

AMENDED IN SENATE MARCH 13, 2023

SENATE BILL

No. 84

Introduced by Senator Gonzalez
(Principal coauthor: Assembly Member Reyes)

January 13, 2023

An act relating to air resources. An act to amend Sections 44060.5, 44272, 44272.4, and 44274 of, and to add Section 44272.1 to, the Health and Safety Code, and to amend Sections 9250.1, 9261.1, and 9853.6 of the Vehicle Code, relating to air pollution, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 84, as amended, Gonzalez. ~~Clean Transportation Program.~~ *Clean Transportation Program: Air Quality Improvement Program: funding.*

(1) Existing law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Existing law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Existing law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program.

This bill would expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.

(2) Existing law establishes the Air Quality Improvement Program under the administration of the State Air Resources Board for the purpose funding air quality improvement projects relating to fuel and vehicle technologies. The primary purpose of the program is to fund projects to reduce criteria air pollutants, improve air quality, and provide funding for research to determine and improve the air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies. Existing law establishes a list of projects eligible for funding under the program. Existing law creates the Air Quality Improvement Fund, and requires the state board to expend the moneys in that fund, upon appropriation by the Legislature, to implement the Air Quality Improvement Program.

This bill would instead provide that the purpose of the program is to fund air quality improvement projects relating to zero-emission fuel and vehicle technologies and that the primary purpose of the program is to fund projects to reduce criteria air pollutants in the logistics, trucking, and port sectors, improve air quality in nonattainment basins, and improve the air quality impacts of zero-emission transportation fuels and vehicles, vessels, and equipment technologies. The bill would also revise the list of projects eligible for funding under the program.

(3) Existing law, until January 1, 2024, increases vehicle registration fees, vessel registration fees, and specified service fees for identification plates by a specified amount. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air

Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided.

Existing law, until January 1, 2024, imposes on certain vehicles a smog abatement fee of \$20, and requires a specified amount of this fee to be deposited in the Air Quality Improvement Fund and in the Alternative and Renewable Fuel and Vehicle Technology Fund.

This bill would extend those charges in the amounts required to make those deposits until January 1, 2035.

(4) This bill would declare that it is to take effect immediately as an urgency statute.

~~The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.~~

~~This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.~~

Vote: ~~majority~~^{2/3}. Appropriation: no. Fiscal committee: ~~no~~^{yes}. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 44060.5 of the Health and Safety Code
2 is amended to read:

3 44060.5. (a) Beginning July 1, 2008, the smog abatement fee
4 described in subparagraph (A) or (C) of paragraph (1) of
5 subdivision (d) of Section 44060 shall be increased by eight dollars
6 (\$8).

7 (b) Revenues generated by the increase described in this section
8 shall be distributed as follows:

9 (1) The revenues generated by four dollars (\$4) shall be
10 deposited in the Air Quality Improvement Fund created by Section
11 44274.5.

12 (2) The revenues generated by four dollars (\$4) shall be
13 deposited in the Alternative and Renewable Fuel and Vehicle
14 Technology Fund created by Section 44273.

15 (c) This section shall remain in effect only until January 1, ~~2024,~~
16 2035, and as of that date is ~~repealed, unless a later enacted statute,~~

1 ~~that is enacted before January 1, 2024, deletes or extends that date.~~
2 ~~repealed.~~

3 *SEC. 2. Section 44272 of the Health and Safety Code is*
4 *amended to read:*

5 44272. (a) The Clean Transportation Program is hereby
6 created. The program shall be administered by the commission.
7 The commission shall implement the program by regulation
8 pursuant to the requirements of ~~Chapter the Administrative~~
9 *Procedure Act (Chapter 3.5 (commencing with Section 11340) of*
10 *Part 1 of Division 3 of Title 2 of the Government Code. Code).*
11 The program shall provide, upon appropriation by the Legislature,
12 competitive grants, revolving loans, loan guarantees, loans, or
13 other appropriate funding measures to public agencies, California
14 federally recognized tribes, tribal organizations, vehicle and
15 technology entities, businesses and projects, public-private
16 partnerships, workforce training partnerships and collaboratives,
17 fleet owners, consumers, recreational boaters, and academic
18 institutions to develop and deploy innovative technologies that
19 transform California's fuel and vehicle types to help *reduce criteria*
20 *air pollutants and air toxics and* attain the state's climate change
21 policies. The emphasis of this program shall be to develop and
22 deploy technology and alternative and renewable fuels in the
23 marketplace, without adopting any one preferred fuel or
24 technology.

