



Clean Transportation Policy Update

September 21 – October 18, 2023

IN THIS ISSUE:

BILLS SIGNED BY THE GOVERNOR

AB 126
AB 579

This issue of the *Clean Transportation Policy Update* focuses exclusively on the first half of the 2023-2024 California legislative session, which concluded on September 14. It provides an update on the bills signed by the Governor that have been tracked in previous policy updates. The next issue will contain a full report on regulatory and other policy activities related to clean transportation.

BILLS SIGNED BY THE GOVERNOR

AB 126 (Reyes) - Signed on October 7

Summary

This bill is the vehicle to reauthorize AB 8 (2013)/AB 118 (2007), continuing funding for the Clean Transportation Program (CTP), the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program (EFMP) through 2035. Some of the changes to these programs include:

- In the CTP, 15 percent of the annual funding will be allocated to light-, medium-, and heavy-duty hydrogen fueling stations until 2030. The bill alters the provision that hydrogen projects should receive 20 percent of the annual funding until at least 100 publicly available stations are open.
- In the CTP, at least 50 percent of the funding must directly benefit or serve residents of disadvantaged and low-income communities.
- In the EFMP, replacement vehicles must be plug-in hybrids or ZEVs.

Reauthorizing these programs will result in more than \$170 million for clean transportation investments annually.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB126

AB 579 (Ting) – Signed on October 8

Summary

Beginning on January 1, 2035, this bill requires 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