



Clean Transportation Policy Update

September 20, 2018 – October 19, 2018

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This issue of the *Clean Transportation Policy Update* focuses exclusively on the second half of the 2017-2018 California legislative session which concluded on August 31, and 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 matters.

California Legislative Activities

BILLS SIGNED BY THE GOVERNOR

AB 91 (Cervantes) – Signed by the Governor on September 18 **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.

Complete Bill Information

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

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

This bill requires the California Air Resources Board (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 applicants 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 either annual household income that is at or below 80% of statewide median income or 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) – Signed by the Governor on September 20

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.

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 California Energy Commission (CEC), in consultation with ARB and the California Public Utilities Commission (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 (ZEVs) on the road and reducing greenhouse gas (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 sunset on January 1, 2022.

Complete Bill Information

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

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 direct current (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 funding from the Alternative and Renewable Fuel & Vehicle Program (ARFVTP) 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

SB 1119 (Newman) – Signed by the Governor on September 20

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.

Complete Bill Information

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