Date of Hearing: March 29, 2023

ASSEMBLY COMMITTEE ON EDUCATION
Al Muratsuchi, Chair
AB 579 (Ting) – As Amended March 13, 2023

SUBJECT: Schoolbuses: zero-emission vehicles

SUMMARY: Requires that, commencing January 1, 2035, all newly purchased or contracted schoolbuses of a local educational agency (LEA) be zero-emission vehicles. Specifically, **this bill**:

1) Requires, commencing January 1, 2035, 100% of all newly purchased or contracted schoolbuses of an LEA to be zero-emission vehicles, where feasible.

2) Authorizes, if an LEA determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, the LEA to request a one-time extension for a term not to exceed five years, provided that both of the following conditions are met:

    a) The LEA can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in 2035; and

    b) The California Air Resources Board (CARB), in consultation with the California Department of Education (CDE) and the State Energy Resources Conservation and Development Commission, receives and evaluates an LEA's request, and grants a one-time extension based on the LEA reasonably demonstrating that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in 2035.

3) Defines "local educational agency" to mean a school district, county office of education (COE), or charter school.

4) Requires, if a continuing contract for the furnishing of transportation of pupils in LEAs to and from school is made, to be made for a term not to exceed 15 years. Authorizes a contract to be renewable at the option of the LEA and the party contracting to provide transportation services, jointly, at the end of the term of the contract. Requires the contract as renewed to include all of the terms and conditions of the previous contract, including any provisions increasing rates based on increased costs.

5) Authorizes a continuing contract to be made for the lease or rental of schoolbuses, not to exceed 15 years, except that if a lease or rental contract provides that the LEA may exercise an option either to purchase the buses or to cancel the lease at the end of each annual period during the period of the contract, the contract may be made for a term not to exceed 20 years.

6) Authorizes a continuing contract executed under this section to be negotiated annually within the contract period when economic factors indicate negotiation is necessary to maintain an equitable pricing structure. Requires renegotiation to be subject to the approval of both contracting parties.

7) Requires these provisions to apply to the furnishing of transportation of pupils in LEAs to and from school using schoolbuses that are zero-emission vehicles and for the lease or rental of schoolbuses that are zero-emission vehicles.

EXISTING LAW:

1) Defines a "schoolbus" as a motor vehicle designed, used, or maintained for the transportation of any school pupil at or below the 12th grade level to or from a public or private school or to or from public or private school activities. (Vehicle Code (VEH) 545)

2) Requires the California Highway Patrol to inspect every schoolbus at least once each school year to ascertain whether its construction, design, equipment, and color comply with all provisions of law. (VEH 2807)

3) Requires all diesel-fueled schoolbuses with a Gross Vehicle Weight Rating (GVWR) over 14,000 pounds to have a Level 3 PM filter, the highest level verified retrofit, or an original equipment manufactured particulate matter (PM) filter that most commonly comes installed on 2007 model year and newer engines. Prohibits, as of January 1, 2012, schoolbuses manufactured before April 1, 1977, to operate in California. Requires recordkeeping to demonstrate compliance in lieu of a report. (California Code of Regulations (CCR), Title 13, 2025(k))

4) Authorizes the governing board of any school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist therefor. Authorizes the governing board to purchase or rent and provide for the upkeep, care, and operation of vehicles, or to contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or to contract with and pay responsible private parties for the transportation. Authorizes these contracts to be made with the parent or guardian of the pupil being transported. (Education Code (EC) 39800)

5) Requires, in order to procure the service at the lowest possible figure consistent with proper and satisfactory service, the governing board to, whenever an expenditure of more than $10,000 is involved, secure bids pursuant to the Public Contract Code whenever it is contemplated that a contract may be made with a person or corporation other than a common carrier or a municipally owned transit system or a parent or guardian of the pupils to be transported. Authorizes the governing board to award the contract for the service to those that are not the lowest bidder. (EC 39802)

6) Requires, if a continuing contract for the furnishing of transportation of pupils in school districts to and from school is made it must be made for a term not to exceed five years. Authorizes a contract to be renewable at the option of the school district and the party contracting to provide transportation services, jointly, at the end of the term of the contract.

