



Clean Transportation Policy Update

April 20 – June 14, 2023

Key State Activities

SIGNIFICANT LEGISLATIVE ACTIVITY

AB 1609 (Garcia)

Summary

This bill would impose an additional annual \$4 charge on each motor vehicle registration, which could potentially double the amount of funding allocated to the MSRC. The revenues would be continuously appropriated for distribution to air pollution control districts and air quality management districts based upon the amount of the charges collected from motor vehicles registered within each air district. The revenues would be required to be used for the reduction of air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies, or for the attainment or maintenance of state or federal ambient air quality standards or the reduction of toxic air contaminant emissions from motor vehicles. The charge would be increased annually based on the California Consumer Price Index. Additionally, existing law authorizes an air pollution control district or air quality management district to levy a surcharge of up to \$6 on the registration fees for motor vehicles registered in that air district and requires the DMV to collect and distribute the revenues to the air districts. Until January 1, 2034, a \$2 increment of that surcharge is to be used for the reduction of air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies, or for the attainment or maintenance of state or federal ambient air quality standards or the reduction of toxic air containment emissions from motor vehicles, and this bill would authorize that increment to be used for these purposes indefinitely. Because this bill would result in a higher tax, it will require 2/3 of the Legislature to pass.

The bill was held in the Assembly Appropriations Committee. Because this bill did not pass out of its House of Origin by the deadline, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1609

IN THIS ISSUE:

Key State Activities SIGNIFICANT LEGISLATIVE ACTIVITY

AB 1609

ADMINISTRATION ACTIVITIES

FY 2023-24 Budget Update
Gov Signs Executive Order to
Streamline Infrastructure Projects

REGULATORY ACTIVITIES

Advanced Clean Fleet Rules
Adopted
CARB Launches ZEV Infrastructure
Topics Website

FUNDING ACTIVITIES

CA Climate Investments Activities
CEC Funding for EV Charging
Available

RESEARCH ACTIVITIES

A Look at the Equity of Zero
Emission Vehicle Policy in CA
Inequitable Air Pollution Comes
from Older Cars in CA

CA LEGISLATIVE ACTIVITIES

Upcoming Hearings in the Senate
and Assembly

LEGISLATION

Clean Vehicles and Incentives
Transportation Planning,
Operations, and Funding
Climate Change

Key Federal Activities

FUNDING ACTIVITIES
RESEARCH ACTIVITIES

ADMINISTRATION ACTIVITIES

FY 2023-24 BUDGET UPDATE

On May 12, Governor Newsom released the May Budget Revise for FY 2023-24, which projects a \$31.5 billion shortfall. However, the May Revise maintains the \$48 billion in climate investments proposed in the January budget. This includes:

- \$8.9 billion for zero-emission infrastructure and vehicles
- \$11.6 billion for transportation programs and projects, including:
 - \$5.65 billion for high-priority transit and rail infrastructure projects
 - \$1.4 billion for Active Transportation Program projects
 - \$1.2 billion for projects to improve goods movement on rail and roadways at port terminals
 - \$350 million for grade separation projects
 - \$4.2 billion for high-speed rail for the Central Valley Segment from Madera to Bakersfield

Additionally, the revised budget maintains the call for the reauthorization of AB 8 (2013) that would continue funding for the Clean Transportation Program, the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program. It also calls for a shift in \$1.1 billion in funding to a future Climate Resilience Bond, which is still in the works. The Legislature must approve the budget by June 15. The Legislature and the Governor will continue to work out more budget details over the summer through upcoming budget trailer bills

Additional information is available at
<https://ebudget.ca.gov/budget/2023-24MR/#/Home>

GOVERNOR SIGNS EXECUTIVE ORDER TO STREAMLINE INFRASTRUCTURE PROJECTS

On May 19, Governor Newsom announced several proposals to reform permitting and project reforms for infrastructure projects in California. He signed Executive Order N-8-23 that will create a strike team to accelerate clean infrastructure projects across the state by implementing a cross-agency strategy for planning and development. The strike team is directed to create several working groups, one of which will be focused on zero-emission vehicles and one on transportation.

