



Clean Transportation Policy Update

June 21, 2018 – September 19, 2018

IN THIS ISSUE:

Key State Activities ADMINISTRATION ACTIVITIES

Governor Signs Carbon Neutrality Executive Order

REGULATORY ACTIVITIES

Workshop on ZEV Requirements for Light- and Heavy-Duty Vehicle Fleets
Hydrogen Veh Deployment and Station Network Report Avail
GHG Pollutants in CA Fall Below 1990 Levels for First Time
Updates to ARB Membership
ARB Meeting September 27-28

FUNDING ACTIVITIES

CA Climate Investments Activities Modifications to ARFVTP Funding Plan Issued
CA Climate Investments Final Guidelines Published
Third Draft Cap-and-Trade Investment Plan Available
Clean Energy Financing Program for NG Trucks
EV Fast Charging Funding Available

OTHER NEWS

Governor Hosts Global Climate Action Summit
Zero Emission Bus Conf Held
Ports Adopt New Clean Air Standards

CA LEGISLATIVE ACTIVITIES

Upcoming Hearings in the Senate and Assembly
Legislation
Clean Fuel Vehicles, Technology & Incentives
Climate Investments
Transportation Operations & Funding
Defending California's Policies

KEY FEDERAL ACTIVITIES

Regulatory Activities
Legislative Activities
Research Activities

Key State Activities

ADMINISTRATION ACTIVITIES

GOVERNOR SIGNS CARBON NEUTRALITY EXECUTIVE ORDER

On September 10, Governor Brown signed Executive Order B-55-18 directing the state to achieve carbon neutrality by 2045 and net negative greenhouse gas (GHG) emissions after that. The California Air Resources Board (ARB) is required to work with state agencies to develop a framework toward the goal. Additionally, ARB and other agencies must create sequestration targets toward carbon neutrality in their future plans. Although there is not specificity in the Executive Order about how to reach this goal, transforming the transportation system to reduce emissions and be more efficient will be a key component to the state achieving carbon neutrality. The Governor said he was signing the measure to put California on the path to meet the Paris Climate Accord and beyond.

The Executive Order can be found at

<https://www.gov.ca.gov/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>

REGULATORY ACTIVITIES

WORKSHOP ON ZEV REQUIREMENTS FOR LIGHT- AND HEAVY-DUTY VEHICLE FLEETS

On August 30, ARB held a workshop to assess a zero-emission vehicle (ZEV) requirement for public and private light- and heavy-duty vehicle fleets. This workshop was in response to the August 1 letter by Governor Brown to ARB directing the agency to conduct such an assessment and evaluate the viability of new regulations to include ZEV fleet adoption in California. This assessment will consider opportunities in a broad range of fleet categories such as rental, large employer, delivery and transportation service fleets, as well as fleets used for emerging new mobility services such as ride-hailing. ARB believes that fleets present unique opportunities for accelerating the

ZEV market. Opportunities include large-scale purchases, increasing the number of individuals utilizing the technology, and in some cases, placing ZEV technologies in high-mileage fleets. ARB will be considering how zero-emission technologies can play a key role in the evolution of vehicle fleets across the state.

The workshop information is available at

<https://content.govdelivery.com/accounts/CARB/bulletins/203362f>

The Governor's letter is available here

https://www.arb.ca.gov/msprog/zero_emission_fleet_letter_080118.pdf?utm_medium=email&utm_source=govdelivery

REPORT ON HYDROGEN VEHICLE DEPLOYMENT AND STATION NETWORK AVAILABLE

On July 31, ARB published the 2018 Annual Evaluation of Fuel Cell Electric Vehicle Deployment and Hydrogen Fuel Station Network Development. The report provides staff'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 development of California's hydrogen fueling station network. Analyses and recommendations for new station locations, capacities, and technical capabilities also are discussed in the report.

The report can be found at

https://www.arb.ca.gov/msprog/zevprog/ab8/ab8_report_2018_print.pdf

GHG POLLUTANTS IN CA FALL BELOW 1990 LEVELS FOR FIRST TIME

On July 11, ARB announced that GHG pollutants in California fell below 1990 levels for the first time since their all-time high in 2004. The findings are documented in the California Greenhouse Gas Emissions Inventory-2018 Edition. GHG emissions are down by 13%, while the statewide economy grew by 26%. The electricity generation sector had the largest decline in emissions at 18%, while the transportation sector had a 2% increase due to increased fuel consumption. Transportation remains the state's largest source of GHG emissions.