Requires the contract as renewed to include all of the terms and conditions of the previous contract, including any provisions increasing rates based on increased costs. (EC 39803)

7) Defines "frontier school district" to mean a school district that meets either of the following conditions:

   a) The total number of pupils in average daily attendance at all of the schools served by the school district is fewer than 600; or

   b) Each county in which a school operated by the school district is located has a total population density fewer than 10 persons per square mile. (EC 94)

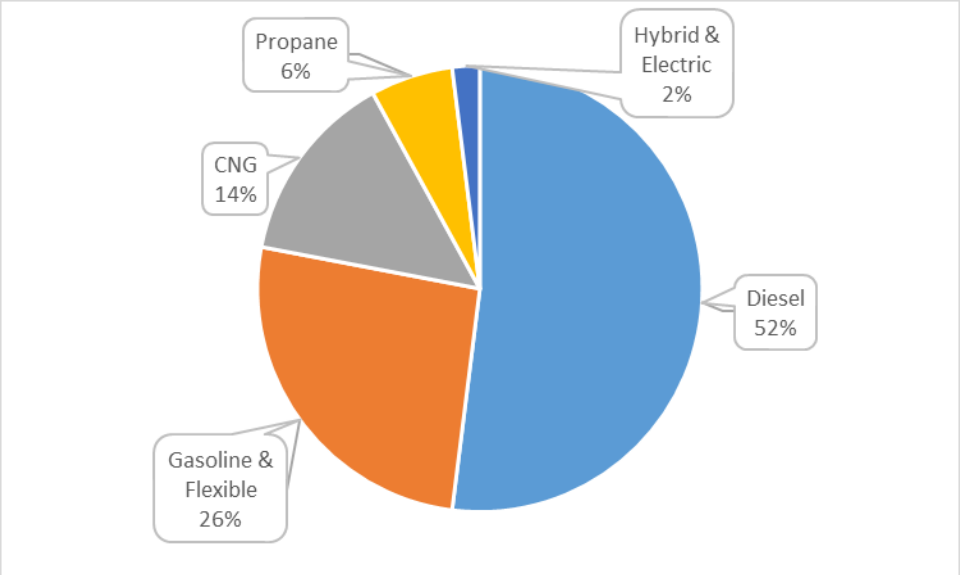
FISCAL EFFECT: This bill has been keyed as a possible mandate if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

COMMENTS:

Need for the bill. According to the author, "California has gathered substantial data on the impact of school bus emissions on children and the environment, with some studies noting that bus commutes account for 33% (or one-third) of a child's daily exposure to toxic air pollutants. While the state has made significant investments in grants and incentives to support the widespread adoption of school buses with reduced tailpipe emissions, electric school buses make up only 2% of school bus fleets. A consistent statewide planning goal to obtain zero-emission buses is critical to improving air quality and student health outcomes, especially in communities already disproportionately impacted by severe air pollution. To that end, AB 579 requires that all purchases of new school buses be zero emission by 2035 and extends the maximum length of transportation service and leasing contracts for zero emission buses. AB 579 is a timely and thoughtful approach to building a healthier future for our next generation."