The announcement can be found at
<https://www.gov.ca.gov/2023/05/19/governor-newsom-unveils-new-proposals-to-build-californias-clean-future-faster/>

REGULATORY ACTIVITIES

ADVANCED CLEAN FLEETS RULE ADOPTED

The California Air Resources Board (CARB) unanimously adopted the Advanced Clean Fleets Rule at its meeting on April 28. This first-of-its-kind regulation requires a phased-in transition to zero-emission medium- and heavy-duty vehicles, with the goal of fully transitioning trucks in California to zero-emission by 2045. Fleet owners operating vehicles for private services, federal fleets, and state and local government fleets will begin their transition toward zero-emission vehicles beginning in 2024. Drayage trucks will need to be zero-emission by 2035, and all other fleet owners will have the option to transition a percentage of their vehicles to meet expected milestones, which gives them additional flexibility. The rule is expected to create more than \$26 billion in health savings from reduced asthma attacks, emergency room visits, and respiratory illnesses, and save fleet owners an estimated \$48 billion in their total operations costs from the transition through 2050.

Additional information is available at

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

CARB LAUNCHES ZEV INFRASTRUCTURE TOPICS WEBSITE

In late April, CARB launched a website to serve as a resource for zero-emission infrastructure information. The information provided includes: medium- and heavy-duty vehicle resources; passenger and light-duty vehicle resources; and off-road resources.

The website is available at

<https://ww2.arb.ca.gov/zero-emission-vehicle-zev-infrastructure-topics>

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 8, CARB hosted the kick-off meeting for the FY 2023-24 Funding Plan for Clean Transportation Incentives. Staff provided an overview of the budget, as well as discussed light-duty and clean transportation equity projects, the long-term heavy-duty investment strategy, and heavy-duty vehicle and off-road equipment investments. CARB also will be holding evening community workgroups throughout the summer and fall on the funding plan (June 20, July 18, August 15, September 19, and October 17), and the second public workshop for the funding plan is set for August 31.

On May 31, the Implementation Work Group held its second meeting to discuss the FY 2021-22 and FY 2022-23 Advanced Technology Demonstration Pilot Projects. There is combined funding from the CEC and CARB in the amount of \$225 million available. Eligible project categories for 2021-22 funding include: municipal green zones; resilient zero-emission vessel charging; modular zero-emission capable cargo handling equipment; ocean going vessels; and zero-emission intrastate line haul locomotives. Eligible project categories for 2022-23 funding include: green zones; zero-emission rail; zero-emission capable commercial harbor craft; port vehicles and equipment; zero-emission aviation and ground support equipment; off-road construction and agriculture equipment; and Tier-4 commercial harbor craft. The solicitation will be issued sometime in June and will close in late September.

On May 30, the Pre-Solicitation Work Group for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) held a webinar to discuss funding availability, applicant eligibility, and the solicitation timeline. The solicitation is expected to be released on June 13, and applications are due on August 29. Preliminary grantee selection will be on September 27.

On May 30, CARB also held a meeting of the Implementation Work Group for the Clean Vehicle Rebate Project (CVRP). Staff said that CVRP funding is expected to run out by October or November of this year. Because the remaining funds will be depleted at such a rapid rate, there is no opportunity for staff to make any changes to the program.

On May 18, CARB hosted a pre-solicitation work group meeting on the Clean Off-Road Equipment (CORE) Voucher Incentive Project. Topics discussed included: funding availability, applicant eligibility, the solicitation and implementation timeline, application requirements, and evaluation criteria and scoring.

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)

The allocation request schedule for the FY 2022-23 Low Carbon Transit Operations Program (LCTOP) is as follows:

- Mid-June 2023 – Caltrans and CARB authorize the list of approved projects and submit to the State Controller’s Office
- July 1, 2023 – State Controller’s Office releases approved LCTOP 2022-23 Award Announcement

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)

On April 24, CalSTA announced awards of more than \$690 million to 28 new public transit projects throughout the state for the 2023 Transit and Intercity Rail Capital Program (TIRCP). In the South Coast region, the following awards were made:

- City of Pasadena Transit System Legacy Project - \$14.4 million to purchase 40 zero-emission buses and associated infrastructure, as well as interrelated transit improvements.
- City of Santa Monica Ridership Growth, Workforce Development, and Zero-Emission Regional Connectivity - \$23 million to expand the frequency on two high-performing routes and to fully deliver phases 2-4 of the City's bus charging infrastructure plan.
- City of Culver City CityBus Local Mobility Expansion Project - \$3.2 million to implement a new transit service using electric minibuses to serve underserved communities and to purchase 5 zero-emission buses.
- LA Metro CORE Capacity & System Integration Project - \$95 million for capital, operations, rehabilitation and expansion (CORE) improvements for the Metro K Line and C Line.
- LA Metro Eastside Transit Corridor Phase 2 - \$35 million to complete project development for the alignment of the L Line Eastside Corridor Extension.
- Orange County Transportation Authority (OCTA) with Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) - \$5 million to assess the potential realignment of an 11-mile segment of the rail corridor along I-5.
- OCTA Central Mobility Loop - \$39.4 million to purchase 33 zero-emission buses and infrastructure, replace 10 gas-powered paratransit vehicles with zero-emission vehicles, implement a transit signal priority corridor, and install bike lockers and fast charging stations.
- Riverside County Transportation Commission with Southern California Regional Rail Authority (SCRRA) - \$15.5 million to reconstruct a freight track within the Metrolink 91/Perris Valley Line right-of-way.
- SCRRA Metrolink Locomotive Modernization Study, Pilot and Implementation - \$10 million to study strategies to reduce locomotive fuel consumption and GHG and criteria pollutant emissions.

Additional information can be found at

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

CEC FUNDING FOR EV CHARGING AVAILABLE

The California Energy Commission (CEC) has several available open solicitations for EV charging and related activities funded through the Clean Transportation Program:

- Convenient, High-Visibility, Low-Cost, Level 2 Charging (CHILL-2) – up to \$24 million is available in grant funding to: demonstrate replicable and scalable business and technology models to deploy Level 2 EV chargers; improve public awareness and confidence in Level 2 charging access through high-density, high-visibility installations; provide Level 2 charging access in disadvantaged and/or low-income communities; and provide reliable and readily accessible chargers. Applications are due by June 16.

- Fast and Available Charging for All Californians – up to \$35 million in grant funds is available for projects that will support EV charging infrastructure for high mileage on-demand transportation services, car sharing enterprises, or car rental agencies, and the public. Applications are due by June 23.
- Signage and Other Measures to Increase the Visibility of EV Charging and Hydrogen Refueling Stations – up to \$1 million is available for projects that will increase the visibility of EV chargers, charging stations, and hydrogen refueling stations through the installation of signs along freeways, highways, major urban boulevards, surface streets and mall or shopping center parking lots. Applications are due by June 29.
- Electric School Bus Bi-Directional Infrastructure – up to \$15 million in funding is available to support the ability to enable managed charging and bi-directional power flow for electric school buses and their associated infrastructure. Applications are due by July 12.
- Reliable, Equitable, and Accessible Charging for Multi-Family Housing 2.0 (REACH 2.0) – up to \$20 million is available for projects to demonstrate replicable and scalable business and technology models for the large-scale deployment of EV charging infrastructure capable of maximizing access and EV travel for multi-family housing residents. Applications are due by August 2.

These solicitations are available at

<https://www.energy.ca.gov/funding-opportunities/solicitations>

RESEARCH ACTIVITIES

A LOOK AT THE EQUITY OF ZERO-EMISSION VEHICLE POLICIES IN CA

A new report by Climate Plan titled, “Zero-Emission Vehicle Policy Analysis: An Equity Evaluation of California State and Regional Policy,” provides a literature review, policy analyses, and interviews to evaluate how ZEV policies were deployed and how they could be more equitable. The report finds that gaps still exist in equitable access for all aspects of the ZEV transition, including gaps in access to ZEVs, access to charging infrastructure, access to low-cost electricity, and access to jobs when transitioning from fossil fuels to all-electric.