The inventory is available at

<https://www.arb.ca.gov/cc/inventory/data/data.htm>

UPDATES TO ARB MEMBERSHIP

In June, Assembly Speaker Anthony Rendon appointed Hector De La Torre to one of the two environmental justice seats on the ARB, replacing Diane Takvorian. De La Torre has served on the Board since 2011 as a public member. At its July meeting, the Board voted on staggered terms for voting Board members, as required by SB 197 (2016). In September, Takvorian was re-appointed to the Board. The terms of the current members will now be in three tiers as follows:

- Terms ending December 31, 2018 (3 Board members)
 - Hector De La Torre (Assembly environmental justice appointee)
 - Dean Florez (Senate environmental justice appointee)
 - Ron Roberts (San Diego County Air Pollution Control District)

- Terms ending December 31, 2020 (5 Board members)
 - Dr. John Balmes (physician member)
 - John Gioia (Bay Area Air Quality Management District)
 - Judy Mitchell (South Coast Air Quality Management District)
 - Chair Mary Nichols (law and experience in air pollution control member)
 - Dr. Alex Sherriffs (San Joaquin Valley Air Pollution Control District)
- Terms ending December 31, 2022 (6 Board members)
 - Vice Chair Sandy Berg (public member)
 - John Eisenhut (agriculture member)
 - Barbara Riordan (Mojave Desert Air Quality Management District)
 - Phil Serna (Sacramento Metropolitan Air Quality Management District)
 - Professor Dan Sperling (automotive engineering member)
 - Diane Takvorian (public member)

ARB MEETING SEPTEMBER 27-28

At its September Board hearing, ARB will consider the long-awaited staff proposal to transition to a zero emission bus (ZEB) transit fleet by 2040. The Innovative Clean Transit proposal outlines a multi-step ZEB planning and purchasing process for transit agencies. It phases in ZEB purchase requirements for transit fleets beginning in 2023. By 2029, 100% of bus purchases would have to be zero emission.

ARB will also take up a proposed amendment of its Low-Emission Vehicle “deemed to comply” option stemming from the recent federal proposal to weaken national light-duty vehicle GHG and fuel economy standards. The ARB proposal states that it would amend California’s light-duty vehicle GHG regulations (also known as Advanced Clean Cars) “...to clarify that the “deemed to comply” option is available only if the currently adopted federal greenhouse gas regulations remain in effect, which will prevent any federal weakening for model years 2021 through 2025 from being felt in California during those model years.” (More on the federal proposal to roll back the Clean Cars standard under Key Federal Activities, later in this report.)

Also in September, ARB will consider final amendments to the Low Carbon Fuel Standard following an initial hearing in April and two rounds of 15-day change public comment periods. The amendments extend the program to 2030 and incorporate a variety of provisions, including crediting for zero-emission fast refueling, inclusion of jet fuel, and carbon capture and storage.

The agenda and supporting materials are available at <https://ww2.arb.ca.gov/our-work/programs/board-meetings>

CA CLIMATE INVESTMENTS ACTIVITIES

Following are the current activities with respect to each CCI-funded program related to transportation:

Low Carbon Transportation Program (ARB)

The proposed funding plan for FY 2018-19 for low carbon transportation investments and the Air Quality Improvement Program will be released for public comment by September 21. The Board will consider the plan at its October meeting.

For more information about the Low Carbon Transportation Program, please visit

<https://www.arb.ca.gov/msprog/aqip/aqip.htm>

Transit and Intercity Rail Capital Program (CalSTA)

The call for the next round of the five-year Transit and Intercity Rail Capital Program has not yet been released; the projects are not slated for approval until April 2020.

More information can be found at

<http://www.dot.ca.gov/drm/sptirpc.html>

Low Carbon Transit Operations Program (Caltrans)

On July 10, Caltrans announced the approved projects for the 2017-18 Low Carbon Transit Operations Program (LCTOP). Nearly \$97 million was allocated for 152 projects across the state. The process for the next funding cycle is scheduled to begin at the end of the year with the publication of the FY 2018-19 LCTOP guidelines.

