



Clean Transportation Policy Update

April 16 – June 17, 2020

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ADMINISTRATION ACTIVITIES

GOVERNOR AND LEGISLATURE CONTINUE NEGOTIATING STATE BUDGET

On June 15, the Legislature passed a state budget that rejected many of the budget cuts Governor Newsom proposed in the May Budget Revision. The Governor's revised \$203.4 billion budget released in May is a 5.4 percent decrease from the 2019-2020 budget. It reflects a \$54.3 billion shortfall in the fiscal year, the result of a projected 22.3 percent decline in revenue stemming from the economic impacts of the coronavirus pandemic. The state is evaluating a three-year strategy to deal with the deficit, including using some of its accumulated reserves.

The Legislature approved a budget to ensure they met the constitutional deadline, but will continue to negotiate with the administration to reach a final agreement before the beginning of the new fiscal year on July 1. With respect to climate-related programs that are funded primarily through cap-and-trade auction proceeds, the Legislature decided to defer all deliberations on special fund programs, including those receiving Greenhouse Gas Reduction Funds, until after the June 15 budget deadline. It is expected that it will do a second round of budget revisions in what is being called the "August Revision."

More information is available at

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB74

and

<http://ebudget.ca.gov/budget/2020-21MR/#/Home>

EV CHARGER COUNTING WORKSHOP HELD

On June 10, the California Energy Commission (CEC) held an online workshop to collect stakeholder feedback on recommended methods of counting public and shared private electric vehicle (EV) chargers in California. The workshop presented current and planned efforts to count chargers, existing data sources for charger inventory, gaps in the data, and proposed methods of counting chargers. Calculating a reliable number of chargers will help the CEC and others improve public and private investment decisions to meet the 2025 infrastructure targets of 250,000 EV chargers, including 10,000 direct current fast chargers.

Additional information can be found at

<https://www.energy.ca.gov/event/2020-06/staff-workshop-counting-electric-vehicle-chargers-california>

HEAVY-DUTY ZERO-EMISSION VEHICLE MARKET TRENDS WORKSHOP

On May 20-21, the CEC held a workshop in three sessions to discuss the latest trends and market progress for heavy-duty zero-emission vehicles (ZEVs). On the first day, session 1 covered ports and off-road equipment, and session 2 discussed medium- and heavy-duty ZEVs for goods movement. The third session on day 2 discussed heavy-duty ZEVs for mass transportation of passengers. Speakers included zero-emission bus manufacturers, private zero-emission bus fleet managers, and municipal transit agencies that are incorporating ZEVs into their fleets. One topic of discussion was how to maintain the momentum to convert to fleets to zero-emission given the current health and economic environment. Some suggestions included putting more buses in service to enable social distancing, looking at creative funding like battery leasing which could help bring costs down, and pursuing both electricity and hydrogen to fuel zero-emission buses.

For more information, please visit

<https://www.energy.ca.gov/event/workshop/2020-05/iepr-commissioner-workshop-heavy-duty-zero-emission-vehicle-market-trends>

CLEAN TRANSPORTATION ACCESS OUTREACH ROADMAP RELEASED

On June 5, the California Air Resources Board (CARB) released the “Equitable Access to Clean Transportation & Mobility Options: SB 350 Education, Outreach & Engagement Strategic Roadmap.” The Outreach Roadmap was developed to improve state and local coordination and content development and to highlight strategies that will increase awareness of clean transportation and mobility options through improved education and information access for low-income residents across the state. The Outreach Roadmap includes actions intended to strengthen collaboration and partnerships, reach out to low-income residents in urban, rural, disadvantaged and tribal communities based on community-identified needs, and increase the ability to participate in CARB or related incentive

programs. The Outreach Roadmap was developed as one of the deliverables called for in CARB's "SB 350 Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents" report.