The report is available at

<https://www.climateplan.org/reports>

INEQUITABLE AIR POLLUTION COMES FROM OLDER CARS IN CA

A recently released analysis from the Union of Concerned Scientists and The Greenlining Institute, “Cleaner Cars, Cleaner Air,” examines the inequitable distribution of pollution created by older vehicles in California. Despite making up just 19 percent of cars in the state, older vehicles manufactured before 2004 are responsible for the majority of NOx and volatile organic gas tailpipe pollution from passenger vehicles in California. The harmful environmental and health impacts of this pollution disproportionately fall on Latino and Black Californians, and lower-income households, primarily concentrated in the southern half of the

state. The report concludes that these findings underscore the need for California's incentive programs aimed at retiring and replacing gas and diesel vehicles to prioritize getting the oldest cars off the state's roads in a manner that supports communities of color and low-income communities.

To read the report, please visit

<https://www.ucsusa.org/resources/cleaner-cars-cleaner-air>

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>

- **June 26** – Joint Legislative Audit Committee will hold a hearing on the Advanced Clean Fleets regulation

Assembly – The following hearing can be monitored online at:

<https://www.assembly.ca.gov/schedules-publications/assembly-daily-file>

- **June 26** – Joint Legislative Audit Committee will hold a hearing on the Advanced Clean Fleets regulation

LEGISLATION

CLEAN VEHICLES AND INCENTIVES

AB 579 (Ting)

Summary

Beginning on January 1, 2035, this bill would require 100 percent of all newly purchased or contracted school buses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB579

AB 591 (Gabriel)

Summary

The Electric Vehicle Charging for All Act would mandate all new and retrofitted EV chargers (other than those in private residences) include a universal connector and be publicly accessible to all types of EVs. .

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB591

AB 627 (Jackson)

Summary

Beginning January 1, 2035, this bill would prohibit the operation of a heavy-duty diesel vehicle within the city limits of any city identified by CARB as containing a disadvantaged community and meeting specified air pollution criteria with respect to diesel particulate matter. The bill also would require the South Coast Air District to establish a statewide program to provide grants to operators of diesel-fueled heavy-duty trucks to replace a diesel-fueled truck with a new truck using a specified power source or to retrofit the truck by replacing the diesel engine with a power source using a qualifying technology. Qualifying technologies includes hydrogen fuel cell, compressed natural gas, or battery electric technology.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB627

AB 673 (Bennett)

Summary

This bill would, except for the Clean Transportation Program and moneys allocated from the Alternative and Renewable Fuel and Vehicle Technology Fund, require the CEC, when considering providing funding for projects for the construction and operation of hydrogen-fueling medium- and heavy-duty stations, to evaluate whether the project needs to also include access for light-duty vehicles.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB673

AB 1267 (Ting)

Summary

This bill would require that CARB, beginning on January 1, 2025, ensure an additional incentive, to be known as a “superuser incentive,” is awarded under a zero-emission vehicle incentive program (Clean Cars 4 All, Clean Vehicle Rebate Project, Clean Vehicle Assistance Program) to a recipient who is a gasoline superuser, as defined. CARB would be required to set the amount of the incentive at a level that maximizes the displacement of gasoline and the reduction of emissions criteria pollutants and GHGs per dollar spent. CARB also would be required to develop and implement a strategy to identify drivers who are gasoline superusers and are low or moderate income and expedite the replacement of the vehicles of those drivers.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB1267

SB 233 (Skinner)

Summary

Beginning in model year 2027, this bill would require all new electric vehicles sold in California be bidirectional capable, including light-duty vehicles and school buses, and all new bidirectional-capable electric vehicles sold in California be interoperable with one or more other models of bidirectional electric vehicle service equipment that use the same standard protocols. The bill also would require that all electric vehicle service equipment installed after January 1, 2030, be bidirectional capable except publicly available electric vehicle service equipment, direct current fast chargers, and other electric vehicle service equipment that the CEC determines is not likely to have a significant beneficial bidirectional-capable use case.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB233

SB 301 (Portantino)

Summary

This bill would establish the Zero-Emission Aftermarket Conversion Project and would offer a rebate of up to \$2,000 to convert a vehicle to zero-emission.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB301

SB 425 (Newman)

Summary

As part of the Clean Vehicle Rebate Project, this bill would require CARB to provide rebates for zero-emission electric pickup trucks that are \$2,500 more than the rebates provided for other fuel cell electric vehicles and battery electric vehicles.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB425