For more information, please visit

<http://www.dot.ca.gov/drm/splctop.html>

Affordable Housing and Sustainable Communities Program (SGC)

On August 24, the draft program guidelines for the FY 2017-18 Affordable Housing and Sustainable Communities (AHSC) Program were released. The schedule for the AHSC program is as follows:

- September – Conduct stakeholder meetings and solicit comments on draft guidelines. Comments are due by September 23.
- September and October – Update guidelines as informed by public comment
- October – Present final guidelines for adoption; release Round 4 Notice of Funding Availability & Application
- February-May 2019 – Review applications
- June 2019 – Present award recommendations to SGC for final approval

More information is available at

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

MODIFICATIONS TO ARFVTP FUNDING PLAN ISSUED

On September 7, California Energy Commission (CEC) staff issued proposed revisions to the 2018-19 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). The revisions were necessary because the funding allocations under the adopted plan exceeded the amount appropriated in the enacted 2018-19 state budget. The proposed modifications are as follows:

- Funding for the Electric Vehicle Charging Infrastructure allocation is proposed to be reduced from \$134.5 million to \$94.2 million.
- Funding for the Hydrogen Refueling Infrastructure allocation is proposed to be reduced from \$92 million to \$20 million because current law restricts the CEC from allocating more than \$20 million per year for light-duty hydrogen refueling infrastructure.
- Funding for the Low-Carbon Fuel Production and Supply allocation remains the same at \$25 million; however, the allocation will now be funded equally from both the Greenhouse Gas Reduction Fund (GGRF) and the ARFVTF. The allocation was previously approved to be funded from the GGRF only.

Funding for the Manufacturing and Workforce Development allocation (\$8.5 million) and the Advanced Freight and Fleet Technologies allocation (\$17.5 million) will not change. The CEC will consider adopting these proposed changes at its October 3 meeting.

For more information, please visit

<https://www.energy.ca.gov/altfuels/2017-ALT-01/>

CALIFORNIA CLIMATE INVESTMENTS FINAL GUIDELINES PUBLISHED

On August 30, ARB released the 2018 Funding Guidelines for Agencies Administering California Climate Investments. The funding guidelines are intended to help administering agencies set up their programs and to provide consistency in designing and implementing California Climate Investments programs that meet the state's statutory and policy objectives for appropriations from the GGRF.

The guidelines are available at

https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/2018-funding-guidelines.pdf?_ga=2.71759382.469068151.1535737159-279980011.1485883599

THIRD DRAFT CAP-AND-TRADE INVESTMENT PLAN AVAILABLE

On August 21, ARB released the draft Cap-and-Trade Auction Proceeds Third Investment Plan for Fiscal Years 2019-20 through 2021-22. Two workshops were held to receive public input: September 4 in Fresno and September 5 in Los Angeles. The final plan will guide the investment of proceeds from the Greenhouse Gas Reduction Fund for the next three years toward projects and programs that help the state achieve its GHG reduction goals. Comments on the draft document were due September 14. The plan must be submitted to the Legislature in January.

The plan is available at

https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ci-2019-draft-third-investment-plan.pdf?_ga=2.140036469.716673556.1535047724-279980011.1485883599

CLEAN ENERGY FINANCING PROGRAM FOR NG TRUCKS

This summer, Clean Energy Fuels launched the Zero Now Financing Program designed to make the cost of buying or leasing a new natural gas heavy-duty truck the same or less than that of a diesel truck. The company is making available \$100 million in credit support to cover the incremental cost of trucks operating on either compressed or liquefied natural gas and equipped with the new Cummins Westport ISX 12 N “near zero” engine.

More information can be found at

<https://www.cleanenergyfuels.com/zeronow/>

EV FAST CHARGING FUNDING AVAILABLE

The Southern California Incentive Project (SCIP) has \$29 million available to increase the deployment of EV fast charging stations throughout Los Angeles, Orange, Riverside and San Bernardino Counties. The program is currently accepting applications from eligible businesses and public entities for rebates on DC fast charger installations of up to \$70,000 per charger or 75% of the total installation cost, whichever is less. In disadvantaged communities, rebates of up to \$80,000 or 80% of the total project cost are available, and a minimum of 25% of the funding will be committed to these communities within each county. The SCIP is an initiative of the California Electric Vehicle Infrastructure Project (CALeVIP), which works with community partners to develop and implement regional incentive projects that support the installation of charging infrastructure across the state.

