



# Clean Transportation Policy Update

January 16 – February 19, 2020

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## Key State Activities

### REGULATORY ACTIVITIES

#### CLEAN TRANSPORTATION EVENT SET FOR MARCH

On March 23-24, the California Air Resources Board (CARB) will host a symposium and showcase in Sacramento titled, “Moving California to Clean Transportation.” This event will bring together transportation leaders, stakeholders, and project implementers to share lessons learned and identify innovative ways to reach the state’s goals of transportation equity and technology transformation. It will convene experts in a number of areas including: community and equity stakeholders, pioneer transit agencies, heavy-duty vehicle fleet owners and operators, and grant administrators that are implementing cutting edge projects. The goal is to gain a better understanding of project outcomes and where policy adjustments have or can be made, identify and leverage opportunities to advance existing efforts, and identify solutions to clean transportation barriers. The first day will feature a session on innovative clean transit zero-emissions bus deployment and rollout plans.

More information is available at  
<http://california2030.org/>

#### CEC WORKSHOP ON CLEAN TRANSPORTATION PROGRAM

On March 3, the California Energy Commission’s (CEC) Clean Transportation Program Policy Committee and staff will hold a public meeting of the Advisory Committee for the Clean Transportation Program (formerly the Alternative and Renewable Fuel and Vehicle Technology Program). The Advisory Committee will help develop the Investment Plan Update for the \$100 million annual program that

invests in projects to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies.

Additional information can be found at

<https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=19-ALT-01>

## **WORKSHOP ON MOBILE SOURCE STRATEGY**

On February 25 (at South Coast AQMD headquarters) and February 26 (at the San Joaquin Valley Air Pollution Control District) CARB will hold a workshop on the 2020 update to the 2016 Mobile Source Strategy, which will include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in California. Topics will include: the requirements of SB 44 in relation to CARB's air quality, climate, and community risk reduction goals; the progress to date on the measures included in the 2016 Mobile Source Strategy; and a first look at the technology mixes needed in each mobile sector to meet the state's goals, and the new concepts staff have identified to help achieve these mixes to accelerate the transition of the mobile fleet to cleaner vehicles.

More information is available at

[https://ww3.arb.ca.gov/planning/sip/2020mss/pubnot\\_febwkshp.pdf?\\_ga=2.89540379.1626583294.1581371819-279980011.1485883599](https://ww3.arb.ca.gov/planning/sip/2020mss/pubnot_febwkshp.pdf?_ga=2.89540379.1626583294.1581371819-279980011.1485883599)

## **ADVANCED CLEAN TRUCKS RULE WORKSHOP**

On February 20, CARB will hold a public workshop to discuss the proposed Advanced Clean Trucks (ACT) regulation. Staff will discuss changes to the proposed regulation and seek feedback from manufacturers, fleet owners, and other interested stakeholders. Changes to be discussed include: increasing the number of zero-emission vehicle sales, other adjustments to the manufacturer requirements that could result in 100% zero-emission sales in certain truck segments as soon as possible, strategies to focus benefits in disadvantaged communities, and changes to the proposed large entity reporting requirements to narrow the scope and to simplify reporting requirements. The second CARB hearing on the ACT regulation is slated for May.

For additional information, please visit

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

## **OBD REGULATIONS WORKSHOP**

On February 27, CARB will hold a workshop to discuss proposed changes to the On-Board Diagnostics (OBD) II and the heavy-duty OBD (HD OBD) regulations. CARB is proposing changes to require the use of updated standardization specifications for OBD II and HD OBD systems on vehicles and engines using the International Organization for Standardization (ISO) 15765-4 communication protocol. Additionally, staff will discuss other possible amendments to the OBD regulations, including changes related to the cold start emission reduction strategy monitoring requirements.

More information is available at

<https://ww3.arb.ca.gov/msprog/mailouts/ecc202001/ecc202001.pdf>

## **WORKSHOPS ON HEAVY-DUTY VEHICLE INSPECTION AND MAINTENANCE PROGRAM**

On January 29 and February 19, CARB hosted two workshops to discuss draft concepts for developing a comprehensive heavy-duty vehicle inspection and maintenance program (HD I/M). The program would help ensure that applicable heavy-duty vehicles operating in California have properly functioning emissions control systems and that emissions-related malfunctions are repaired in a timely manner. The HD I/M program must be adopted and implemented within two years of completing a pilot program.