The Outreach Roadmap is available at

<https://ww2.arb.ca.gov/our-work/programs/accessible-clean-transportation-options-sb-350/sb-350-outreach-strategic-roadmap>

MAY CAP-AND-TRADE AUCTION PROCEEDS DOWN

As expected because of the impacts of COVID-19, the May 20 cap-and-trade auction generated significantly lower proceeds than recent auctions. Only 21,161,000 of the 57,540,731 current allowances were sold, clearing at a price of \$16.68, the price floor. The number of allowances sold represents a 96 percent decrease from the number sold in the February auction. Only 1,763,000 of the 8,672,250 future vintage allowance were sold at the minimum price of \$16.68. The May auction generated approximately \$25 million for the GGRF, compared to the February auction which generated \$600 million. According to the Legislative Analyst's Office, based on the May results, the total revenues for 2019-20 will be about \$2.1 billion – or \$300 million less than was assumed in the budget. This means that there will be approximately \$170 million less for the programs that receive continuous appropriations.

To see the auction results, please visit

https://ww3.arb.ca.gov/cc/capandtrade/auction/may-2020/summary_results_report.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 June 16, CARB hosted a Public Work Group meeting via webinar for the FY 2020-21 Heavy-Duty Investment Strategy. Discussion topics included: draft technology status snapshots; proposed market readiness indicators; and draft metrics of success. This strategy will be incorporated into the upcoming FY 2020-21 Funding Plan for Clean Transportation Incentives.

A second public workshop to discuss the FY 2020-21 Funding Plan for Clean Transportation Incentives tentatively scheduled for June 23 has been postponed and a new date has not been announced.

Additional information can be found at

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

Transit and Intercity Rail Capital Program (CalSTA)

In late April, CalSTA announced the awards for the 2020-2025 Transit and Intercity Rail Capital Program (TIRCP). Since this cycle programmed five years of funding, the program development for the next funding cycle is not expected for several years.

More information can be found at

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

Low Carbon Transit Operations Program (Caltrans)

Caltrans will announce the allocation awards for the FY 2019-20 Low Carbon Transit Operations Program (LCTOP) by June 30.

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)

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

More information is available at

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

MOYER DEADLINE EXTENDED

On May 13, the South Coast Air Quality Management District (AQMD) announced that it was extending the deadline to submit applications for the 2020 Carl Moyer Program from June 2 to August 4 due to the pandemic. In mid-July, staff will re-assess the need for any additional extensions based on the number of applications submitted.

For more information, please visit

www.aqmd.gov/moyer

SUSTAINABLE TRANSPORTATION EQUITY SOLICITATION OPEN

On June 4, CARB released the solicitation for the \$22 million Sustainable Transportation Equity Project (STEP). The project will fund two types of grants: planning and capacity-building grants, and implementation grants. Planning grants will help identify community residents' transportation needs and prepare to implement clean transportation and supporting projects. Implementation grants will increase community residents' access to and use of their transportation system without a personal vehicle. Project examples could include: zero-emission buses, a new vanpool service, bike and pedestrian paths, transit passes, parking management strategies, and an outreach and education campaign to encourage active transportation. Applications are due by August 31.

Additional information can be found at

<https://www3.arb.ca.gov/msprog/lct/opportunitiesgov/step.htm>

REPLACE YOUR RIDE PROGRAM OPEN

On June 12, the South Coast AQMD announced that \$15.4 million is available for the Replace Your Ride Program. Residents in the district can receive up to \$9,500 to purchase a newer and more fuel-efficient vehicle, including hybrid or electric passenger cars, in exchange for retiring their older gas or diesel-burning vehicle. Applicants can also choose to scrap their older vehicle in exchange for a voucher that can be used for public transportation including ridehailing services, ridesharing and vanpooling services.

More information can be found at

<https://xappprod.aqmd.gov/RYR/>

ZEV DRAYAGE TRUCK AND INFRASTRUCTURE PRE-SOLICITATION WORKSHOP

On June 11, CARB and the CEC held a joint online workshop to solicit feedback on the upcoming solicitation for the Zero-Emission Drayage Truck and Infrastructure Pilot Project. This funding opportunity will offer up to \$40 million to implement and administer projects that support large-scale deployments of zero-emission Class 8 trucks and the fueling infrastructure needed for drayage or regional haul service. The goal of the project is to fund large-scale deployments of 50 or more Class 8 zero-emission trucks per fleet to assess the ability of vehicle manufacturers to produce large numbers of these trucks and to assess the ability of fleets to recharge or refuel large numbers of in-service trucks on a daily basis. Public comments are due by June 18.