Program information is available at

<https://calevip.org/incentive-project/southern-california>

OTHER NEWS

GOVERNOR HOSTS GLOBAL CLIMATE ACTION SUMMIT

On September 12-14, Governor Brown hosted the Global Climate Action Summit in San Francisco bringing together leaders from nations, states, cities, private industry, public interest groups, and the public to discuss reducing climate emissions and decarbonization of the global economy. The summit focused on five primary issue areas: healthy energy systems; inclusive economic growth; sustainable communities; land and ocean stewardship; and transformative climate investments. Some of the transportation-related panels included: Green and Healthy Streets: Transitioning to Zero Emission Transport; The Zero Emission Transportation Revolution; and The Next Frontier: Decarbonizing Heavy Industry and Transport. Additionally dozens of affiliate events took place in conjunction with the summit to delve into key areas of interest, including transportation.

More information is available at

<https://www.globalclimateactions summit.org/>

ZERO EMISSION BUS CONFERENCE HELD

On September 10-11, the U.S. Zero Emission Bus Conference was held at LA Metro's headquarters. The conference brought together key stakeholders from industry, policy makers and transit operators to focus on fuel cell and battery electric buses. Sector experts presented information on the latest advances made by each technology and the efforts underway to expand the market for these vehicles.

More information can be found at

<http://zebconference.com/us/>

PORTS ADOPT NEW CLEAN AIR STANDARDS

This summer, the ports of Los Angeles and Long Beach adopted measures that are designed to reduce air pollution from new trucks just entering drayage service, specifically those that travel to and from the ports' marine terminals. Beginning October 1, new trucks not currently registered in the Ports Drayage Truck Registry (PDTR) must be MY 2014 or newer. All trucks in port service are currently required to be MY 2007 or newer. About half of the trucks registered in the PDTR are at least MY 2010. The ports' goal is that all trucks operating at their facilities will be zero emission by 2035.

For more information, please visit

https://kentico.portoflosangeles.org/getmedia/309817f1-e7b4-4c4f-bfbf-96f4a7d0b1de/news_070218_CAAP_Clean-Trucks

CALIFORNIA LEGISLATIVE ACTIVITIES

The final day of the legislative session was August 31. September 30 is the deadline for the Governor to sign or veto bills that have been passed. The 2019-20 Legislature convenes on December 3.

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

Assembly – On October 11, the Select Committee on Regional Transportation Solutions will hold an informational hearing on securing transportation growth opportunities. The hearing will be held in the City of Rancho Cucamonga Council Chambers at 10 a.m.

Senate – None on relevant topics.

LEGISLATION

CLEAN FUEL VEHICLES AND TECHNOLOGY

AB 193 (Cervantes) – Signed by the Governor on September 13

Summary

This bill requires ARB to establish the Zero-Emission Assurance Project, as part of the Air Quality Improvement Program, to provide rebates for: the replacement of a battery, fuel cell, or related components for an eligible used vehicle; a vehicle service contract for the battery, fuel cell, or related components; or all of these. Minimum eligibility criteria for an eligible applicant includes both: relevant vehicle performance criteria, including but not limited to decreased battery storage capacity, decreased vehicle range, and decreased fuel cell power output; and annual household income that is at or below 80% of statewide median income or

has a median income at or below the threshold designated as low income by the state Department of Housing and Community Development.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB193

AB 2061 (Frazier)

Summary

This bill, known as the Clean Truck Deployment Act, would remove weight-limit barriers that currently constrain the use of zero- and near zero-emission trucks in California. Cleaner trucks weigh more than traditional internal combustion engines (by as much as 2,000 pounds) so they currently must reduce their carrying capacity in order to comply with state weight laws, providing a disincentive for businesses to invest in cleaner trucks. This bill would increase the weight limits for zero-emission and near zero-emission vehicles to 82,000 pounds.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB2061

AB 2127 (Ting) – Signed by the Governor on September 13

Summary

This bill requires the CEC, in consultation with ARB and the CPUC, to create a statewide assessment of electric vehicle charging infrastructure needed to meet the goals of putting at least five million zero-emission vehicles on the road and GHG emissions 40% below 1990 levels by 2030.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB2127

