



Clean Transportation Policy Update

June 20 – September 18, 2019

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REGULATORY ACTIVITIES

WORKSHOP ON HEAVY-DUTY OMNIBUS LOW NOx RULEMAKING

On September 26, the California Air Resources Board (CARB) will hold a public workshop to discuss regulatory concepts designed to reduce NOx emissions from new on-road heavy-duty vehicles greater than 10,000 pounds gross vehicle weight rating. Staff will discuss various concepts including potential revisions to the heavy-duty emission standards and certification test procedures, certification and warranty requirements, and the Not-to-Exceed heavy-duty in-use testing program. Staff also will give an update regarding low-NOx demonstration projects currently in progress at Southwest Research Institute. This measure will be critical for attaining federal health-based air quality standards for ozone in 2023 and 2031 in the South Coast air basin, and fine particulate matter (PM2.5) standards in the next decade.

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

CLEAN MILES STANDARD WORKSHOP SET

On September 25, CARB will hold a workshop to discuss its plans for developing the Clean Miles Standard, which is aimed at reducing greenhouse gas (GHG) emissions from transportation network companies (TNCs), or ride-hailing services. The workshop will be held at SCAQMD headquarters. At this workshop, staff will update stakeholders on the base year GHG estimation methodology and emissions for TNC operators in California on a per-passenger-mile

basis. Pursuant to SB 1014 (2018), CARB must adopt and the California Public Utilities Commission (CPUC) must implement annual GHG reduction targets, beginning in 2023, under the 2018 baseline on behalf of TNCs.

More information is available at

<https://ww2.arb.ca.gov/our-work/programs/clean-miles-standard>

ADVANCED CLEAN TRUCKS REGULATION WORKSHOP

On August 21, CARB staff held a workshop to discuss the Advanced Clean Trucks Regulation. The proposed regulation is designed to help achieve the goals of accelerating the medium- and heavy-duty zero-emission truck market and deploying zero-emission vehicles in a wide range of pick-up and delivery services fleets in urban areas by 2040. Staff presented updated details on the proposed manufacturer requirement affecting medium- and heavy-duty vehicles sold in California beginning with the 2024 model year and provided updated information on banking and trading of zero-emission credits generated from their sale. Staff also provided updated details on the proposed reporting requirement for fleets, including large entities that use their own trucks and buses or outsource pick-up and delivery services, freight movement, or passenger shuttles. The reported information would be used to develop future regulations to increase the use of zero-emission vehicles. A staff report will be released in October, with a 45-day formal comment period to follow. The first of two Board hearings will be held in December and the final decision is slated to be made at a second hearing in mid-2020.

More information can be found at

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

TECHNOLOGY UPDATE FOR HEAVY-DUTY INVESTMENT STRATEGY RELEASED

On August 1, CARB released the Draft Technology Pathways and Status Updates for the Heavy-Duty Three-Year Investment Strategy. The draft provides information on how CARB tracks the commercialization progress of key pathway technologies over previous years. It provides an update on battery-electric and fuel cell vehicles and technology opportunities over the next three years. The draft section will be finalized with the rest of the Heavy-Duty Investment Strategy and will be incorporated into the upcoming FY 2019-20 Funding Plan for Clean Transportation Incentives, which includes funding for the Air Quality Improvement Program and Low Carbon Transportation Investments, slated to be finalized in October.

The update is available at

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

UPDATE ON FUEL CELL VEHICLES AND INFRASTRUCTURE IN CALIFORNIA

CARB has released its 2019 Annual Evaluation of Fuel Cell Electric Vehicle Deployment and Hydrogen Station Network Development. The report provides CARB's latest assessment of California's on-road fuel cell electric vehicle fleet, auto manufacturer projections for future

deployment volumes in the state, and progress in the development of California's hydrogen fueling station network. The report also discusses CARB's analyses and recommendations for new station locations, capacities, and technical capabilities.

For more information, please visit

https://ww2.arb.ca.gov/sites/default/files/2019-07/AB8_report_2019_Final.pdf

ANNUAL GHG EMISSIONS INVENTORY SHOWS OVERALL DECLINE IN GHGs

In mid-August, CARB released the 2000-2017 GHG Emissions Trends and Indicators Report, which summarizes the major annual changes and notable longer-term trends of each year's GHG inventory by sector. In 2017, the California economy grew at 3.6%, or 1.4% above the national average, according to the state Department of Finance. At the same time, 2017 was the second consecutive year in which GHG emissions fell below the 2020 reduction target of 431 million metric tons. GHG emissions were measured at 424 million metric tons of CO₂ equivalent, a decrease of 5 million metric tons from 2016. The transportation sector remains the largest source of GHG emissions in the state, accounting for 40% of the emissions, but saw a 1% increase in emissions in 2017, the lowest growth rate over the past four years. Emissions from gasoline used in on-road vehicles are the main driver of that increase.