25 *(b) The goals of the program shall be to advance the state's*
26 *clean transportation, equity, air quality, and climate emission*
27 *policies, including, but not limited to, any of the following:*

28 *(1) Section 39719.2.*

29 *(2) Section 39730.5.*

30 *(3) Section 43024.2.*

31 *(4) Section 44124.5.*

32 *(5) Section 44391.2.*

33 *(6) Section 25529 of the Public Resources Code.*

34 *(7) Section 25327 of the Public Resources Code.*

35 *(8) Section 14517 of the Government Code.*

36 *(c) On or after January 1, 2025, when developing the investment*
37 *plan pursuant to Section 44272.5, the commission shall ensure*
38 *program investments support all of the following:*

39 *(1) Annually increasing deployment of infrastructure and other*
40 *projects that advance or support the deployment of medium- and*

1 *heavy-duty vehicles to meet the clean transportation, equity, air*
2 *quality, and climate emission goals described in subdivision (b).*

3 *(2) Annually increasing deployment of light-duty vehicle*
4 *infrastructure technology to fill deployment gaps identified*
5 *pursuant to Sections 25229 and 25231 of the Public Resources*
6 *Code and advance the goals identified in Executive Order No.*
7 *N-79-20.*

8 *(d) On and after January 1, 2025, no less than 50 percent of*
9 *investments expended pursuant to subdivision (a) shall be expended*
10 *in accordance with Section 44272.1.*

11 ~~(b)~~

12 *(e) A project that receives more than seventy-five thousand*
13 *dollars (\$75,000) in funds from the commission shall be approved*
14 *at a noticed public meeting of the commission and shall be*
15 *consistent with the priorities established by the investment plan*
16 *adopted pursuant to Section 44272.5. Under this article, the*
17 *commission may delegate to the commission’s executive director,*
18 *or the executive director’s designee, the authority to approve either*
19 *of the following:*

20 *(1) A contract, grant, loan, or other agreement or award that*
21 *receives seventy-five thousand dollars (\$75,000) or less in funds*
22 *from the commission.*

23 *(2) Amendments to a contract, grant, loan, or other agreement*
24 *or award as long as the amendments do not increase the amount*
25 *of the award, change the scope of the project, or modify the purpose*
26 *of the agreement.*

27 ~~(e)~~

28 *(f) The commission shall provide preferences to those projects*
29 *that maximize the goals of the Clean Transportation Program,*
30 *based on the following criteria, as applicable:*

31 ~~*(1) The project’s ability to provide a measurable transition from*~~
32 ~~*the nearly exclusive use of petroleum fuels to a diverse portfolio*~~
33 ~~*of viable alternative fuels that meet petroleum reduction and*~~
34 ~~*alternative fuel use goals.*~~

35 ~~*(2) The project’s consistency with existing and future state*~~
36 ~~*climate change policy and low-carbon fuel standards.*~~

37 ~~(3)~~

38 *(1) The project’s ability to reduce criteria air pollutants and air*
39 *toxics and reduce or avoid multimedia environmental impacts.*

1 ~~(4) The project's ability to decrease, on a life-cycle basis, the~~
2 ~~discharge of water pollutants or any other substances known to~~
3 ~~damage human health or the environment, in comparison to the~~
4 ~~production and use of California Phase 2 Reformulated Gasoline~~
5 ~~or diesel fuel produced and sold pursuant to California diesel fuel~~
6 ~~regulations set forth in Article 2 (commencing with Section 2280)~~
7 ~~of Chapter 5 of Division 3 of Title 13 of the California Code of~~
8 ~~Regulations.~~

9 ~~(5)~~

10 (2) The project does not adversely impact the sustainability of
11 the state's natural resources, especially state and federal lands.

