

Date of Hearing: April 27, 2015

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 946 (Ting) – As Amended April 21, 2015

SUBJECT: Electric vehicle charging stations

SUMMARY: Clarifies, pursuant to the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), that alternative and renewable fueling infrastructure includes electric vehicle (EV) infrastructure in disadvantaged communities.

EXISTING LAW:

- 1) Requires the Air Resources Board (ARB), pursuant to AB 32 (Nunez), Chapter 488, Statutes of 2006, adopt a statewide greenhouse gas (GHG) emissions limits equivalent to 1990 levels by 2020 and to adopt regulations to achieve maximum technologically feasible and cost-effective GHG emission reductions.
- 2) Establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, pursuant to AB 118 (Nunez), Chapter 750, Statutes of 2007, which is funded through temporary increases in vehicle registration fees, smog abatement fees, boat registration fees, and special identification plate fees.
- 3) Establishes the ARFVTP, administered by California Energy Commission (Commission) which provides grants and other financial incentives to accelerate the development and deployment of clean, efficient, low carbon alternative fuels and technologies.
- 4) Extends, until January 1, 2024, the sunset dates of each of the various fees and surcharges that support AB 118 programs.

FISCAL EFFECT: Unknown

COMMENTS: According to the author, EV deployment is critical to helping California achieve its clean air goals. He notes that EV deployment is lagging in disadvantaged communities and, therefore, it is important that the Commission prioritize installation of EV charging infrastructure in these communities.

To help achieve this, the author has introduced this bill which would clarify, pursuant to the ARFVTP, that alternative and renewable fueling infrastructure includes electric vehicle (EV) infrastructure in disadvantaged communities. According to the author, this clarifying amendment will ensure that the Commission prioritizes funding for EV infrastructure in disadvantaged communities.

The Commission's Investment Plan Update for the ARFVTP describes the basis for solicitations, agreements, and other funding opportunities within the identified fiscal year (FY). The staff report for the FY 2015-16 Investment Plan (Plan) describes \$100 million for a portfolio of fuels, technologies and supporting elements. For electric charging infrastructure specifically, the Plan describes the need to keep pace with continued plug-in electric vehicle growth and proposes an \$18 million allocation for various key electric vehicle charging types which includes

disadvantaged communities. Disadvantaged communities targeted in the Commission's long-term expectations for deployment of other clean air vehicle fueling (such as natural gas).

Committee concerns: Given that the majority of disadvantaged communities experience some of the worst air quality in the state, it is laudable that the author wishes to ensure that EVs are widely deployed in these areas. It appears, however, that the Commission's focus for ARFVTP funds in the upcoming year (FY 2015-16) already includes broad support for disadvantaged communities with respect to EV charging system installation. This along with the fact that the Commission's overarching policies already call for optimizing opportunities in disadvantaged communities, it appears that the bill would not achieve the author's stated goals and is, therefore, unnecessary.

Previous legislation: AB 1275 (De Leon) Chapter 530, Statutes of 2014, created the Charge Ahead Initiative stated the goals of the initiative are to place in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and increasing access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles by, among other things, establishing programs that further increase access to and direct benefits for disadvantaged, low-income, and moderate-income communities and consumers from electric transportation.

AB 8 (Perea), Chapter 401, Statutes of 2013, extended, until January 1, 2024, the sunset dates of each of the various fees and surcharges that support AB 118.

SB 535 (De Leon), Chapter 830, Statutes of 2012, required the Greenhouse Gas Reduction Fund investment plan to allocate a minimum of 25% of the available moneys to projects that provide benefits to identified disadvantaged communities and a minimum of 10% of the available moneys to projects located within identified disadvantaged communities.

AB 118 (Nunez), Chapter 750, Statutes of 2007 established the Air Quality Improvement Program (AQIP), administered by ARB in consultation with local air districts, and funded through surcharges on vehicle and vessel registration fees, smog abatement fees, and identification plates fees.

AB 32 (Nunez), Chapter 488, Statutes of 2006, created the California Global Warming Solutions Act of 2006 and required ARB to adopt GHG reduction measures to ensure that statewide emissions are reduced to 1990 levels by 2020.

REGISTERED SUPPORT / OPPOSITION:

Support

None on file

Opposition

None on file

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