Workshop information can be found at

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

## **MEDIUM AND HEAVY-DUTY ZERO-EMISSION FLEET REGULATION WORKSHOP HELD**

On February 12, CARB held a kickoff workshop at South Coast AQMD's headquarters to develop a proposed regulation that would achieve a zero-emission truck and bus fleet by 2045. The initial focus would be on larger fleets with vehicles that are suitable for early electrification. At the workshop, staff received public feedback on regulatory concepts to accelerate the number of medium- and heavy-duty zero-emission vehicle purchases to achieve a full transition to zero-emission vehicles in California as soon as possible.

More information can be found at

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

## **DRAFT TRANSPORTATION ELECTRIFICATION FRAMEWORK RELEASED**

On February 3, the California Public Utilities Commission (CPUC) released its draft Transportation Electrification Framework (TEF) for guiding and reviewing all of the investor-owned utilities' (IOUs) future transportation electrification programs and investments. The TEF establishes a new process for California's IOUs to develop 10-year strategic investment Transportation Electrification Plans, which must include: projected infrastructure needs in the IOU service territories; the IOU's investment strategies and specific targets based on priority market segments; estimated budgets to support expected IOU transportation electrification programs; and descriptions of programs the IOUs may propose to achieve their stated targets. Over the next six months, the CPUC will be accepting comments on various components of the plan, as well as holding public workshops, with the final decision to adopt the TEF slated for December.

The TEF is available at

<http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M326/K281/326281940.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)**

On March 12, CARB will host a workshop to begin developing the FY 2020-21 Funding Plan for Clean Transportation Incentives. This is the first in a series of planned public workshops and work group meetings on the FY 2020-21 Funding Plan. Staff will discuss and seek input on the implementation of the Governor's FY 2020-21 budget proposal of \$350 million for Low Carbon Transportation Investments and \$28.64 million for the Air Quality Improvement Program.

Other recent meetings for projects funded under the Low Carbon Transportation Program have included:

- January 30 – FY 2020-21 Heavy-Duty Three-Year Investment Strategy workgroup
- February 3 – Financing assistance for the Lower Income Consumers Pilot Project workgroup
- February 4 – One-Stop-Shop pilot project workgroup

More information is available at

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

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

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

More information can be found at

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

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

On February 14, the State Controller's Office (SCO) released the appropriation amounts and the eligibility list for the FY 2019-20 Low Carbon Transit Operations Program (LCTOP), along with an open call for allocation requests. The remaining schedule is as follows:

- April 8 – Allocation requests due
- June 30 – SCO announces allocation awards

For more information, please visit

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

## **Affordable Housing and Sustainable Communities Program (Strategic Growth Council)**

Applications for the Round 5 FY 2018-19 Affordable Housing and Sustainable Communities (AHSC) Program are due on February 11. Awards will be approved in June.

More information is available at

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

## **CLEAN OFF-ROAD EQUIPMENT FUNDING AVAILABLE**

CARB's Clean Off-Road Equipment (CORE) Voucher Incentive Project has \$44 million available in vouchers for buyers to offset the higher costs of clean, zero-emission equipment with a point-of-sale discount. Eligible equipment includes terminal tractors, transport refrigeration units, cargo-handling equipment, and charging and fueling infrastructure. Additional funding is available for equipment that will be deployed in disadvantaged communities. Vouchers are available on a first-come, first-served basis.