12 ~~(6)~~

13 (3) The project provides nonstate matching ~~funds.~~ *funds or the*
14 *funding is complementary to state or ratepayer investment.* Costs
15 incurred from the date a proposed award is noticed may be counted
16 as nonstate matching funds. The commission may adopt further
17 requirements for the purposes of this paragraph. The commission
18 is not liable for costs incurred pursuant to this paragraph if the
19 commission does not give final approval for the project or the
20 proposed recipient does not meet requirements adopted by the
21 commission pursuant to this paragraph.

22 ~~(7)~~

23 (4) The project provides economic benefits for California by
24 promoting California-based technology firms, jobs, and businesses.

25 ~~(8)~~

26 (5) The project uses existing or proposed fueling infrastructure
27 to maximize the outcome of the project.

28 ~~(9) The project's ability to reduce on a life-cycle assessment~~
29 ~~greenhouse gas emissions by at least 10 percent, and higher~~
30 ~~percentages in the future, from current reformulated gasoline and~~
31 ~~diesel fuel standards established by the state board.~~

32 ~~(10) The project's use of alternative fuel blends of at least 20~~
33 ~~percent, and higher blend ratios in the future, with a preference~~
34 ~~for projects with higher blends.~~

35 ~~(11)~~

36 (6) The project drives new technology advancement for vehicles,
37 vessels, engines, and other equipment, and promotes the
38 deployment of that technology in the marketplace.

39 ~~(12)~~

1 (7) The project’s ability to transition workers to, or promote
2 employment in, the alternative and renewable fuel and vehicle
3 technology sector.

4 ~~(13)~~

5 (8) The project is in a nonattainment area pursuant to the federal
6 Clean Air Act (42 U.S.C. Sec. 7401 et seq.), and, if applicable,
7 preference shall be given to projects in the highest designation of
8 nonattainment.

9 ~~(14)~~

10 (9) The project advances the comprehensive strategy for vehicles
11 pursuant to Section 43024.2.

12 ~~(d)~~

13 (g) The commission shall rank applications for projects proposed
14 for funding awards based on solicitation criteria developed in
15 accordance with subdivision ~~(e)~~; (f) and shall give additional
16 preference to funding those projects with higher benefit-cost scores.

17 ~~(e)~~

18 (h) Only the following shall be eligible for funding:

19 (1) Alternative and renewable fuel projects to develop and
20 improve alternative and renewable low-carbon fuels, including
21 electricity, ethanol, dimethyl ether, renewable diesel, natural gas,
22 hydrogen, and biomethane, among others, and their feedstocks
23 that have high potential for long-term or short-term
24 commercialization, including projects that lead to sustainable
25 feedstocks.

26 (2) Demonstration and deployment projects that optimize
27 alternative and renewable fuels for existing and developing engine
28 technologies.

29 (3) Projects to produce alternative and renewable low-carbon
30 fuels in California.

31 (4) Projects to decrease the overall impact of an alternative and
32 renewable fuel’s life-cycle carbon footprint and increase
33 sustainability.

34 (5) Alternative and renewable fuel infrastructure, fueling
35 stations, and equipment. ~~The preference in paragraph (10) of~~
36 ~~subdivision (e) shall not apply to renewable diesel or biodiesel~~
37 ~~infrastructure, fueling stations, and equipment used solely for~~
38 ~~renewable diesel or biodiesel fuel.~~

39 (6) Projects to develop and improve light-, medium-, and
40 heavy-duty vehicle technologies that provide for better fuel

1 efficiency and lower greenhouse gas emissions, alternative fuel
2 usage and storage, or emission reductions, including propulsion
3 systems, advanced internal combustion engines with a 40 percent
4 or better efficiency level over the current market standard,
5 lightweight materials, intelligent transportation systems, energy
6 storage, control systems and system integration, physical
7 measurement and metering systems and software, development of
8 design standards and testing and certification protocols, battery
9 recycling and reuse, engine and fuel optimization electronic and
10 electrified components, hybrid technology, plug-in hybrid
11 technology, battery electric vehicle technology, fuel cell
12 technology, and conversions of hybrid technology to plug-in
13 technology through the installation of safety certified supplemental
14 battery modules.