The report can be found at

<https://ww2.arb.ca.gov/ghg-inventory-data>

AUGUST CAP-AND-TRADE AUCTION RESULTS

The results of the 20th joint California-Quebec auction held on August 20 show that the market is still strong. All 66,289,515 current allowances were sold, clearing at \$17.16, which is \$1.54 above the \$15.62 price floor. All 9,038,000 future vintage allowances offered (available for use in 2022) were sold at \$16.85 per allowance, \$1.23 above the \$15.62 floor price. The August auction generated approximately \$729 million for the California Climate Investments (CCI) program.

More information can be found at

https://ww3.arb.ca.gov/cc/capandtrade/auction/aug-2019/summary_results_report.pdf

CARB MANDATES ZERO-EMISSION AIRPORT SHUTTLES

In June, CARB unanimously approved a regulation to require public and private fleet operators to use 100% zero-emission shuttles at California's 13 largest airports by 2035. Beginning in 2022, the Zero-Emission Airport Shuttle Regulation will require shuttle fleets to report the details of their vehicles. Starting in 2023, if fleets are replacing a ZEV shuttle, the replacement vehicle must also be a ZEV. The regulation is expected to result in cost savings of \$30 million to airport shuttle operators from 2020 to 2040 due to reduced fuel and maintenance costs, including the use of Low Carbon Fuel Standard credits for electricity.

More information is available at

<https://ww2.arb.ca.gov/our-work/programs/zero-emission-airport-shuttle/about>

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 (ARB)

A final draft discussion document for the FY 2019-20 Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program will be released in late September. The Board will consider adopting the plan at its October meeting.

Upcoming work group meetings for projects funded under the Low Carbon Transportation Program include:

- October 1 – Final applicant teleconference for the Clean Mobility in Schools Pilot Project Grant Solicitation
- September 27 – Third Clean Mobility Voucher Pilot Program
- September 20 – Financing assistance for low-income consumers

Recent work group meetings have included:

- September 5 – First applicant teleconference for the Clean Mobility in Schools Pilot Project Grant Solicitation
- August 27 – Clean Cars 4 All public work group to discuss FY 2019-20 Funding Plan for Clean Transportation Incentives.
- August 16 – Second Clean Mobility Voucher Pilot Program
- August 1 – Sixth public work group meeting for the Clean Vehicle Rebate Project
- July 24 – One-Stop-Shop pilot program
- July 24 – Clean transportation equity projects
- July 23 – Diesel filter replacement project
- July 17 – Heavy-duty projects in the FY 2019-20 funding plan

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)

In August, CalSTA published the schedule for the next round of the five-year (FY 2020-2025) Transit and Intercity Rail Capital Program (TIRCP):

- September 13 – 2020 TIRCP Formal Draft Guidelines released
- October 14 – Guidelines workshop, Southern California
- October 15 – Guidelines workshop, Northern California

- October 18 – Draft guidelines presented to California Transportation Commission (CTC)
- October 18 – Call for projects for 2020 Cycle 4 released
- November 4-12 – Optional meetings to discuss project concepts and quantification with CalSTA and Caltrans staff
- January 16, 2020 – Project applications due to Caltrans
- April 1, 2020 – CalSTA anticipates publishing list of approved projects

More information can be found at

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

Low Carbon Transit Operations Program (Caltrans)

The process for the FY 2019-20 Low Carbon Transit Operations Program (LCTOP) has not yet gotten underway.

For more information, please visit

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

Affordable Housing and Sustainable Communities Program (Strategic Growth Council)

On August 30, the Strategic Growth Council (SGC) released the guidelines for Round 5 of the Affordable Housing and Sustainable Communities Program. The program schedule is as follows:

- Late September – Draft guidelines workshops
- October 31 – SGC meeting to adopt the final draft guidelines
- Early November – Notice of Funding Availability and application released
- February 2020 – Application due date
- June 2020 – Awards adoption

More information is available at

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

LOW CARBON FUEL PRODUCTION SOLICITATION

On August 28, the California Energy Commission (CEC) released an RFP for the Low Carbon Fuel Production Program (LCFPP), which provides grants to California's vehicle fuel production industry to reduce GHG emissions associated with transportation use. The LCFPP will support new and expanded renewable, ultra-low-carbon transportation fuel production at advanced fuel production plants and help the California fuel industry, vehicle manufacturers, and operators work toward a low-carbon future. Applications are due by December 3.

