



# Clean Transportation Policy Update

January 18 – February 15, 2023

## Key State Activities

### ADMINISTRATION ACTIVITIES

#### GOVERNOR APPOINTS CARB MEMBERS

On January 30, Governor Newsom announced the appointment of four new members and the reappointment of three members to the California Air Resources Board (CARB). The new members are:

- **Eric Guerra**, who has been Vice Mayor for the City of Sacramento since 2023 and a Councilmember since 2015. He was a consultant for the California State Senate from 2016 to 2022. He replaces Phil Serna.
- **V. Manuel Perez**, who has been Supervisor for the 4th District of Riverside County since 2017. He was Chief Government and Public Affairs Officer at Borrego Community Health Foundation from 2014 to 2017, and an Assemblymember from 2008 to 2013. He replaces Barbara Riordan.
- **Bill Quirk**, who served as an Assemblymember from 2012 to 2022. He was a Hayward City Councilmember from 2004 to 2012 and a Physicist at the Lawrence Livermore National Laboratory from 1979 to 2005. He replaces Sandra Berg.
- **Susan Shaheen**, who has been a Professor In-Residence in the Department of Civil and Environmental Engineering at the University of California, Berkeley since 2019 and Co-Director of the Transportation Sustainability Research Center at the Institute of Transportation Studies since 2008. She replaces Dan Sperling.

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The reappointed members are:

- **John Eisenhut**, who has served on the Board since 2013. He has been Manager of Grower Relations at Hilltop Ranch Inc. since 1994 and Owner of Eisenhut Farms, almond orchards since 1975.
- **Diane Takvorian**, who has served on the Board since 2016. She has been Executive Director at the Environmental Health Coalition since 1982.
- **Gideon Kracov**, who has served on the Board since 2020. He has been the owner of the Law Office of Gideon Kracov since 2004.

For more information, please visit

<https://www.gov.ca.gov/2023/01/30/governor-newsom-announces-appointments-1-30-23/>

## REGULATORY ACTIVITIES

### ADVANCED CLEAN FLEETS UPDATE

On February 3, CARB released updates to the draft regulation language for the Advanced Clean Fleets regulation. The draft language is organized into four sections: state and government fleets; high priority and federal fleets; drayage trucks; and 100 percent ZEV sales. On February 13, CARB held a public workshop to discuss the proposed changes to the draft language and solicit feedback from stakeholders about the changes. Staff will present the final rule for approval at the April CARB meeting.

Additional information is available at

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

### LCFS WORKSHOP

On February 22, CARB will host a workshop to discuss potential changes to the Low Carbon Fuel Standard (LCFS) program. Staff will present information on the potential credit generation opportunities that may impact carbon intensity targets, as well as present stakeholder feedback from previous workshops. Staff also will discuss preliminary fuel mix and cost outputs from the California Transportation Supply (CATS) model presented at the November 2022 workshop. In the afternoon session of the workshop, staff will present concepts related to streamlining implementation and solicit stakeholder input. Staff also will release preliminary regulatory text for feedback in conjunction with the workshop. Comments are due by March 15.

For more information, please visit

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/lcfs-meetings-and-workshops>

### 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 January 31, a meeting for the implementation work group for the Electric Bicycle Incentives Project was held. Staff discussed program implementation, income limits, eligible electric retailers, electric bike classes, incentive amounts, and eligible electric bicycles.

On February 8, CARB held a public work group meeting on the implementation of the FY 2022-23 policy for the Clean Truck and Bus Voucher Incentive Project (HVIP) from the Board-approved FY 2022-23 Funding Plan for Clean Transportation Incentives. Topics discussed included: funding updates and the implementation timeline; large fleet bulk purchase requirements; flexibilities for transit agencies; and updates to definitions and vehicle eligibility requirements.

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)**

In the first quarter of 2023, the State Controller's Office is slated to announce the FY 2022-23 Low Carbon Transit Operations Program eligibility list.

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)**

Project applications for the 2023 Transit and Intercity Rail Capital Program (TIRCP) were due on February 10. CalSTA is slated to make award announcements on April 24

On January 31, Governor Newsom and CalSTA announced that more than \$2.5 billion was awarded for 16 transportation projects as part of the first round of awards in the sixth cycle of TIRCP investments. In the South Coast region, the following projects were awarded funding:

- Inglewood Transit Connector - \$407,364,000. Project completion is scheduled for 2028, allowing service to begin in support of the 2028 Summer Olympics.
- LA Metro, East San Fernando Valley Transit Corridor - \$600,000,000. The project will complete 6.7 miles of the initial segment between the Van Nuys/Orange Line and the Van Nuys/San Fernando Station, which is expected to be completed by 2030.