Schoolbus fleets in California. According to a 2022 report from the Legislative Analyst's Office (LAO), *The 2022-23 Budget: Green School Bus Grant*, school districts that operate their own transportation services own about 15,800 schoolbuses, including small (10 people capacity) and large buses (50 or more people capacity). An additional 9,000 buses are owned by contractors. Out of the 15,800 schoolbuses owned by districts, 10,200 are powered by diesel, constituting nearly two-thirds of their fleet. According to Appendix E of the CARB 2022 report, SB 1403 School Bus Incentive Program, staff estimates there are approximately 23,800 school buses operating in California. Figure 1 depicts the California School Bus Population by fuel type:

Figure 1: California School Bus Population by fuel type



Source: Appendix E SB 1403 School Bus Incentive Program Report, CARB

Nearly 200 school districts in California have at least one battery electric schoolbus. Approximately 570 battery electric schoolbuses are operating in the state. Among other fuel types like gasoline, compressed natural gas, propane, and diesel, electric buses remain the least common.

Diesel bus emissions can have harmful health effects. Diesel buses emit several pollutants that can have negative effects on human health. According to a 2005 study in the Journal of Exposure Analysis and Environmental Epidemiology, *Characterizing the Range of Children's Air Pollutant Exposure During School Bus Commutes*, minimizing commute times, using the cleanest buses for the longest routes, and reducing bus caravanning and idling time will reduce children's exposure to bus-related pollutants. The 2022 LAO report lists the most concerning pollutants to be nitrogen oxides and particulate matter (PM). Nitrogen oxides can irritate the human respiratory tract and can increase the risk of asthma and other respiratory diseases, and PM refers to tiny solid particles and liquid droplets that can become embedded in the lungs or bloodstream. Sustained exposure can cause breathing problems and lung damage. According to California Air Resources Board (CARB), in 1998, California identified diesel PM as a toxic air contaminant based on its potential to cause cancer. Other agencies, such as the National Toxicology Program, the U.S. Environmental Protection Agency, and the National Institute of Occupational Safety and Health have concluded that exposure to diesel exhaust likely causes cancer.

Reducing children's exposure to diesel PM. According to the LAO report, the CARB has taken several actions to reduce children's exposure to vehicle-related pollutants during their commute by schoolbus. In terms of regulatory requirements, all schoolbuses are required to have a PM exhaust filter or be designated as low-use, are restricted from idling; and are required to have routine smoke tests. The filters are at least 85% effective at reducing PM if schoolbuses are regularly maintained. Schoolbuses that weigh over 14,000 GVWR and transport pupils to and from school are under the schoolbus provisions of the Truck and Bus Rule (CCR 2025). In addition to the requirements already stated, school districts with schoolbuses under the Truck and

Bus Rule must retire pre-1977 schoolbuses and maintain specified records of the vehicle. Overall, the Truck and Bus rule requires old heavy-duty trucks and buses to be retired in order to reduce diesel PM and other pollutants to meet the state's emission reduction goals and comply with the federal Clean Air Act.

Governor Newsom's Zero Emission by 2035 Executive Order (EO). Signed in 2020, the Governor's EO (N-79-20) sets a goal to end sales of internal combustion vehicles by 2045. Specifically, it states that 100% of new passenger cars, light-duty trucks, drayage trucks, off-road vehicles and equipment sales will be zero-emission by 2035. It also states that medium- and heavy-duty truck sales will be zero-emission by 2045. The Executive Order falls under the purview of the Governor's Office of Business and Economic Development which works with multiple agencies including the CARB, California Energy Commission (CEC), PUC, Department of Finance, State Transportation Agency, local agencies and private entities to develop the Zero-Emissions Vehicle Market Development Strategy (ZEV Strategy). The ZEV Strategy prioritizes accelerating large scale, affordable, and equitable ZEV market development to improve air quality, reduce greenhouse gas emissions, provide access to ZEV, and improve the workforce needed to maintain ZEV infrastructure. This EO includes sales of new schoolbuses.