The solicitation is available at

<https://www.energy.ca.gov/solicitations/2019-08/gfo-19-601-low-carbon-fuel-production-program>

2019-20 ARFVTP INVESTMENT PLAN UPDATE AVAILABLE

At its September meeting, the CEC approved the 2019-2020 Investment Plan Update for the Clean Transportation Program, also known as the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). The \$95.2 million investment plan allocations are as follows:

- Zero-emission vehicles and infrastructure
 - Light-duty electric vehicle charging infrastructure – \$32.7 million
 - Medium- and heavy-duty zero-emission vehicles and infrastructure – \$30 million
 - Hydrogen refueling infrastructure – \$20 million
- Zero- and near-zero carbon production – \$10 million
- Workforce development – \$2.5 million

The plan is available at

https://ww2.energy.ca.gov/business_meetings/2019_packets/2019-09-11/Item_04_2019-2020%20Investment%20Plan%20Update%20for%20the%20Clean%20Transportation%20Program.pdf

FUNDING FOR CLEAN OFF-ROAD EQUIPMENT COMING SOON

On August 5, CARB announced the launch of the Clean Off-Road Equipment Voucher Incentive (CORE) Project, a new \$40 million program to accelerate the purchase and use of zero-emission off-road freight technologies. The program will offer a streamlined voucher process for buyers to receive funding to offset the higher costs of clean, zero-emission equipment including terminal tractors, transport refrigeration units, cargo-handling equipment and more. Under the CORE program, a business owner could receive \$180,000 to cover the difference between a zero-emission tractor and one that is powered by diesel. The program also encourages deployment of cleaner technology in disadvantaged communities by providing up to 10% higher incentives for zero-emission equipment that will be used in these areas. The maximum award per piece of equipment is \$500,000. CALSTART was selected to be the administrator for the CORE program, and funding is expected to be available before the end of the year.

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/clean-off-road-equipment-voucher-incentive-project/about>

CLEAN MOBILITY IN SCHOOLS FUNDING AVAILABLE

On August 23, CARB released a competitive grant solicitation for public school districts and county offices of education to implement the FY 2018-19 Clean Mobility in Schools Pilot Project. The program has \$10 million in funding available for school communities to develop transformative, synergistic emissions reduction strategies for transportation options for a school (or schools) located in a disadvantaged community. The project's goal is to increase the visibility of, and accessibility to, zero-emission transportation options by placing various commercially available zero-emission technologies, along with the supporting charging/fueling infrastructure, in one or more schools. In addition, the program intends to provide a platform to test clean, shared mobility concepts, assess key factors in developing viable and

sustainable local projects, share stories and lessons learned, and build a knowledge base to apply these lessons to future, larger-scale projects at other school districts throughout the state. On October 1, an applicant teleconference will be held, and the solicitation's closing date is October 21. The program's funding comes from the Low Carbon Transportation Program.

More information is available at

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

MILLIONS AWARDED FOR ELECTRIC SCHOOL BUSES

On September 4, the CEC approved nearly \$75 million in funding to replace 211 old, diesel-powered school buses with electric school buses throughout the state and install supporting charging infrastructure. The CEC's School Bus Replacement Program distributes funds evenly among four regions (\$18.75 million per region): Northern, Central, and Southern California, and Los Angeles County. School districts in the South Coast region received approximately \$28 million for new school buses and more than \$5.3 million for infrastructure.

For more information, please visit

https://www.energy.ca.gov/sites/default/files/2019-09/GFO-17-607_Revised_NOPA5.pdf

OTHER NEWS

LA COALITION CAMPAIGNS FOR ZERO-EMISSION REFUSE HAULERS

In August, the Los Angeles County Electric Truck & Bus Coalition launched a new campaign to bring zero-emission refuse trucks to more cities in Los Angeles County. The coalition is urging local officials, starting with Culver City, Santa Monica, and the City of Los Angeles, to commit to 100% zero-emission municipal refuse haulers in their city-owned/operated fleets by 2035. The Coalition was founded by Earthjustice, Environment California, Food & Water Watch, the International Brotherhood of Electrical Workers Local Union #11, Jobs to Move America, and the Sierra Club.

More information is available at

<https://laelectrictruckandbus.org/>

CALIFORNIA LEGISLATIVE ACTIVITIES

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

The Legislature has adjourned until the beginning of January 2020. October 13 is the last day for the Governor to sign or veto bills.