15 (7) Programs and projects that accelerate the commercialization
16 of vehicles and alternative and renewable fuels, including
17 buy-down programs through near-market and market-path
18 deployments, advanced technology warranty or replacement
19 insurance, development of market niches, supply-chain
20 development, and research related to the pedestrian safety impacts
21 of vehicle technologies and alternative and renewable fuels.

22 (8) Programs and projects to retrofit medium- and heavy-duty
23 on-road and nonroad vehicle fleets with technologies that create
24 higher fuel efficiencies, including alternative and renewable fuel
25 vehicles and technologies, idle management technology, and
26 aerodynamic retrofits that decrease fuel consumption.

27 (9) Infrastructure projects that promote alternative and renewable
28 fuel infrastructure development connected with existing fleets,
29 public transit, and existing transportation corridors, including
30 physical measurement or metering equipment and truck stop
31 electrification.

32 (10) Workforce training programs related to the development
33 and deployment of technologies that transform California's fuel
34 and vehicle types and assist the state in implementing its climate
35 change policies, including, but not limited to, alternative and
36 renewable fuel feedstock production and extraction; renewable
37 fuel production, distribution, transport, and storage;
38 high-performance and low-emission vehicle technology and high
39 tower electronics; automotive computer systems; mass transit fleet
40 conversion, servicing, and maintenance; and other sectors or

1 occupations related to the purposes of this chapter, including
2 training programs to transition dislocated workers affected by the
3 state’s greenhouse gas emission policies, including those from
4 fossil fuel sectors, or training programs for low-skilled workers to
5 enter or continue in a career pathway that leads to middle skill,
6 industry-recognized credentials or state-approved apprenticeship
7 opportunities in occupations related to the purposes of this chapter.

8 (11) Block grants or incentive programs administered by public
9 entities or not-for-profit technology entities for multiple projects,
10 education and program promotion within California, and
11 development of alternative and renewable fuel and vehicle
12 technology centers. The commission may adopt guidelines for
13 implementing the block grant or incentive program, which shall
14 be approved at a noticed public meeting of the commission.

15 (12) Life-cycle and multimedia analyses, sustainability and
16 environmental impact evaluations, and market, financial, and
17 technology assessments performed by a state agency to determine
18 the impacts of increasing the use of low-carbon transportation fuels
19 and technologies, and to assist in the preparation of the investment
20 plan and program implementation.

21 (13) A program to provide funding for homeowners who
22 purchase a plug-in electric vehicle to offset costs associated with
23 modifying electrical sources to include a residential plug-in electric
24 vehicle charging station. In establishing this program, the
25 commission shall consider funding criteria to maximize the public
26 benefit of the program.

27 (~~f~~)

28 (i) The commission may make a single source or sole source
29 award pursuant to this section for applied research. The same
30 requirements set forth in Section 25620.5 of the Public Resources
31 Code shall apply to awards made on a single source basis or a sole
32 source basis. This subdivision does not authorize the commission
33 to make a single source or sole source award for a project or
34 activity other than for applied research.

35 (~~g~~)

36 (j) The commission may do all of the following:

37 (1) Contract with the Treasurer to expend funds through
38 programs implemented by the Treasurer, if the expenditure is
39 consistent with all of the requirements of this article and Article
40 1 (commencing with Section 44270).

1 (2) Contract with small business financial development
 2 corporations established by the Governor’s Office of Business and
 3 Economic Development to expend funds through the Small
 4 Business Loan Guarantee Program if the expenditure is consistent
 5 with all of the requirements of this article and Article 1
 6 (commencing with Section 44270).

7 (3) Advance funds, pursuant to an agreement with the
 8 commission, to any of the following:

9 (A) A public entity.

10 (B) A recipient to enable it to make advance payments to a
 11 public entity that is a subrecipient of the funds and under a binding
 12 and enforceable subagreement with the recipient.