SB 507 (Gonzalez)

Summary

The Equitable EV Charging Act would require the CEC to assess the EV charging needs of underserved and low-income communities.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB507

SB 529 (Gonzalez)

Summary

The Electric Vehicles for All Act would create a dedicated grant program to deploy EV car sharing programs at affordable housing facilities in California.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB529

TRANSPORTATION PLANNING, OPERATIONS, AND FUNDING

AB 6 (Friedman)

Summary

This bill would require CARB to provide each region of the state with GHG emission reduction targets for the automobile and light-duty truck sector for 2035 and 2045, respectively, and makes other changes to strengthen CARB's oversight of Sustainable Communities Strategies.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB6

AB 7 (Friedman)

Summary

Beginning on January 1, 2025, this bill would require the State Transportation Agency and the California Transportation Commission to incorporate principles from the Climate Action Plan on Transportation Infrastructure and the federal Infrastructure Investment and Jobs Act into processes for project development, selection, and implementation, as feasible, and requires additional policy analyses to be added to the California Transportation Plan.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB7

AB 69 (Waldron)

Summary

This bill would authorize Greenhouse Gas Reduction Fund (GGRF) money to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions

in GHG emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB69

AB 241 (Reyes)

Summary

The purpose of this bill is to reauthorize AB 8 (2013), which created the Clean Transportation Program, the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program. Specifically, this bill would:

- Expand the purpose of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill also would provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the CEC to ensure program investments support specified requirements. After January 1, 2025, the CEC would be required to expend at least 50 percent of the money appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50 percent of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.
- Provide that the purpose of the Air Quality Improvement Program is to fund air quality improvement projects relating to zero-emission fuel and vehicle technologies and that the primary purpose of the program is to fund projects to reduce criteria air pollutants in the logistics, trucking, and port sectors, improve air quality in nonattainment basins, and improve the air quality impacts of zero-emission transportation fuels and vehicles, vessels, and equipment technologies.
- Extend the imposition of vehicle registration fees, vessel registration fees, specified service fees for identification plates, and smog abatement fees until January 1, 2035.

This is a companion bill to SB 84. It contains an urgency clause and, therefore, does not need to pass out of its house of origin by the legislative deadline.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB241

AB 1012 (Quirk-Silva)

Summary

This bill would require CARB, if it proposes a regulation to regulate a mobile source, to prepare a lifecycle analysis, as defined, of any technology required by the regulation.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1012

AB 1525 (Bonta)

Summary

The Equity First Transportation Funding Act would require a minimum of 60 percent of all eligible transportation dollars from the State Transportation Agency be allocated to projects that are located in and provide benefits to priority populations.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1525

SB 32 (Jones)

Summary

This bill would suspend the Low Carbon Fuel Standard regulations for one year. It also would suspend the imposition of the tax on motor vehicle fuels for one year. All the savings realized based on the suspension of these regulations would be passed on to the end consumer.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB32

SB 84 (Gonzalez)

Summary

The purpose of this bill is to reauthorize AB 8 (2013), which created the Clean Transportation Program, the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program. Specifically, this bill would:

- Expand the purpose of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would also provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the CEC to ensure program investments support specified requirements. After January 1, 2025, the CEC would be required to expend at least 50 percent of the money appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50 percent of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.

- Provide that the purpose of the Air Quality Improvement Program is to fund air quality improvement projects relating to zero-emission fuel and vehicle technologies and that the primary purpose of the program is to fund projects to reduce criteria air pollutants in the logistics, trucking, and port sectors, improve air quality in nonattainment basins, and improve the air quality impacts of zero-emission transportation fuels and vehicles, vessels, and equipment technologies.
- Extend the imposition of vehicle registration fees, vessel registration fees, specified service fees for identification plates, and smog abatement fees until January 1, 2035.