CLEAN FUEL VEHICLES POLICY & INCENTIVES

AB 126 (Cooper)

Summary

This bill relates to the Clean Vehicle Rebate Project (CVRP) and would require lower income eligibility income 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.

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

Complete Bill Information

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

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.

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

Complete Bill Information

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

AB 1406 (O'Donnell)

Summary

For the ARFVTP, 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.

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

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 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.

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

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1424

SB 44 (Skinner)

Summary

This bill would require CARB by January 1, 2021 to update its 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in California to: bring the state into compliance with federal ambient air quality standards; reduce vehicle GHG emissions by 40% by 2030; and reduce vehicle GHG emissions by 80% by 2050.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB44

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.

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

Complete Bill Information

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

SB 210 (Leyva)

Summary

This bill would authorize CARB to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for non-gasoline heavy-duty on-road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB210

SB 216 (Galgiani)

Summary

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

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

Complete Bill Information

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

SB 400 (Umberg) – Signed by the Governor on September 6.

Summary

Under the Clean Cars 4 All Program, the definition of “mobility option” would be expanded from just public transit or car sharing to now include bike sharing and electric bicycles.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB400

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.

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

Complete Bill Information

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

AB 285 (Friedman)

Summary

This bill updates requirements of the California Transportation Plan (CTP) to reflect the state's recent environmental goals. It updates the GHG target and air quality goals that the CTP must achieve to reflect the targets and goals in current law, and requires Caltrans to conduct several other analyses as part of the CTP.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB285

SB 5 (Beall, McGuire and Portantino)

Summary

This bill would establish the Affordable Housing and Community Investment Program, which would be administered by the Affordable Housing and Community Investment Committee. One of the eligible uses of the funds from the program would be transit-oriented development in priority locations that maximize density and transit use and contribute to the reduction of vehicle miles traveled and GHG emissions.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB5

SB 127 (Wiener)

Summary

This bill, known as the "Complete Streets for Active Living" bill, is designed to encourage complete streets. It would require:

- The Caltrans asset management plan prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users. The plan must include complete streets elements.
- Beginning with the 2022 SHOPP (State Highway Operation and Protection Program), Caltrans must include new pedestrian and bicycle facilities, or improve existing facilities, as specified. Priority shall be given to low income communities, communities with a low percentage of private vehicle access, and communities with a high percentage of persons who are disabled. Projects can be exempted from this requirement after a public hearing with specified documentation and upon a finding that accommodating the needs of a particular user group is not cost effective and would be excessively disproportionate to the current or future need by that user group. Certain projects are categorically exempted from this requirement, such as those on highways which are closed by law for use by pedestrians and bicyclists.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB127

DEFENDING CALIFORNIA'S POLICIES

SB 1 (Atkins, Portantino and Stern)

Summary

The California Environmental, Public Health, and Workers Defense Act of 2019 makes certain federal environmental, labor and consumer protection standards enforceable under state law. The bill was introduced to fight efforts by Congress and the President to undermine vital protections granted by the federal Clean Air Act, the Clean Water Act, the Endangered Species Act, and other laws designed to protect Californians.

This bill was passed and sent to the Governor, but the Governor has stated publicly that he intends to veto it.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB1

Key Federal Activities

FEDERAL ADMINISTRATION ACTIVITIES

UPDATE ON FEDERAL VEHICLE STANDARD ROLLBACK ACTIVITIES

The Trump Administration continues to move forward with the SAFE (Safer, Affordable Fuel Efficient vehicles) regulation which would essentially freeze light-duty vehicle emissions standards at 2020 levels, in spite of the agreement announced on July 25 by Governor Newsom and CARB with Ford, Honda, BMW of North America, and Volkswagen. This deal creates a voluntary framework for gasoline and diesel cars and light trucks to become cleaner through 2026 at about the same rate as the current California program. It also supports a national program that will result in at least 30% more GHG emission reductions, compared to splitting up the standards between the more stringent standards followed by California and 13 other states and the less stringent standards proposed by the federal administration. On August 2, the U.S. EPA and Department of Transportation (DOT) submitted a small portion of the finalized SAFE regulation to the White House Office Information and Regulatory Affairs, but the final draft of the regulation has not yet been submitted to the Office of Management and Budget (OMB) and will not become public until the rule is completed. On September 6, U.S. EPA and DOT sent a letter to the State of California and the four automakers indicating that the deal is inconsistent with federal law and invalid, and that these agencies, “urge you to act immediately to disassociate CARB from the commitments made by the four automakers. Those commitments may result in legal consequences given the limits placed in federal law on California’s authority.” In an expected move, on September 18, the Administration announced it is revoking California’s waiver, which enabled the state to enact its own stricter vehicle standards. The final SAFE rule is slated to be released in December.