For more information, please visit

<http://californiacore.org/>

## **RESEARCH ACTIVITIES**

### **STUDY ASSESSES ECONOMIC IMPACT OF MORE EVs IN CA**

Next 10 has released a new report titled, "Clean Transportation: An Economic Assessment of More Inclusive Vehicle Electrification in California," which found that greater electrification of light-duty vehicles could generate significant economic benefits over the next 10 years. The study concluded that EV adoption could create more than 500,000 jobs and more than \$300 billion in new real income by 2030. By transitioning to EVs, consumers save money and spend those savings in the economy; currently, Californians spend about \$60 billion annually on gasoline. Wider and more rapid EV adoption will benefit most Californians—whether they buy an EV or not—by stimulating the overall economy and reducing harmful criteria pollution. The report also found that promoting EV adoption in lower-income communities improves both economic and health benefits without reducing benefits to others.

The report is available at

<https://www.next10.org/publications/ev-benefits>

### OCTA OPENS LARGEST TRANSIT-OPERATED HYDROGEN STATION IN NATION

On January 31, the Orange County Transportation Authority (OCTA) opened the largest transit-operated hydrogen fueling station in the country and added 10 new hydrogen fuel cell electric buses to its fleet. Located at OCTA's Santa Ana Bus Base, the station can support up to 50 hydrogen fuel cell buses per day. The agency also is in the process of purchasing 10 plug-in battery-electric buses, which are expected to be in operation next year.

For more information, please visit

<https://www.octa.net/News/About/OCTA-Debuts-Nation-Largest-Hydrogen-Fueling-Station/>

### CA HYDROGEN AND FUEL CELL SUMMIT COMING IN MARCH

On March 5-6, the California Hydrogen Business Council will host the seventh annual California Hydrogen and Fuel Cell Summit at CalEPA headquarters in Sacramento. The summit will include discussions on how energy markets can boost the use of hydrogen and is designed for government policymakers, industry leaders and their staff. Additionally, this year will feature a panel of California legislators and focus on the growing opportunity for hydrogen investments.

Additional information can be found at

<https://www.californiahydrogen.org/california-hydrogen-and-fuel-cell-summit-2020/>

### LA MAYOR TO ACCELERATE GREEN NEW DEAL INCLUDING TRANSPORTATION INITIATIVES

On February 10, Los Angeles Mayor Eric Garcetti signed "L.A.'s Green New Deal: Leading by Example," an executive directive to advance L.A.'s Green New Deal aimed at combating the climate crisis. The directive includes several transportation-related measures:

- Develop a series of bus and light rail infrastructure improvements—such as bus-only lanes, signal priority, and queue jumpers—to improve transit speeds by 30% by 2028.
- Promote walking, bicycling and micro-mobility with a comprehensive citywide network of active transportation corridors, including protected bike lanes, mixed-use paths along regional waterways, and neighborhood bike route improvements.
- Accelerate the city's bus fleet target to be entirely zero emission in time for the 2028 Olympic and Paralympic Games.
- Support Metro in the development of a congestion pricing pilot program.

For more information, please visit

<https://www.lamayor.org/mayor-garcetti-launches-la%E2%80%99s-%E2%80%98decade-action%E2%80%99-fight-climate-crisis>

## CALIFORNIA LEGISLATIVE ACTIVITIES

### UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

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

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

- February 26 – Budget Subcommittee on Resources and Transportation, hearing on the Cap and Trade Program, Climate Resilience Bond, and Climate Catalyst Fund.

**Senate** – None scheduled to date on relevant bills or topics.

## LEGISLATION

### CLEAN FUEL VEHICLES POLICY & INCENTIVES

#### **AB 126 (Cooper)**

##### **Summary**

This bill relates to the CVRP and would require lower income eligibility limits for the purchase of plug-in or electric vehicles and institute new income limits for the purchase of a fuel cell vehicle. Specifically, this bill would:

- Establish CVRP income limits for the purchase of an eligible vehicle as follows: \$125,000 for single filers; \$175,000 for head-of-household filers; and \$250,000 for joint filers. Eligible vehicles include fuel cell, battery electric and plug-in hybrid electric vehicles.
- Require CARB to increase individual rebate amounts by \$500 for applicants with household incomes less than or equal to 300% of the federal poverty level.
- Require CARB to offer CVRP rebates for only those plug-in hybrids that have an electric range of at least 40 miles.
- Sunset on January 1, 2022.