This is a companion bill to AB 241. It contains an urgency clause and, therefore, does not need to pass its house of origin by the legislative deadline.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB84

SB 563 (Archuleta)

Summary

This bill would designate an air pollution control district or an air quality management district as an independent special district for purposes of receiving state funds or funds disbursed by the state, including federal funds.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB563

SB 670 (Gonzalez)

Summary

This bill would require state and local transportation agencies to create a single model for Vehicle Miles Traveled (VMT) mapping to be used for transportation planning and funding.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB670

CLIMATE CHANGE

AB 9 (Muratsuchi)

Summary

Existing law requires that statewide GHG emissions are reduced to at least 40 percent below the 1990 levels by December 31, 2030. This bill would instead require CARB to ensure that statewide GHG emissions are reduced to at least 55 percent below the 1990 level by December 31, 2030. This is a companion bill to SB 12.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB9

SB 12 (Stern)

Summary

Existing law requires that statewide GHG emissions are reduced to at least 40 percent below the 1990 levels by December 31, 2030. This bill would instead require CARB to ensure that statewide GHG emissions are reduced to at least 55 percent below the 1990 level by December 31, 2030. This is a companion bill to AB 9.

This bill failed to pass out of its house of origin by the deadline, therefore, it has become a 2-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB12

Key Federal Activities

U.S. EPA ANNOUNCES BILLIONS FOR CLEAN PORTS INVESTMENTS

FUNDING ACTIVITIES

On May 5, the U.S. EPA announced that it is developing two programs that will invest \$4 billion from the Inflation Reduction Act into the country's ports while reducing air pollution and advancing environmental justice. The Clean Ports Program will dedicate \$3 billion to technologies to reduce harmful air and climate pollutants at U.S. ports and create zero-emission shipping operations. The Clean Heavy-Duty Vehicle Program will invest an additional \$1 billion to reduce vehicle emissions to better protect the public health of those living and working near the ports. EPA requested feedback on these programs through June 5.

For more information, please visit

<https://www.epa.gov/inflation-reduction-act/clean-ports-program#technicalRFI>

ANALYSIS EXPLORES INFRASTRUCTURE NEEDS OF ZERO-EMISSION BUSES AND TRUCKS

A new study by the International Council on Clean Transportation (ICCT), "Near-Term Infrastructure Deployment to Support Zero-Emission Medium- and Heavy-Duty Vehicles in the United States," looks at where, when and how much infrastructure the U.S. needs to deploy to meet the energy needs of zero-emission trucks and buses through 2030. Key findings of the study include:

- By 2030, ICCT projects that approximately 1.1 million zero-emission trucks and buses will be on U.S. roadways.
- This fleet will be dominated by battery-electric vehicles – rather than hydrogen – and their energy needs will be met by both slow and fast charging solutions from 50 kW to more than 1 MW chargers.
- The total energy demand from electric trucks in 2030 will be relatively small – just one percent of today’s retail electricity sales. However, demands on the local distribution grid will be significant.
- Growth in energy demand will be concentrated in freight zones, such as ports, industrial zones, and freight corridors. Counties in Southern California are called out as one of the areas that will face the greatest energy needs.
- U.S. heavy-duty infrastructure does not need to be built all at once. Targeting investments and support in freight zones will deliver fast successes that respond to fleet needs and keep electric bills low for ratepayers.
- Many near-term and long-term options can meet these energy needs. Utilities and regulators can match the readiness of fleets to deploy electric trucks with workable, common-sense plans to maximize the use of existing grid distribution capacity and plan for growth to meet future needs.

The report is available at

<https://theicct.org/publication/infrastructure-deployment-mhdv-may23/>

REPORT SHOWS HEALTH BENEFITS OF ZERO-EMISSION TRUCKS AND ELECTRICITY

RESEARCH ACTIVITIES

The American Lung Association’s new report, “Driving to Clean Air: Health Benefits of Zero-Emission Cars and Electricity,” illustrates that a widespread transition to zero-emission passenger vehicles and electricity would drastically improve public health in the U.S. Assuming 100 percent non-combustion electricity generation in the national power grid and 100 percent zero-emission passenger vehicle sales by 2035, the following national, cumulative benefits could be realized by 2050: \$978 billion in public health benefits; 89,300 fewer premature deaths; 2.2 million fewer asthma attacks; and 10.7 million fewer lost work days. California leads the nation in states with the highest potential benefits from 2020-2050: \$119 billion in monetized health benefits; 10,900 premature deaths avoided; 312,000 asthma attacks avoided; and 1.5 million lost work days avoided.

The report can be found at

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