for August.

The ISOR is available at

<https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii>

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## WORKSHOP ON ZERO-EMISSION VEHICLE INFRASTRUCTURE PLAN

On April 14, the California Energy Commission (CEC) hosted a workshop to collect stakeholder feedback on the Draft Zero-Emission Vehicle Infrastructure Plan. The plan outlines the state's pathway to deploying the ZEV infrastructure necessary to support the state's ZEV adoption goals. Public comments are due by May 13. The final plan is expected to be published in the summer.

More information is available at

[https://www.energy.ca.gov/event/workshop/2022-04/draft-zero-emission-vehicle-infrastructure-plan?utm\\_medium=email&utm\\_source=govdelivery](https://www.energy.ca.gov/event/workshop/2022-04/draft-zero-emission-vehicle-infrastructure-plan?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 April 11, CARB held a public workgroup meeting to discuss the statewide expansion of the Clean Cars 4 All program. Some of the topics discussed included: program background and achievements, developments and the proposal for statewide expansion, a solicitation for a statewide administrator, and program performance and a goal-setting report.

On April 19, CARB hosted a second public workgroup meeting to discuss clean mobility investment projects and the FY 2022-23 Update to the Three-Year Plan for Clean Transportation Equity Investments. Staff provided more detail on evaluation scopes, methodologies, timelines, the overall proposal including questions it hopes to address for developing the long-term plan, and next steps leading up to the final work group in May 2022.

The first public workgroup meeting to discuss the Clean Vehicle Rebate Project (CVRP) for FY 2022-23 is scheduled April 21. Staff will provide an update on the program and funding projections. Additionally, staff will begin the discussion with stakeholders on possible changes to the CVRP's three-year plan that was included in the FY 2021-22 Funding Plan for Clean Transportation Incentives.

More information is available at

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

## **Low Carbon Transit Operations Program (Caltrans)**

Caltrans and CARB will approve a list of the approved projects for the FY 2021-22 Low Carbon Transit Operations Program by mid-June. The State Controller's Office will release approved project amounts to recipients by June 30.

For more information, please visit

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

## **Transit and Intercity Rail Capital Program (CalSTA)**

CalSTA is scheduled to announce the awards for the 2022 Transit and Intercity Rail Capital Program (TIRCP) in June.

Additional information is available at

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

## **UPCOMING CEC CLEAN TRANSPORTATION PROGRAM FUNDING OPPORTUNITIES**

Back in December, the CEC held a public workshop to collect stakeholder feedback on concepts for light-duty electric vehicle infrastructure projects to fund through the 2021-2023 Clean Transportation Program Investment Plan. As a result of the feedback received, the CEC is planning the following light-duty EV investments for 2022:

- Up to \$150 million for Second Block Grants for light-duty EV charger incentive projects. Projects are planned for a Q4 2022 release.
- \$24 million for a solicitation for high-density Level 2 charging. The development schedule is slated for Q2-Q4 2022.
- \$10.6 million in additional funding for the CARTS program (Charging Access for Reliable On-Demand Transportation Services). The proposed development schedule is in Q1 2022.
- \$1 million for necessary signage for EV infrastructure. The proposed development schedule is Q2 2022.

Additional information can be found at

<https://www.energy.ca.gov/publications/2021/2021-2023-investment-plan-update-clean-transportation-program>

## **ADVISORY GROUP MEETING FOR MOYER PROGRAM**

On April 20, the Incentives Program Advisory Group (IPAG) will consider updates to the Carl Moyer Program for on-road heavy-duty vehicles. Some of the issues the IPAG will discuss include: providing greater support and access for small fleets and small businesses statewide, improving the environmental justice performance of the program, and accelerating

zero-emission truck funding while better partnering vehicle adoption with infrastructure expansion. The Advisory Group also will explore potential updates for on-road heavy-duty projects and the on-road Voucher Incentive Program.