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

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB126](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB126)

#### **AB 1002 (Quirk-Silva)**

##### **Summary**

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

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

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1002](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1002)

## **AB 1046 (Ting)**

### **Summary**

This bill would set as an additional goal of the Charge Ahead California Initiative the placement in service of at least 5 million near-zero and zero-emission vehicles by December 30, 2030. It also would require the forecast for the CVRP to include, among other things, the total state rebate investment necessary to facilitate reaching the 2030 goal and recommended changes to the project structure and rebate levels. Finally, the bill would require CARB to adopt criteria and other requirements to ensure that rebate levels can be phased down in increments based on cumulative sales levels.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1046](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1046)

## **AB 1406 (O'Donnell)**

### **Summary**

For the Alternative and Renewable Fuel and Vehicle Technology Program, this bill would require the CEC to allocate no less than 10% 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](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1406)

## **AB 1424 (Berman)**

### **Summary**

Under the Electric Vehicle Charging Stations Open Access Act, the provider of an electric vehicle (EV) charging station would be required to offer as form of payment a toll-free telephone number to process a credit card and at least two other specified options of payment. It would prohibit any state agency from requiring a credit card payment to be done through a physical credit card or magnetic stripe reader on EV service equipment.

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1424](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1424)

## **AB 1594 (Bauer-Kahan)**

### **Summary**

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

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1594](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1594)

## **AB 2145 (Ting)**

### **Summary**

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

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AB2145](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB2145)

## **SB 59 (Allen)**

### **Summary**

This bill would establish certain guiding principles relating to autonomous vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce GHG emissions and encourage efficient land use. The bill directs the Chair of the California Transportation Commission to create an advisory committee, called the California Council on the Future of Transportation, to provide the Governor and Legislature with recommendations for changes in state policy to ensure California's leadership in autonomous, driverless and connected vehicle technology.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB59](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB59)

## **SB 216 (Galgiani)**

### **Summary**

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

### **Complete Bill Information**

[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB216](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB216)

## **SB 895 (Archuleta)**

### **Summary**

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

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB895](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB895)

## TRANSPORTATION PLANNING, OPERATIONS & FUNDING

### **AB 213 (Reyes)**

#### **Summary**

This bill would restore Vehicle Licensing Fee revenue to cities (approximately 140 cities statewide) that have expanded or incorporated additional areas. This is an effort to reverse a 2011 budget trailer bill which aimed to fix the state budget deficit by reallocating millions of dollars annually that would have normally gone to cities that had recently expanded or annexed new territory.

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB213](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB213)

### **AB 1350 (Gonzalez)**

#### **Summary**

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

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1350](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1350)

### **AB 1992 (Friedman)**

#### **Summary**

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

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB1992](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1992)

### **AB 2012 (Chu)**

#### **Summary**

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

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB2012](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB2012)

## **AB 2090 (Brough)**

### **Summary**

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

### **Complete Bill Information**

[https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AB2090](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB2090)

## **SB 732 (Allen)**

### **Summary**

This bill would authorize the South Coast AQMD Board to approve a measure to be placed on the ballot to impose, increase, or extend a transactions and use tax in increments of .25%, up to a total of 1% that exceeds the 2% cap. This bill would enable voters in South Coast's four-county district to consider, and approve by a two-thirds vote, a potential sales tax increase sufficient in size to pay for its Air Quality Management Plan and supplement existing revenues.

Because this bill did not get out of its house of origin by the legislative deadline, the bill is dead.

### **Complete Bill Information**

[https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200SB732](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB732)

## **Key Federal Activities**

### **FEDERAL LEGISLATIVE ACTIVITIES**

#### **EV CHARGING NETWORK BILL INTRODUCED**

On February 6, Representatives Andy Levin (D-MI) and Alexandria Ocasio-Cortez (D-NY) unveiled the Electric Vehicle Freedom Act (H.R. 5770), designed to create a network of high-speed charging stations within five years along the national highway system. The bill would direct the Secretary of Transportation and the Secretary of Energy to devise a plan to create the network of EV chargers, submit the plan to Congress and create the network of EV chargers within this timeframe.