New Grant Program to Fund Zero-Emission School Buses. The Budget Act of 2023 (AB 181, Chapter 52, Statutes of 2022) provided $1.5 billion for one-time grants to support the adoption of zero-emission school buses. Trailer legislation (AB 185, Chapter 571, Statutes of 2022) makes these funds available in installments of $300 million per year beginning in 2023-24. Of the annual amount, $225 million (75%) will be allocated by the CARB for the replacement of internal combustion buses with zero-emission buses. The remaining $75 million (25%) will be allocated by the CEC for infrastructure to support these buses, such as charging stations and electrical equipment. School districts, COEs, classroom-based charter schools, and joint powers authorities are eligible to apply. Applicants will receive priority if they 1) have high shares of English learner or low income students, 2) have older buses compared with other applicants, 3) are a small and rural school district, or 4) propose purchasing buses with bidirectional charging capability. The administering agencies may fund buses powered by renewable fuels (such as compressed natural gas) for applicants demonstrating that zero-emission buses would be infeasible in their specific situation. To reduce costs for grant recipients, the Department of General Services, in consultation with the CEC and the California Workforce Development Board, will establish statewide contracts with school bus manufacturers to make zero- and low-emission school buses available for purchase by grantees. These contracts are required to comply with certain labor and wage standards.

Funding for cleaner schoolbuses. The CEC, the CARB, and school and local air districts have invested funds to retrofit and replace schoolbuses with cleaner and zero-emission schoolbuses (i.e. electric or hydrogen fueled schoolbuses with zero tailpipe emissions). Since 2001, CARB and local entities have spent over $500 million to clean-up old schoolbuses by retrofitting or replacing the oldest schoolbuses in the state. Table 1 on the next page highlights the State's past and current schoolbus funding that has gone to schoolbus cleanup to support exhaust retrofits, full vehicle replacements, and supporting infrastructure.

- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). Although not exclusively a schoolbus incentive program, the HVIP allows schoolbus operators to

use vouchers to offset the cost of purchasing cleaner buses. The HVIP provides a voucher of up to $250,000 per zero-emission schoolbus.

- Rural School Bus Pilot program. The Rural School Bus Pilot project, administered by North Coast Unified Air Quality Management District and funded with cap-and-trade funds, prioritizes funds to rural schools and the oldest buses with the most miles. Schools can get up to $400,000 for zero-emission bus technologies, an additional $5,000 for charging infrastructure, and $165,000 for a hybrid bus.

- The Carl Moyer Program. The Carl Moyer Program is administered via collaborative effort between CARB and local air districts and is a competitive program open to vehicle owners that can prove that the incentive funds will be used to realize "cleaner" than required vehicle emission reductions. School bus operators can apply for funds to purchase zero-emission buses and the incentive will depend on numerous factors including the amount of pollution reduced.

- Proposition 39 School Bus replacement program. According to the CEC, SB 110 allocated $75 million from Proposition 39 funding to create the California Energy Commission School Bus Replacement Program to replace California's oldest diesel buses with all-new battery electric buses and install supporting charging infrastructure. A dashboard on CEC's website is updated quarterly to display the progress in delivering CEC-awarded electric school buses and installing charging infrastructure throughout California. The $75 million was used exclusively for the purchase of battery-electric school buses and up to $26 million in Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) funds was available to provide the necessary charging infrastructure to operate the buses. Workforce training and development funding through ARFVTP was also provided to school districts that purchased an electric bus. Each school district/COE is eligible to receive a maximum of 10 school buses under the application and up to $60,000 per school bus for electric charging infrastructure. Additionally, because charging electric buses can have significant impacts on the grid, CEC has made it a requirement that all eligible buses be vehicle grid integration capable. As part of this program, CEC notes that it is also, "using our established relationships with IOUs and POUs such as Sacramento Municipal Utility District (SMUD), we are coordinating program efforts to maximum electric infrastructure financial incentives for school districts receiving an electric school bus from CEC."

- AB 617 – Community Air Protection Incentives. Community Air Protection incentives are available to support early action emissions reductions in communities most affected by air pollution, as well as to support communities selected for air monitoring or emissions reduction programs and those under consideration for future selection.