Additional information can be found at

<https://www.energy.ca.gov/event/workshop/2020-06/carbcec-pre-solicitation-workshop-zero-emission-drayage-truck-and>

2020-23 CLEAN TRANSPORTATION PROGRAM INVESTMENT PLAN ADVISORY COMMITTEE MEETING

On June 19, the CEC's Clean Transportation Advisory Committee will hold a meeting to discuss the proposed allocations included in the lead commissioner's report on the 2020-23 Investment Plan Update for the Clean Transportation Program. The Investment Plan Update will program approximately \$100 million per year to accelerate the development of clean, efficient, low-carbon technologies to reduce greenhouse gases (GHGs) and petroleum dependence. At the meeting, staff will discuss revisions to the plan update, including changes made in response to the COVID-19 pandemic and its impact on jobs and the economy. Topics will include how to leverage funding to create jobs, stimulate the economy, and support equity while advancing the state's goals for clean transportation. Public comments are due by July 6. A revised lead commissioner report may be released before the CEC adopts the report at its August meeting.

For more information, please visit

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

CALIFORNIA LEGISLATIVE ACTIVITIES

The Assembly will be in summer recess from June 19 to July 13. The Senate is in recess from July 2 to July 13.

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

Assembly – None currently scheduled on relevant bills or topics.

Senate – The following hearing can be monitored online at:

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

- June 18 – The Appropriations Committee will hold a hearing on SB 895 (zero-emission transportation fuels and technologies).

LEGISLATION

CLEAN FUEL VEHICLES POLICY & INCENTIVES

AB 126 (Cooper)

Summary

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

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

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB126

AB 1002 (Quirk-Silva)

Summary

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

Complete Bill Information

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

AB 1046 (Ting)

Summary

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

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1046

AB 1406 (O'Donnell)

Summary

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

Complete Bill Information

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

AB 1424 (Berman)

Summary

Under the Electric Vehicle Charging Stations Open Access Act, the provider of an 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)

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)

Summary

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

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

Complete Bill Information

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

AB 2860 (O'Donnell)

Summary

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

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

Complete Bill Information

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

SB 59 (Allen)

Summary

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

Complete Bill Information

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

SB 216 (Galgiani)

Summary

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

Complete Bill Information

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

SB 895 (Archuleta)

Summary

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

Complete Bill Information

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

TRANSPORTATION PLANNING, OPERATIONS & FUNDING

AB 213 (Reyes)

Summary

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

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB213

AB 1350 (Gonzalez)

Summary

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

Complete Bill Information

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

AB 1992 (Friedman)

Summary

This bill relates to the Department of Transportation's (DOT) California Transportation Plan, and would state the intent of the Legislature to enact legislation that would establish a new program within the plan to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require DOT to update the asset management plan on or before December 31, 2022, and 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)

Summary

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

Complete Bill Information

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

AB 2241 (Calderon)

Summary

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

Complete Bill Information

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

AB 2090 (Brough)

Summary

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

Complete Bill Information

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

AB 2667 (Boerner Horvath)

Summary

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

Complete Bill Information

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

SB 1363 (Allen)

Summary

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

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

Complete Bill Information

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

BOND FUNDING

AB 3256 (E. Garcia)

Summary

This bill would enact the Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020. If approved by the voters on the November 3 ballot, the bill would authorize the issuance of bonds in the amount of \$6,980,000,000 pursuant to the State General Obligation Bond Law to finance projects for an economic recovery, wildfire prevention, safe drinking water, drought preparation, and flood protection program.

Complete Bill Information

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

Key Federal Activities

FEDERAL LEGISLATIVE ACTIVITIES

HOUSE UNVEILS SURFACE TRANSPORTATION BILL

On June 3, the House of Representatives Transportation and Infrastructure Committee introduced the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act, which would provide \$494 billion over five years to invest in infrastructure for surface and rail transportation. The bill would allocate: \$319 billion for the federal-aid highway program under the Federal Highway Administration; \$105 billion for transit programs under the Federal Transit Administration; \$5.3 billion for highway safety programs under the National Highway Traffic Safety Administration; \$4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration; and \$60 billion for rail programs. It also would reauthorize the FAST Act, which expires on September 30. Some notable provisions include:

- A requirement that the Department of Transportation establish a GHG emissions performance measure on which states would need to report
- \$8.35 billion for FY 2022-25 to support carbon pollution reduction across a wide range of highway, transit, and rail projects
- A modification to the Congestion Mitigation and Air Quality Program (CMAQ) to allow eligibility for operating assistance to include all state-supported passenger rail lines and allow operating assistance for longer than three years if the project demonstrates net air quality benefits
- \$600 million per year for Community Transportation Investment Grants for local government applicants. This includes broad eligibility for highway and transit projects
- \$350 million per year for Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants, which will focus funding on designated Alternative Fuel Corridors and projects that demonstrate the most effective emissions reductions
- \$250 million for Active Transportation Connectivity Grants for pedestrian and bicycle networks and related planning, including complete streets planning
- \$1.6 billion for FY 2022-25 for bus facility and fleet expansion grants
- \$1.7 billion for FY 2022-25 and an average annual increase of 500 percent over FAST Act funding for zero-emission bus grants

The bill is anticipated to go to the House Floor in early July.

The Senate introduced its own version of a surface transportation bill – America’s Transportation Infrastructure Act of 2019, S. 2302 – in July 2019. It is expected that Congress will not begin negotiations to reconcile the bills until after the November election.

Additional information about the INVEST in America Act is available at <https://transportation.house.gov/imo/media/doc/2020%20INVEST%20in%20America%20Bill%20Summary.pdf>

FEDERAL RESEARCH ACTIVITIES

DATA SHOWS HEAVY-DUTY ZEV MODELS SET TO DOUBLE BY END OF 2020

CALSTART's Zero-Emission Technology Inventory (ZETI) indicates that the number of available and announced models of zero-emission trucks, buses and off-road equipment in the U.S. and Canada is on track to grow nearly 78 percent by the end of 2020, compared to the end of last year. This is expected to more than double by 2023. By the end of the year, the data shows that there will be 169 different medium- and heavy-duty ZEV models in commercial production, compared to 95 models in 2019. That figure is expected to increase to 195 by 2023.

For more information, please visit

<https://calstart.org/zero-emission-model-numbers-expected-double-2023/>

REPORT SHOWS STIMULUS COULD LEAD TO 1M CLEAN TRANSPORTATION JOBS

Sierra Club's report, "Millions of Good Jobs: A Plan for Economic Renewal," outlines how a federal stimulus package could provide millions of good jobs to help the country recover from the current economic crisis. The clean transportation sector alone could gain more than 1 million good jobs per year, including at least 128,000 manufacturing jobs annually. To achieve these objectives, the report recommends Congress take these steps:

- Pass and fully fund the Clean Cars for America proposal, which would invest \$454 billion over 10 years to make electric vehicles more affordable, while creating 635,000 jobs per year
- Increase public transit operational funding by \$50 billion and maintenance funding by \$100 billion over 10 years to support public health measures during the COVID crisis while making up for lost revenues. This would create 213,000 jobs each year.
- Invest \$20 billion over five years for school districts and transit systems to replace 60,000 school and public transit buses (about 10% of the national fleet) with domestically manufactured electric vehicles and charging infrastructure. Electrifying school buses and public transit buses would provide at least 56,000 jobs per year.

The report is available at

<https://www.sierraclub.org/sites/www.sierraclub.org/files/economic-renewal.pdf>

FEDERAL LEGAL ACTIVITIES

CLEAN CARS ROLLBACK LAWSUIT

On May 27, California, 22 other states and the District of Columbia filed suit in the U.S. Court of Appeals in D.C. challenging the federal administration's plan to roll back light-duty vehicle emission standards. The suit argues the EPA and NHTSA violated federal laws and bypassed congressional requirements in enacting these rollbacks. Moreover, the suit claims these federal agencies used a faulty and flawed analysis, unfounded assumptions, and made

statistical errors to manipulate data in support of their conclusions. The administration's rule, finalized in March, require a 1.5 percent annual increase in vehicle fuel efficiency through 2026, which is weaker than the 5 percent annual increase set under former President Barack Obama's administration. Additionally, twelve environmental groups, including the Environmental Defense Fund, Sierra Club, and Union of Concerned Scientists, filed their own lawsuit over the changes to the emissions standards.

More information is available at

<https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-challenging-trump-administration%E2%80%99s-2>