The bill is available at

<https://www.govtrack.us/congress/bills/116/hr5770>

#### **HOUSE CLIMATE BILL WOULD SET VEHICLE STANDARDS**

At the end of January, the House Energy & Commerce Committee released the text of its climate change bill called the CLEAN Future Act – Climate Leadership and Environmental Action for our Nation's Future. The bill sets the goal of achieving 100% clean energy and net-zero emissions by 2050, including in the transportation sector. Section 401 of the bill would

direct U.S. EPA to set new, increasingly stringent GHG emissions standards for light-, medium-, and heavy-duty vehicles. Beginning with Model Year 2026 light-duty vehicles, a minimum reduction in GHG emissions of at least 6% relative to the 2020 Model Year would be required. For Model Year 2027 and each successive year, a minimum year-over-year reduction in GHG emissions of at least 6% relative to the previous model year would be required. For medium- and heavy-duty vehicles, beginning with Model Year 2028, a minimum year-over-year reduction in GHG emissions of at least 4% relative to the previous model year would be required.

The text of the bill is available at

<https://energycommerce.house.gov/sites/democrats.energycommerce.house.gov/files/documents/0128%20CLEAN%20Future%20Discussion%20Draft.pdf>

## FEDERAL FUNDING ACTIVITIES

### LOW-NO EMISSION PROGRAM GRANT FUNDING FOR TRANSIT

On January 17, the Federal Transit Administration announced the availability of \$130 million in FY 2020 funds for the Low or No Emission Program (Low-No Program) for the purchase or lease of low- or no-emission vehicles and related equipment or facilities. The program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of supporting facilities. Applications are due by March 17.

For more information, please visit

<https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-program-low-no-program-fy2020-notice-funding>

### TRANSPORTATION INFRASTRUCTURE FUNDING RELEASED

The U.S. Department of Transportation announced more than \$900 million is available for the Infrastructure for Rebuilding America (INFRA) discretionary grant program for highway and freight projects of national significance. INFRA grants may be used to fund a variety of components of an infrastructure project, including: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Applications are due by February 25.

More information can be found at

<https://www.transportation.gov/buildamerica/infragrants>

### UCS UPDATES ANALYSIS OF CLIMATE IMPACT OF DRIVING AN EV

The Union of Concerned Scientists (UCS) updated its 2018 analysis of the global warming emissions generated from driving an EV, compared to a gasoline vehicle. The updated data relies on the newly released eGRID data on power plant emissions and the most recent

upstream emissions estimates from the GREET2019 model. Key findings of the analysis includes:

- Driving the average EV in the U.S. produces global warming emissions equal to that from an 88 MPG gasoline car.
- Ninety-four percent of the U.S. population lives where driving an EV means lower emissions than a 50 MPG car.
- Driving the most efficient EV has even lower emissions, up to 10-times lower than the average new gasoline car.
- Electric SUVs produce more emissions than smaller EVs, but still have emissions benefits relative to a comparable gasoline SUV everywhere in the U.S.

For more information, please visit

<https://blog.ucsusa.org/dave-reichmuth/are-electric-vehicles-really-better-for-the-climate-yes-heres-why>

## FEDERAL RESEARCH ACTIVITIES

### REPORT SHOWS AIR QUALITY IS NOT IMPROVING NATIONWIDE

The report, “Trouble in the Air,” by the Environment America Research & Policy Center, USPIRG Education Fund, and Frontier Group shows that 108 million Americans lived in areas that experienced more than 100 days of degraded air quality in 2018. The report focuses on ground-level ozone and fine particulate pollution, harmful pollutants that come from Western states wildfires and burning fossil fuels. Residents in the Riverside-San Bernardino-Ontario area experienced 227 days of poor air quality in 2018, and the Los Angeles-Long Beach-Anaheim area endured 156 days of bad air quality.

Recommendations to improve air quality include adopting policies to reduce emissions from transportation, support clean renewable energy, and expand climate-friendly transportation options with more transit, bike lanes and walkways. The study also calls on the federal government to strengthen ozone and particulate pollution standards and support strong clean car standards instead of rolling back these standards.

The report can be found at

<https://environmentamerica.org/feature/ame/trouble-air>