- CEC Clean Transportation Program. CEC allocated $6 million from Clean Transportation Program funds for 25 compressed natural gas (CNG) school bus replacements and supporting fueling infrastructure. All 25 school buses were delivered by December 2020, and the supporting CNG fueling infrastructure is completed.

- Clean Mobility in Schools Pilot Project. CARB administers fund from the Low Carbon Transportation Investment Program to increase the visibility of, and access to, zero-

emission transportation options by placing various commercially available zero-emission technologies, along with the supporting charting/fueling infrastructure, including battery electric school buses and Level 2 and 3 charters, in one or more disadvantaged communities in California. As of May 2022, 40 school buses have been approved through the project for the El Monte Union High School District, San Diego Unified School District, Stockton Unified School District and Twin Rivers Unified School District.

- Volkswagen Environmental Mitigation Trust. Volkswagen's settlement allocates $423 million to California to mitigate the excess oxides of nitrogen emissions caused by their illegal actions. California's Beneficiary Mitigation Plan designates $130 million of the State's allocation for zero-emission bus replacements including shuttle, transit, and school buses.

Table 1. Summary of State School Bus Incentives – Through May 2022

Funding Source	**Amount Spent/ Allocated**	**Projects**	**Zero-Emission School Buses**
Carl Moyer Program & Carl Moyer State Reserve* *since 1998*	$17.4 million	110 school buses, 32 infrastructure projects	9
Assembly Bill 923* *since 2008*	$245.9 million	Retrofits, school buses, compressed natural gas (CNG) tanks, & infrastructure	N/A
Lower-Emission School Bus Program+ *since 2001*	$310 million	7,456 retrofits, 1,642 school buses	0
Diesel Emissions Reduction Act *since 2008*	$15.8 million (Federal & State contribution)	549 retrofits, 115 school buses	36
Clean Truck and Bus Vouchers (HVIP)* *since 2010*	$157.2 million	962 school buses	905
Supplemental Environmental Projects for School Buses+ *since 2012*	$5.1 million	11 retrofits, 20 school buses, 297 recalled filter replacements	0
Clean Transportation Program (CEC) *since 2012*	$21.3 million	25 CNG school buses, 5 CNG & 62 electric infrastructure projects, & workforce training	0
Rural School Bus Pilot Project+* *since 2016*	$62 million	180 school buses	108
Community Air Protection (CAP) Incentives* *since 2017*	$71.4 million	317 school buses, 30 infrastructure projects	208
Sacramento Regional Zero-Emission School Bus	$14.5 million (State &	28 school buses & infrastructure	28

Deployment Project *since 2017*	match contribution)		
Volkswagen Mitigation Trust *since 2018**	Up to $65 million	74 school buses for first installment	74
Clean Mobility in Schools Pilot Project* *since 2018*	$34.6 million	40 school buses & infrastructure	40
School Bus Replacement Program (CEC)+ *since 2019*	$75 million	228 battery electric school buses	228
HVIP Public School Bus Set-Aside* (CARB and CEC) *since 2021*	$150 million in 1st year	300 school buses with infrastructure	300
Total**	**$1.24 billion**		**1,836****

+ Represents funding sources that are dedicated to school bus cleanup
* Represents funding sources and figures that have been updated since the 2021 SB 1403 State School Bus Incentive Programs Report
** About 100 school buses were co-funded by the Carl Moyer Program and HVIP, so 100 was subtracted from the total to avoid double-counting them.
Source: Appendix E SB 1403 School Bus Incentive Program Report, CARB

No hydrogen-powered schoolbuses are used. According to a 2021 report by the National Renewable Energy Laboratory, *Fuel Cell Buses in U.S. Transit Fleets: Current Status 2020,* hydrogen fuel cell buses are zero-emission vehicles and offer a greater range per bus. However, the report found that hydrogen fuel cell buses have problems making them an unfeasible choice of transportation for school districts. Problems include a lack of fueling stations and infrastructure, cost of hydrogen fuel, and reliability of the buses. Currently, there are no reports of school districts adopting hydrogen fuel cell schoolbuses in California.