- Orange County Transportation Authority, OC Streetcar - \$149,841,000. The project will add 4.15 route miles of new rail transit in Orange County in Santa Ana and Garden Grove, which is expected to be completed by 2024.
- San Bernardino County Transportation Authority, Diesel Multiple Unit (DMU) Vehicles to Zero-Emission Vehicle (ZEMU) Conversion - \$15,772,000. The project will introduce zero-emission multiple train units on the Redlands Passenger Rail Project, which will be delivered for testing in 2023 and in revenue service in 2024.
- San Bernardino County Transportation Authority & Omnitrans, West Valley Connector Bus Rapid Phase 1 & Zero Emission Bus Initiative - \$18,778,000. The project will introduce a new 19-mile BRT system upon completion, connecting Rancho Cucamonga, Ontario Airport, Ontario, Montclair and Pomona, which is expected to be completed in 2025.
- Southern California Regional Rail Authority (Metrolink), Southern California Optimized Rail Expansion (SCORE) - \$106,900,000. The project will complete three critical SCORE project components that provide key capacity and safety improvements in Los Angeles, Orange and Ventura Counties. Project completion is scheduled for 2027.

CalSTA projects it will award another \$1.14 billion at the end of April.

Additional information can be found at

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

## UPDATES TO THE CLEAN VEHICLE REBATE PROJECT

On February 28, the Clean Vehicle Rebate Project (CVRP) will be updated to increase the amount of rebates offered. The CVRP rebate is available to income qualified consumers with household incomes that are less than or equal to 400 percent of the federal poverty level. The updates are as follows:

- \$7,500 for battery-electric vehicles (previously \$4,500)
- \$7,500 for fuel cell electric vehicles (previously \$7,000)
- \$6,500 for plug-in hybrid vehicles (previously \$3,500)

For more information, please visit

<https://cleanvehiclerebate.org/en>

## 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>

- **February 27** – Joint Senate Transportation and Assembly Transportation informational hearing titled, “Short Term Crisis and Long Term Transformation: How to Bring Back and Build Transit Ridership in California”

- **March 2** – Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection and Energy: Oversight of Climate-Energy Packages of 2021 and 2022
- **March 9** – Budget and Fiscal Review Subcommittee No. 5 on Corrections, Public Safety, Judiciary, Labor, and Transportation: CalSTA, California Transportation Commission, Department of Transportation
- **March 15** – Environmental Quality Committee hearing on SB 12 (Global Warming Solutions Act of 2006)
- **March 16** – Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection and Energy: CalEPA, CARB
- **March 23** – Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection and Energy: CEC

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

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

- **March 8** – Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy and Transportation: CARB/ZEVs/CEC
- **March 15** – Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy and Transportation: Transportation agencies
- **April 19** – Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy and Transportation: CalEPA

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

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

## TRANSPORTATION PLANNING, OPERATIONS, AND FUNDING

### **AB 6 (Friedman)**

#### **Summary**

This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB6](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB6)

### **AB 7 (Friedman)**

#### **Summary**

This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB7](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB7)

### **AB 69 (Waldron)**

#### **Summary**

This bill would authorize Greenhouse Gas Reduction Fund 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.

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB69](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB69)

### **AB 241 (Reyes)**

#### **Summary**

This is a spot bill that states the intent of the Legislature to enact future legislation related to the Clean Transportation Program. This purpose of this bill is to reauthorize AB 8 (2013)/AB 118 (2007), which created the Clean Transportation Program, the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program. This is a companion bill to SB 84.

#### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB241](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB241)

## **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.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB32](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB32)

## **SB 84 (Gonzalez)**

### **Summary**

This is a spot bill that states the intent of the Legislature to enact future legislation related to the Clean Transportation Program. This purpose of this bill is to reauthorize AB 8 (2013)/AB 118 (2007), which created the Clean Transportation Program, the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program. This is a companion bill to AB 241.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB84](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB84)

## **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.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB9](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.

### **Complete Bill Information**

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB12](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB12)

## **Key Federal Activities**

### **FEDERAL FUNDING ACTIVITIES**

#### **FTA OFFERS \$1.7 BILLION FOR CLEAN TRANSIT**

On January 27, the U.S. Department of Transportation Federal Transit Administration announced that it has \$1.22 billion in competitive grant funding under the Low or No Emission Grant Program (Low-No Program) and \$469.45 million under the Grants for Buses and Bus Facilities Competitive Program (Buses and Bus Facilities Program). FTA combined these two grants into one Notice of Funding Opportunity. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including the acquisition, construction, and leasing of required supporting facilities. The Buses and Bus Facilities Program provides funding for buses and bus capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. Applications are due by April 13.

Additional information is available at

<https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023>

#### **COMING SOON: FUNDING FOR PORT TRUCK EMISSIONS REDUCTIONS**

In early February, the U.S. Department of Transportation announced that in the coming weeks, the Federal Highway Administration will open FY 2022-23 grant applications for the Reduction of Truck Emissions at Port Facilities program. This program will offer \$160 million to test, evaluate and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency. This program allocates \$80 million per fiscal year from 2022 through 2026; the release of the \$160 million combines funding from the two fiscal years of the program into one allocation.

For more information, please visit

<https://www.transportation.gov/briefing-room/usdot-announces-more-660-million-available-through-port-infrastructure-development>