More information is available at

[https://ww2.arb.ca.gov/our-work/programs/vip-ipag?utm\\_medium=email&utm\\_source=govdelivery](https://ww2.arb.ca.gov/our-work/programs/vip-ipag?utm_medium=email&utm_source=govdelivery)

## UPDATES TO MOYER PROGRAM

In early April, CARB issued updates to Chapter 4 of the Carl Moyer Program. A summary of the updates is as follows:

- Updated eligible replacement and repower options – increased baseline model year eligibility to include engines that are 6 years or older to the current calendar year
- Increased flexibility for required minimum annual usage in California – expanded minimum annual usage to two, 12-month periods during the previous 30 months for historical annual mileage consideration of a vehicle to better account for gaps in service or operation
- Increased flexibility on air district requirements – decreased the number of necessary inspections, allowed remote inspections using established remote protocol, and allowed limited delays in destruction of baseline vehicles at the dismantler
- Increased flexibility on dealership and dismantler requirements – increased flexibility on delivery of baseline vehicles and provided clarity on the dealership requirement to work with air districts, dealerships' responsibility to ensure integrity, and dismantlers' authority to reject

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/notice-moyer-onroad-ch4-040722>

## CALIFORNIA LEGISLATIVE ACTIVITIES

### UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

**Senate** – The following hearing can be monitored online at:

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

- April 21 – Joint Legislative Committee on Climate Change Policies will hold a hearing titled, “Annual Update on Statewide Trends of Greenhouse Gas Emissions and a Progress Report on the 2022 Scoping Plan”
- April 26 – The Transportation Committee will hold a hearing on SB 1482 (EV infrastructure building standards) and SB 1230 (ZEV incentive program requirements)

**Assembly** – The following hearing can be monitored online at:  
<https://www.assembly.ca.gov/dailyfile>

- April 25 – The Transportation Committee will hold a hearing on AB 2703 (ZEV fueling station reliability standards) and AB 2554 (drayage vehicles)

## LEGISLATION

### CLEAN FUEL VEHICLES POLICY AND INCENTIVES

#### **AB 1389 (Reyes, Friedman, Rivas)**

##### **Summary**

This bill relates to the Alternative and Renewable Fuel and Vehicle Technology Program. It would revise the list of projects that the CEC is required to make eligible for funding to include, among others, medium- and heavy-duty research, and pilot, demonstration and deployment projects that reduce emissions and particulate matter from fleets in the goods movement and public transit sectors. At least 50 percent of the money appropriated to the program would be for projects located in and benefitting disadvantaged communities. Along with SB 726, this is one of the ZEV budget policy bills from last year.

##### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220AB1389](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1389)

#### **AB 2350 (Grayson)**

##### **Summary**

This bill would require CARB to establish the Zero-Emission Aftermarket Conversion Project (ZACP) by allocating up to \$2 million annually from the Clean Vehicle Rebate Project to provide an applicant with a rebate for the purchase of an eligible vehicle that has been converted into a zero-emission vehicle or for the purchase and installation of emissions-related motor vehicle parts necessary to convert an eligible vehicle into a zero-emission vehicle. The rebate would be limited to one per vehicle and have a value of up to \$2,000.

##### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB2350](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2350)

#### **AB 2554 (O'Donnell)**

##### **Summary**

This bill relates to CARB's Medium- and Heavy-Duty Zero-Emission Vehicle Purchasing Assistance Program. It would require CARB to provide incentives for drayage trucks through existing programs, or to develop and implement the Zero-Emission Drayage Truck Financial Assistance Program, to assist entities serving the ports of the state by providing financial assistance to offset the cost for the purchase of zero-emission drayage trucks.

##### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB2554](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2554)

## **AB 2562 (Bennett)**

### **Summary**

This bill relates to the CEC's Clean Transportation Program, and would require the CEC, if it awards funding to hydrogen-fueling station projects under the program, to provide preferences to those projects that are located at a port and are publicly accessible, are co-located at a fueling station for medium- and heavy-duty trucks, or are located along a state highway designated as a freight corridor.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB2562](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2562)

## **SB 542 (Limon)**

### **Summary**

This bill would enact a state sales and use tax exemption for the purchase of qualified new medium- or heavy-duty zero-emission trucks.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220SB542](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB542)

## **SB 1230 (Limon)**

### **Summary**

The bill would simplify and streamline the process of applying for, receiving, and using state incentives for ZEVs, including allowing for their use at the point-of-sale to meet the needs of low- and moderate-income consumers. Additionally, the bill calls for increased construction of ZEV infrastructure, establishes goals for charging projects in disadvantaged and low-income communities, and gives preference to installations that minimize new demand on the state electric system, such as those powered by on-site photovoltaic solar and battery storage.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220SB1230](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB1230)

## **TRANSPORTATION PLANNING, OPERATIONS, AND FUNDING**

## **AB 1919 (Holden)**

### **Summary**

This bill would require local authorities, school districts and colleges to maintain their funding for free or reduced fare youth transit provided in the 2018-19 fiscal year. Upon the appropriation of money by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of offsetting the costs to transit agencies of offering free youth transit passes to all persons 25 years of age and under.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB1919](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1919)

## **AB 2563 (Quirk)**

### **Summary**

This bill would require air pollution control and air quality management districts to establish a mobile fueling on-demand tank vehicle uniform permit program for mobile fueling on-demand tank vehicle operations.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB2563](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2563)

## **AB 2703 (Muratsuchi)**

### **Summary**

This bill would require a person who receives state funding under the Clean Transportation Program or other incentives to deploy a zero-emission vehicle fueling station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the CEC. The bill would also require the CEC, upon appropriation by the Legislature, to develop a program to provide financial assistance to low-income and disadvantaged community members to use zero-emission vehicle fueling stations, micromobility transportation options, and ridesharing services.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB2703](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2703)

## **SB 726 (Gonzalez)**

### **Summary**

This bill would update the CEC's Clean Transportation Program and would require the CEC and CARB to develop a Sustainable Transportation Strategy to identify plans, actions and required funding needed to meet California's GHG reduction and criteria pollutant reduction goals in a cost-effective and efficient manner. Along with AB 1389, this is one of the ZEV budget policy bills from last year.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220SB726](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB726)

## **SB 942 (Newman)**

### **Summary**

This bill relates to the Low Carbon Transit Operations Program, and would authorize a transit agency that uses program money to fund a free or reduced fare transit program and that demonstrates compliance with certain requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220SB942](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB942)

## **SB 1010 (Skinner)**

### **Summary**

This bill would, beginning December 31, 2024, require at least 50 percent of newly purchased medium- and heavy-duty vehicles with a gross vehicle weight of 8,501 pounds or more purchased by the Department of General Services and other state entities for the state vehicle fleet to be zero-emission vehicles. The bill would, beginning December 31, 2027, require 100 percent of newly purchased medium- and heavy-duty vehicles with a gross vehicle weight of 8,501 pounds or more for the state vehicle fleet to be zero-emission vehicles. This bill would require the department, beginning no later than the 2026–27 fiscal year, to ensure that 100% of the light-duty vehicles purchased for the state vehicle fleet each fiscal year are zero-emission vehicles.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220SB1010](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB1010)

## **SB 1251 (Gonzalez)**

### **Summary**

This bill would create the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220SB1251](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB1251)

## **SB 1482 (Allen)**

### **Summary**

This bill would require mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings to require that each dwelling unit with access to a parking space have access to a 208/240 volt branch circuit of at least 20 amps.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220SB1482](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB1482)

## **Key Federal Activities**

## **ADMINISTRATIVE ACTIVITIES**

### **STRONGER FUEL ECONOMY STANDARDS ISSUED**

On April 1, the National Highway Traffic Safety Administration (NHTSA) finalized stronger fuel economy standards that will improve gas mileage of vehicles and curb climate emissions and air pollution. The new corporate average fuel economy standards (CAFE) require an 8



percent annual increase in fuel efficiency for model years 2024 and 2025, and a 10 percent annual increase for model year 2026. This will result in a fleet wide average of 49 MPG by 2026, up from today's standard of 36 MPG.