Limitation of electric schoolbuses. According to the 2022 LAO report, the main limitation for electric school buses is the limited range they can operate between charges. Early models often had a maximum range of between 70 and 90 miles. Recent models have longer ranges, often between 120 and 150 miles; however, pricing for electric schoolbuses varies based on battery capacity and range. These ranges are also highly dependent on the usage and terrain. Other factors affecting the range include the number of stops along the route, driving behavior, and usage of air conditioning and heating. Buses powered by diesel, CNG, or propane all have significantly longer ranges than electric buses.

Some school districts in rural and remote parts of the state necessitate long bus routes over difficult terrain to transport students between home and school. Many have raised concerns that the range limitations of the models of electric school buses currently available would require additional charging stations throughout their school district, which would increase costs as well as time the electric bus would be unavailable to transport students while charging. In order to reduce costs, many school districts use one bus to run multiple routes at staggered times throughout the school day. This model may no longer be feasible given the additional time needed to charge the vehicles, and districts may need to purchase additional electric school buses to maintain the same number of routes. Rural school districts also expressed serious concerns regarding the ability of some of their power grid to support the necessary schoolbus charging infrastructure, availability of qualified technicians to repair and maintain schoolbuses and charging stations, availability of replacement parts, and rolling energy blackouts making charging stations unreliable.

Schoolbus replacement may be limited by capacity, funding, and geography. Recent school bus replacement programs have received more applications than they could fund. According to information provided by the author's office. The CEC and the CARB estimate that existing state funding commitments will enable replacement of about 20% of the school bus fleet with electric schoolbuses. The LAO report states the School Bus Replacement Program administered by the CEC received requests for 1,549 electric buses from 196 districts. The $75 million available for the program funded 236 buses for 63 districts. The Volkswagen Environmental Mitigation Trust received requests for nearly 500 electric buses and the $65 million available for the first round of applications allowed it to fund approximately 80 buses. The Rural School Bus Pilot Project received requests for nearly 600 electric and nonelectric buses and the $62 million available allowed it to fund approximately 180 buses. Urban and suburban districts indicated that replacement with ZEV schoolbuses is feasible. However, rural school districts expressed significant concerns about the length of their routes and strenuous operating conditions as one of several reasons for not adopting electric buses.

Home-to-school transportation in California. California does not require districts to transport students to and from school. Instead, state law gives discretion to the district governing board to provide pupil transportation, "whenever in the judgment of the board the transportation is advisable and good reasons exist." Federal law requires districts to provide transportation to students with disabilities, if required by their individualized education plan (IEP), and to homeless students. Starting in the 1970s several school districts ran large transportation programs to comply with court-ordered desegregation requirements.

According to a 2014 report by the Legislative Analyst's Office (LAO), "Review of School Transportation in California," approximately 12% of California students rode the school bus on a daily basis in 2011-12. Nationally, up to 50% of students ride the bus to school. The report suggests the lower rate of school bus usage in California may be partially due to the greater proportion of students who live within two miles of school in California, an estimated 70%, versus 50% nationally. The decline in statewide support for school funding after the passage of Proposition 13 in 1978 likely also had an impact.

According to 2009 data, California students travel to and from school using a variety of modes: 54% by automobile, 28% walking/biking, 14% by school bus, and 4% using public transit or other methods.

Approximately 275 districts, or one-quarter of the districts in the state, transport fewer than 10% of their students, while 100 districts transport more than half of their students. The districts transporting larger shares of students tended to have smaller enrollments, be located in more rural areas, and enroll larger proportions of students from low-income families. Many districts running larger transportation programs reported that they offer such services because many of their students lack viable alternatives for getting to school. Other reasons included long distances between homes and schools, and unsafe conditions affecting travel between home and school.