13 (C) An administrator of a block grant program.

14 ~~(h)~~

15 (k) The commission shall collaborate with entities that have
 16 expertise in workforce development to implement the workforce
 17 development components of this section, including, but not limited
 18 to, the California Workforce Development Board, the Employment
 19 Training Panel, the Employment Development Department, and
 20 the Division of Apprenticeship Standards.

21 *SEC. 3. Section 44272.1 is added to the Health and Safety*
 22 *Code, to read:*

23 *44272.1. (a) On and after January 1, 2025, the commission*
 24 *shall expend at least 50 percent of the moneys appropriated to the*
 25 *Clean Transportation Program on programs and projects that*
 26 *directly benefit or serve residents of disadvantaged and low-income*
 27 *communities and low-income Californians, and at least 50 percent*
 28 *of the funds for tangible location-based investments shall be*
 29 *expended in disadvantaged and low-income communities. Any of*
 30 *the moneys used for investments that fulfill both criteria shall count*
 31 *toward both requirements.*

32 *(b) Eligible programs and projects that meet the equity criteria*
 33 *described in subdivision (a) may include, but are not limited to,*
 34 *any of the following:*

35 *(1) Programs that fill gaps in the equitable distribution of*
 36 *light-duty charging infrastructure identified pursuant to Section*
 37 *25231 of the Public Resources Code, including programs deploying*
 38 *charging or refueling stations at low-income residential and*
 39 *multiunit dwelling locations.*

1 (2) *Programs deploying publicly accessible or shared charging*
2 *or refueling stations serving low-income customers who reside in*
3 *disadvantaged and low-income communities, including programs*
4 *to promote zero-emission car sharing, zero-emission transit, or*
5 *vanpooling in those communities.*

6 (3) *Infrastructure for public transportation and schoolbus*
7 *electrification programs.*

8 (4) *Programs that support the deployment of clean medium-*
9 *and heavy-duty vehicles, including infrastructure deployment and*
10 *other programs to displace local air pollution that*
11 *disproportionately burdens disadvantaged and low-income*
12 *communities.*

13 (5) *Financing assistance and vehicle purchase, charging, or*
14 *fueling incentives for customers residing in disadvantaged and*
15 *low-income communities.*

16 (6) *Multilingual marketing, education, and outreach designed*
17 *to increase awareness and adoption of clean mobility options.*

18 (7) *Programs that create high-quality jobs related to supporting*
19 *new clean technologies in transportation and reduce household*
20 *energy burdens related to vehicle charging.*

21 (c) *The commission shall consult with the disadvantaged*
22 *community advisory group established pursuant to Section 400 of*
23 *the Public Utilities Code and the advisory body created pursuant*
24 *to Section 44272.5 to ensure that this section is effectively*
25 *implemented.*

26 *SEC. 4. Section 44272.4 of the Health and Safety Code is*
27 *amended to read:*

28 44272.4. (a) *Notwithstanding subdivision (d) of Section*
29 *44272.3, on and after June 30, 2013, a biorefiner receiving loan*
30 *moneys from the state pursuant to an appropriation made in the*
31 *2010–11 or 2011–12 fiscal year shall comply with all conditions*
32 *established pursuant to Section 44272.3 and shall demonstrate that*
33 *compliance to the commission.*

34 (b) *On and after July 1, 2013, the eligibility for funding, pursuant*
35 *to paragraph (1) of subdivision (e) (h) of Section 44272, of projects*
36 *for the production of ethanol is limited to ethanol that is not derived*
37 *from corn. This limitation does not apply to ethanol derived from*
38 *corn stover, leaves, cobs, or other nonedible plant portions of the*
39 *corn.*