Additional information can be found at

<https://www.transportation.gov/briefing-room/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026>

## **BILLIONS IN FUNDING FOR TRANSIT**

On April 6, the Federal Transit Administration announced more than \$20 billion in investments for transit under 30 different programs, thanks to the bipartisan infrastructure bill. Some of these programs include:

- \$6.9 billion for the Urbanized Area Formula Program, which supports transit agencies in large U.S. cities and suburbs, 29 percent more than the FY21 funding level;
- \$4.1 billion for the State of Good Repair Formula Program, 52 percent more than the FY21 funding level;
- \$893 million for Rural Area Formula grants, which support transit programs in rural areas, representing 23 percent more than the FY21 level;
- \$422 million for the Enhanced Mobility of Seniors and Individuals with Disabilities program, representing 44 percent more than the FY21 level;
- \$45 million to support transit programs run by tribal governments through formula and competitive grants, representing 25 percent more than the FY21 funding level; and
- \$49 million for State Safety Oversight, representing 69 percent more than FY21 funding level.

California has been apportioned \$1.97 billion in funding.

For more information, please visit

<https://www.transit.dot.gov/about/news/president-biden-usdot-announce-more-20-billion-communities-all-sizes-support-transit>

## **LEGISLATIVE ACTIVITIES**

### **HYDROGEN FOR TRUCKS ACT**

On March 10, Senator Chris Coons (D-DE) introduced the Hydrogen for Trucks Act of 2022 (S.3806). The bill is designed to provide financial support for fleet owners and operators that want to transition to zero-emission vehicles, and would authorize \$200 million through FY 2027 for the grant program to fund heavy-duty fuel cell vehicles and infrastructure.

For more information, please visit

[https://www.coons.senate.gov/imo/media/doc/one\\_pager\\_hydrogen\\_for\\_trucks\\_117.pdf](https://www.coons.senate.gov/imo/media/doc/one_pager_hydrogen_for_trucks_117.pdf)

## FUNDING ACTIVITIES

### MULTIMODAL PROJECT FUNDING OPPORTUNITY

On March 25, the U.S. Department of Transportation announced it has \$2.9 billion in grant funding available for major infrastructure projects through its new Multimodal Projects Discretionary Grant program. The program combines three new and existing grant programs – the National Infrastructure Project Assistance program (MEGA), the Infrastructure for Rebuilding America program (INFRA), and the Rural Surface Transportation grant program (RURAL). Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national and regional significance, such as: bridges or tunnels connecting two states; new rail and transit lines that improve equity and reduce emissions; and freight hubs integrating ship, train and truck traffic while improving environmental justice. Applications are due by May 23.

The NOFO is available at

<https://www.transportation.gov/grants/multimodal-project-discretionary-grant-notice-funding-opportunity>

## RESEARCH ACTIVITIES

### REPORT DOCUMENTS HEALTH BENEFITS OF ZERO-EMISSION VEHICLES

A new report by the American Lung Association titled, “Zeroing in on Healthy Air,” shows the health and climate benefits of a widespread transition to zero-emission vehicles and electricity. The research finds that switching to electric cars and trucks and clean electricity could save 110,000 lives and bring \$1.2 trillion in public health benefits across the U.S., plus more than \$1.7 trillion in climate benefits, over the next 30 years. The report also offers localized data, showing the benefits for each state and for major metro areas.

The report is available at

<https://www.lung.org/clean-air/electric-vehicle-report>