Due to a lack of universal transportation programs, and historic minimal state funding for this purpose, many LEAs now contract with third-party private transportation companies to transport specific student populations – primarily students with disabilities and homeless youth. LEAs that contract with third-party providers report economies of scale, but few state laws directly govern this type of student transportation.

Recent changes and increases to funding for Home-to-School Transportation. Prior to the 2022-23 school year, school districts and COEs received an "add-on" to their LCFF allotments based on the amount of funding they received for school transportation in 2012-13. These add-ons total $496 million statewide. Beginning in 2022-23, the Budget Act of 2022 (Chapter 52, Statutes of 2022) established a new funding stream to supplement these add-ons. Specifically, school districts and COEs will receive an annual allotment equal to the difference between their add-on amounts and 60% of the eligible transportation expenditures they reported in the previous year. The estimate of the associated increase in funding for 2022-23 is $637 million. To qualify for this funding, districts and COEs must adopt local plans describing the transportation services they will provide for their students. These plans must prioritize transportation for students in grade 6 or below and low income students.

Arguments in support. The Advanced Energy United, sponsor of the bill, states, "AB 579 will accelerate the transition to clean and safe school transportation, so all school districts statewide have the ability to reap significant public health, environmental, and economic benefits for their communities. Expanding electric school bus adoption over the next decade will free up funding for more school districts to put back into the classroom by substantially reducing maintenance and fuel costs by thousands of dollars annually. AB 579 also extends the amount of time school districts can lease electric school buses, allowing schools to maximize longer-term savings from longer lease terms.

California already has a range of programs and finance tools–including the California Energy Commission's School Bus Replacement program, and Air Resources Board's Clean Truck and Bus Vouchers (HVIP) program—in place to defray the costs of transitioning to electric school buses. Additionally, the FY 2022-2023 budget provides $1.5 billion to the CEC and CARB to help school districts purchase electric school buses and construct charging stations.

AB 579 focuses and speeds the progress already being made by these core programs and existing investments by providing a practical, consistent, and achievable goal for all schools to drive towards. This bill's 2035 purchasing goal leaves more than enough time for school districts to make the planning decisions necessary to adopt cleaner vehicles. It also makes a one-time five-year hardship extension available in the event of extenuating range and terrain constraints impacting a school or local education agency's ability to purchase or lease a zero-emission school bus."

Arguments in opposition. The Association of California School Administrators, states, "AB 579 creates a statewide purchase mandate with no exceptions, no funding, and no assurances that zero-emission vehicles will even have the ability to drive the miles and routes necessary to transport students to school. Districts that are trying to transition to zero-emission vehicles are facing a myriad of issues including the inability to install vehicle chargers due to grid constraints, lack of replacement parts necessary for routine maintenance, and buses that do not have capacity to travel the distance needed to complete routes. AB 579 will put districts in the position of not being able to transport their most vulnerable student populations as required by law or utilizing outside contractors to get kids to school."

Related legislation. AB 2731 (Ting) of the 2021-22 Session would have required that, commencing January 1, 2035, all newly purchased or contracted schoolbuses of an LEA be zero-emission vehicles. This bill was held in the Senate Appropriations Committee.

AB 2337 (Megan Dahle), Chapter 83, Statutes of 2022, defines "frontier school district" as a school district with a total average daily attendance at all of its schools of fewer than 600 students, or is in a county in which the total population density is fewer than 10 people per square mile.

AB 33 (Ting), Chapter 226, Statutes of 2021, requires the CEC to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems, and expand the availability of electric vehicle charging infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and electric vehicle charging infrastructure measures and programs in existing and planned buildings or facilities.