AB 2885 (Rodriguez) – Signed by the Governor on September 13

Summary

Under the Clean Vehicle Rebate Project, ARB will be required to provide outreach to low-income households and low-income communities to increase consumer awareness of the Clean Vehicle Rebate Project and to prioritize rebate payments to low-income applicants. The provisions in this bill would sunset on January 1, 2022.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB2885

SB 210 (Leyva)

Summary

Under the Clean Vehicle Rebate Project, ARB will be required to provide outreach to low-income households and low-income communities to increase consumer awareness of the Clean Vehicle Rebate Project and to prioritize rebate payments to low-income applicants. The provisions in this bill would sunset on January 1, 2022.

This bill died in committee.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB210

SB 1000 (Lara) – Signed by the Governor on September 13

Summary

This bill relates to electric vehicle charging infrastructure and does the following:

- Prohibits cities and counties from restricting which types of electric vehicles, including, but not limited to, plug-in hybrid vehicles, may access an electric vehicle charging station that is both publicly accessible and was at least partly funded by ratepayer or state money.
- Requires the CEC to assess whether electric vehicle chargers, including DC fast chargers, are disproportionately deployed by population density, geographical area, or population income level, including low, middle, and high income levels. If the CEC determines that chargers are disproportionately deployed, the CEC must use ARFVTP funding and other incentives to more proportionately deploy charging infrastructure.
- Requires the CPUC to consider:
 - Facilitating the development of technologies that support grid integration including sub-metering capabilities for residential charging stations;
 - Developing technologies and rate strategies that reduce the impact of demand charges and help accelerate electric vehicle adoption; and
 - Adopting a tariff for heavy-duty electric fleets or electric trucks and buses that encourages charging during periods of excess grid capacity.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1000

SB 1014 (Skinner) – Signed by the Governor on September 13

Summary

Known as the California Clean Miles Standard and Incentive Program, this bill:

- Establishes the program to accelerate the adoption of ZEVs by online-enabled transportation providers, including transportation network companies (TNCs) (i.e., ride-hailing services), autonomous vehicles, and other rideshare providers.
- Requires the ARB to establish a per-passenger, per-mile GHG emission baseline for TNC vehicles by January 1, 2020.
- Requires the ARB to adopt by 2021, targets and goals to reduce TNC vehicles' GHG emissions below the baseline by 2023. These targets and goals must be feasible and consistent with existing state ZEV deployment goals, and they must include annual goals for increasing the use of ZEVs in TNC travel.

- Requires the ARB and CPUC to delay implementation of the targets and goals if the ARB or CPUC finds that unanticipated barriers exist to expanding the use of ZEVs by TNCs. The ARB and CPUC must review data related to ZEV expansion barriers at least every two years.
- Requires each TNC to develop a GHG emissions reduction plan every two years, starting in 2022. This plan must include proposals for how to meet the emissions reduction targets and goals for TNCs established by the ARB and CPUC. The proposals must be based on specified methods for reducing GHG emissions, including increased use of ZEVs.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1014

CLIMATE INVESTMENTS

SB 1119 (Newman)

Summary

This bill expands eligible expenditures under the Low Carbon Transit Operations Program (LCTOP). It would allow the current requirement that at least 50% of LCTOP funds benefit disadvantaged communities to be waived if a transit agency spends its funds on any of the following: new or expanded transit service that connects transit serving disadvantaged communities or in low-income communities; transit fare subsidies and network and fare integration technology improvements, including but not limited to, discounted or free student transit passes; or the purchase of zero-emission transit buses and supporting infrastructure.

This bill is awaiting the Governor's signature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1119

TRANSPORTATION OPERATIONS & FUNDING

AB 91 (Cervantes)

Summary

This bill would require the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside.

This bill is awaiting the Governor's signature.

Complete Bill Information

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB91

SB 49 (de León and Stern)

Summary

This bill is called the California Environmental, Public Health, and Workers Defense Act of 2017, and would:

- Make current federal clean air, climate, clean water, worker safety, and endangered species standards enforceable under state law, even if the federal government rolls back and weakens those standards
- Direct state environmental, public health, and worker safety agencies to take all actions within their authorities to ensure standards in effect and being enforced today continue to remain in effect
- Ensure California does not backslide as a result of rollbacks by the federal Administration, since federal laws in these areas set “baselines” but allow states to adopt more stringent standards

This bill was part of the “Preserve California” legislative package designed to insulate the state from rollbacks in federal environmental regulations and public health protections.