In another development, the U.S. Justice Department has opened an antitrust investigation into the four automakers that signed onto the deal with CARB. The DOJ is investigating whether the automakers violated federal competition law by entering into the agreement.

More information about the deal between California and the four automakers can be found at <https://www.gov.ca.gov/2019/07/25/california-and-major-automakers-reach-groundbreaking-framework-agreement-on-clean-emission-standards/>

FEDERAL LEGISLATIVE ACTIVITIES

BILL INTRODUCED FOR NATIONWIDE BIKESHARE PROGRAMS

On July 26, Representative Earl Blumenauer (D-OR) introduced the Bikeshare Transit Act of 2019 (H.R. 4001), to make local bikeshare programs eligible for federal transportation funding. Although there is no specific dollar amount included, the bill would add new definitions to the federal code to make a bikeshare project an eligible transit improvement project so that future spending bills can legally fund bikeshare transit programs. It also makes bikesharing programs eligible for funding from the Congestion Mitigation Air Quality Improvement (CMAQ) program.

For more information, please visit

<https://www.congress.gov/bill/116th-congress/house-bill/4001>

GREEN STREETS ACT INTRODUCED IN SENATE

On July 10, Senators Ed Markey (D-MA) and Tom Carper (D-DE) introduced the Generating Resilient, Environmentally Exceptional National (GREEN) Streets Act (S. 2084), which would create new performance measures and goals requiring states to measure and reduce vehicle miles traveled (VMT) and GHG emissions in their transportation systems. More specifically, the bill would:

- Direct the Secretary of Transportation to establish minimum standards for states to use to decrease GHG emissions and per capita VMT on the national highway system
- Direct the Transportation Secretary to establish measures that states can use to assess and reduce carbon dioxide and other GHG emissions on the national highway system
- Require states that have fallen out of compliance with the per capita VMT standards or carbon dioxide or GHG measures to dedicate federal highway funding to come into compliance
- Require states and Metropolitan Planning Organizations (MPOs) to consider projects and strategies that reduce per capita VMT and reduce GHGs from the transportation sector
- Require states and MPOs to publish an analysis of the impact on per capita VMT and mobile source GHG emissions for each project that adds new lanes or otherwise increases traffic capacity and costs more than \$25 million

More information is available at

<https://www.congress.gov/bill/116th-congress/senate-bill/2084>

HOUSE CLIMATE COMMITTEE HEARING ON CLIMATE AND HEAVY-DUTY VEHICLES

On July 16, the House Select Committee on the Climate Crisis held a hearing titled, “Solving the Climate Crisis: Cleaning up Heavy-Duty Vehicles, Protecting Communities.” The discussion focused on heavy-duty trucks and buses because of the disproportionate impact they have on the air quality in low-income communities and communities of color and because of Congress’ important role in deploying cleaner heavy-duty vehicles by funding state and local initiatives. Representative Kathy Castor (D-FL), Committee Chair, noted the important leadership role California has taken in leading the charge to reduce pollution from these vehicles and featured three speakers from California: Ryan Popple, President and CEO of Proterra; Angelo Logan, Campaign Director of the Moving Forward Network; and Michelle Romero, National Director of Green for All. The fourth speaker was Tony Satterthwaite, President of Distribution Business at Cummins.

More information about the hearing is available at

<https://climatecrisis.house.gov/committee-activity/hearings/solving-climate-crisis-cleaning-heavy-duty-vehicles-protecting>

FEDERAL ADMINISTRATIVE ACTIVITIES

ANNUAL DIESEL EMISSION REDUCTION ACT REPORT SUBMITTED TO CONGRESS

In July, the U.S. EPA Office of Transportation and Air Quality issued the “Diesel Emission Reduction Act (DERA) Fourth Report to Congress.” The report summarizes the emissions benefits of the DERA program during FY 2008-2016, including reductions of:

- 472,700 tons of smog-forming nitrogen oxides
- 15,490 tons of particulate matter
- 17,700 tons of hydrocarbon
- 5,089,170 tons of carbon dioxide

During this time, EPA has awarded \$629 million to retrofit or replace 67,300 engines in vehicles, vessels, locomotives and other pieces of equipment, with \$300 million of this funding coming from the 2008 American Recovery and Reinvestment Act.

The report is available at

<https://www.epa.gov/sites/production/files/2019-07/documents/420r19005.pdf>