AB 841 (Ting), Chapter 372, Statutes of 2020, requires the PUC to approve specified pending transportation electrification vehicle charging applications by electric IOUs, including an application that has yet to be filed. This bill also makes changes to allow electric IOUs to more easily recover costs from electric ratepayers for the deployment of transportation electrification vehicle charging infrastructure and require specified training certification for any state funded or authorized funding for EV charging infrastructure. This bill also establishes a stimulus program at the CEC to fund appliance, plumbing and heating, ventilation, and air conditioning (HVAC) upgrades to LEAs using ratepayer funded energy efficiency incentives.

AB 1418 (Chiu) of the 2019-20 Session would have required the PUC to assess if the applications filed by an electrical corporation regarding transportation electrification provide sufficient resources to achieve a 100% shift to zero emissions for schoolbuses in that electrical corporation's territory. The bill would have required the PUC, if the PUC makes a determination that more needs to be done to support the advancement to 100% zero-emission schoolbuses, to direct electrical corporations to file additional applications to provide sufficient electrical charging infrastructure for the transformation of schoolbuses away from diesel, gasoline, propane, and natural gas combustion to zero-emission options. This bill was held in the Assembly Utilities and Energy Committee.

SB 1403 (Lara), Chapter 370, Statutes of 2018, mandates the CARB to include a 3-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting certain goals and require the funding plan to include information related to milestones achieved by the state's schoolbus incentive programs and the projected need for funding.

AB 1082 (Burke), Chapter 637, Statutes of 2017, authorizes an electrical corporation to file with the PUC, by July 30, 2018, a pilot program proposal for the installation of vehicle charging stations at school facilities and other educational institutions, giving priority to school facilities and other educational institutions located in disadvantaged communities.

SB 110 (Committee on Budget and Fiscal Review), Chapter 55, Statutes of 2017, re-established the Clean Energy Job Creation Program at the CEC to reallocate unspent Proposition 39 funds to finance energy efficiency and renewable energy upgrades at LEAs. The bill also established a program to replace and retrofit diesel schoolbuses to reduce emissions from these vehicles.

SB 350 (de León), Chapter 547, Statutes of 2015, required greenhouse gas reduction targets to be achieved by 2030 through a variety of measures, including supporting electrification of the

transportation system and established requirements of the CPUC in adopting EV charging proposals from the IOUs.

SB 1275 (de León), Chapter 530, Statutes of 2014, established the Charge Ahead California Initiative, administered by the CARB, in consultation with the California Air Commission, air pollution control and air quality management districts, and the public. Specifies that the goals of the initiative is to, among other things, place in service at least one million zero-emission vehicles by January 1, 2023, and to increase access for disadvantaged, low-income, and moderate-income communities and consumers.

SB 1204 (Lara), Chapter 524, Statutes of 2014, created the Clean Truck Program to fund development, demonstration, pre-commercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies.

REGISTERED SUPPORT / OPPOSITION:

Support

1000 Grandmothers for Future Generation
350 Bay Area Action
350 Conejo / San Fernando Valley
350 Sacramento
350 South Bay Los Angeles
350 Southland Legislative Alliance
Active San Gabriel Valley
Advanced Energy United
BP Pulse Fleet
California Climate Action
California Environmental Voters (formerly CLCV)
California Interfaith Power and Light
California State Parent Teacher Association
Calpirg, California Public Interest Research Group
Calstart
Citizens Climate Lobby Sacramento / Roseville Chapter
Climate Action California
Climate Health Now
Elders Climate Action NorCal Chapter
Elders Climate Action, NorCal and SoCal Chapters
First Student
GenUp (generation Up)
National Express
Peninsula Interfaith Climate Action
Regional Asthma Management & Prevention
San Francisco Bay Physicians for Social Responsibility
San Ramon Valley Climate Coalition
Santa Cruz Climate Action Network
Streets for All
Sunflower Alliance
Sustainable Rossmoor

Transform
Transformative Wealth Management LLC
World Resources Institute

Opposition

Association of California School Administrators

Analysis Prepared by: Marguerite Ries / ED. / (916) 319-2087