This bill died in committee.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB49

Key Federal Activities

FEDERAL REGULATORY ACTIVITIES

FEDERAL AGENCIES ATTEMPT TO ROLL BACK CLEAN CARS STANDARDS

On August 2, the National Highway Traffic Safety Administration and the U.S. Environmental Protection Agency issued the Notice of Proposed Rulemaking (NPRM) for 2021-2026 Model Year Corporate Average Fuel Economy and Light-Duty Vehicle Greenhouse Gas Emissions Standards. The notice of public hearings on the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks,” proposal was posted in the Federal Register August 24. Public hearings are scheduled in Fresno on September 24; Dearborn, Mich., on September 25; and Pittsburgh, Pa. on September 26. The NPRM proposes the following:

- Amending the CO₂ emissions standards for MY 2021-2025 and establishing new standards for MY 2026
- Proposing new CAFE (Corporate Average Fuel Economy) standards for MY 2022-2026 and amending the MY 2021 CAFE standard
- Retaining the MY 2020 standards for both CO₂ emissions and CAFE through MY 2026
- Creating one national tailpipe emission standard set exclusively by the federal government
- Withdrawing the waiver granted to California in 2013 for the GHG and ZEV requirements of the state’s Advanced Clean Cars program, thereby prohibiting other states (currently 12 states plus the District of Columbia) from following California’s standard.

Over the summer, ARB officials have had several meetings with U.S. EPA and U.S. DOT staff, however, no substantial progress has been made. Federal representatives have expressed interest in having a meeting with technical staff soon.

The Federal Register notice is available at

<https://www.federalregister.gov/documents/2018/08/24/2018-18418/the-safer-affordable-fuel-efficient-safe-vehicles-rule-for-model-years-2021-2026-passenger-cars-and>

FEDERAL LEGISLATIVE ACTIVITIES

LIGHT-DUTY NATURAL GAS VEHICLE PARITY BILLS INTRODUCED

U.S. Senator Jim Inhofe (R-OK) and Representative Bill Johnson (R-OH) have introduced sister bills to ensure that federal agencies give the same regulatory treatment to natural gas vehicles as electric vehicles. CAFE standards allow for incentives for light-duty vehicles that have reduced emissions, but natural gas vehicles do not have regulatory parity with other low-emission vehicles even though they offer comparable emission reductions. S. 3226 and H.R. 6476 would require regulatory standards apply equally across electric and natural gas vehicles.

For more information, please visit

<https://www.inhofe.senate.gov/newsroom/press-releases/inhofe-introduces-light-duty-natural-gas-vehicle-parity-act-of-2018>

FEDERAL RESEARCH ACTIVITIES

ELECTRIC SCOOTERS USE GROWS AT UNPRECEDENTED PACE

A recent nationwide survey of 7,000 people titled, “The Micro-Mobility Revolution: The Introduction and Adoption of Electric Scooters in the United States,” found that 70% of respondents support electric scooters. Some of the reasons why people favorably view this method of transportation included: they expand transportation options; they enable a car-free lifestyle; they are a convenient replacement for short trips in a personal vehicle or ride-hailing service (i.e. Uber or Lyft); and they are a complement to public transit. The following are other key findings from the survey:

- Adoption rates of electric scooters and many mobility services are accelerating faster than ever, due in part to the continued proliferation of GPS-enabled smartphones and greater diversity of transportation options in cities.
- While prior station-based, non-electric bikeshare services have predominantly been used by men by a factor of 2x to 3x, this new study suggests that electric scooters may enjoy more support and adoption by women. If U.S. cities can harness this new wave of interest in micro-mobility to improve bike and scooter infrastructure, they might make progress on closing the active transportation gender gap and improve safety for everyone.
- Dockless electric scooters may also enjoy higher adoption rates by lower-income groups and could potentially help cities make progress on equity goals.

More information is available at

<https://www.populus.ai/micro-mobility-2018-july>