1 SEC. 5. Section 44274 of the Health and Safety Code is
2 amended to read:

3 44274. (a) The Air Quality Improvement Program is hereby
4 created. The program shall be administered by the state board, in
5 consultation with the districts. The state board shall develop
6 guidelines to implement the program. Prior to the adoption of the
7 guidelines, the state board shall hold at least one public hearing.
8 In addition, the state board shall hold at least three public
9 workshops with at least one workshop in northern California, one
10 in the central valley, and one in southern California. The purpose
11 of the program shall be to fund, upon appropriation by the
12 Legislature, air quality improvement projects relating to
13 zero-emission fuel and vehicle technologies. The primary purpose
14 of the program shall be to fund projects to reduce criteria air
15 ~~pollutants~~, *pollutants in the logistics, trucking, and port sectors*,
16 improve air quality, and ~~provide funding for research to determine~~
17 ~~and quality in nonattainment basins~~, and improve the air quality
18 impacts of ~~alternative~~ zero-emission transportation fuels and
19 vehicles, vessels, and equipment technologies.

20 (b) The state board shall provide preference in awarding funding
21 to ~~those~~ projects with higher benefit-cost scores that maximize the
22 purposes and goals of the Air Quality Improvement Program. The
23 state board ~~also~~ may give additional preference based on the
24 following criteria, as applicable, in funding awards to projects:

25 (1) Proposed or potential reduction of criteria or toxic air
26 pollutants.

27 (2) Contribution to regional air quality improvement.

28 (3) Ability to promote the use of clean alternative fuels and
29 vehicle technologies as determined by the state board, in
30 coordination with the commission.

31 (4) Ability to achieve climate change benefits in addition to
32 criteria pollutant or air toxic emissions reductions.

33 (5) Ability to support market transformation of California's
34 vehicle or equipment fleet to utilize ~~low carbon~~ or zero-emission
35 technologies.

36 (6) Ability to leverage private capital investments.

37 (c) The program shall be limited to competitive grants, revolving
38 loans, loan guarantees, loans, and other appropriate funding
39 measures that further the purposes of the program. Projects to be
40 funded shall include only the following:

- 1 (1) On-road and off-road equipment projects that are cost
2 effective.
- 3 (2) Projects that provide mitigation for off-road gasoline exhaust
4 and evaporative emissions.
- 5 ~~(3) Projects that provide research to determine the air quality~~
6 ~~impacts of alternative fuels and projects that study the life-cycle~~
7 ~~impacts of alternative fuels and conventional fuels, the emissions~~
8 ~~of biofuel and advanced reformulated gasoline blends, and air~~
9 ~~pollution improvements and control technologies for use with~~
10 ~~alternative fuels and vehicles.~~
- 11 ~~(4) Projects that augment the University of California's~~
12 ~~agricultural experiment station and cooperative extension programs~~
13 ~~for research to increase sustainable biofuels production and~~
14 ~~improve the collection of biomass feedstock.~~
- 15 ~~(5)~~
- 16 (3) Incentives for small off-road equipment replacement to
17 encourage consumers to replace internal combustion engine lawn
18 and garden equipment.
- 19 ~~(6)~~
- 20 (4) Incentives for medium- and heavy-duty vehicles and
21 equipment mitigation, including all of the following:
 - 22 (A) Lower emission schoolbus programs.
 - 23 (B) Electric, hybrid, and plug-in hybrid on-road and off-road
24 medium- and heavy-duty equipment.
 - 25 (C) Regional air quality improvement and attainment programs
26 implemented by the state or districts in the most impacted regions
27 of the state.
 - 28 (D) *Precommercial demonstrations of advanced vehicles,*
29 *engines, equipment, and transportation systems.*
- 30 ~~(7)~~
- 31 (5) Workforce training initiatives related to advanced energy
32 technology designed to reduce air pollution, including
33 state-of-the-art equipment and goods, and new processes and
34 systems. Workforce training initiatives funded shall be broad-based
35 partnerships that leverage other public and private job training
36 programs and resources. These partnerships may include, though
37 are not limited to, employers, labor unions, labor-management
38 partnerships, community organizations, workforce investment
39 boards, postsecondary education providers including community
40 colleges, and economic development agencies.

1 ~~(8)~~
 2 (6) Incentives to identify and reduce emissions from
 3 high-emitting light-duty vehicles.

4 (d) (1) Beginning January 1, 2011, the state board shall submit
 5 to the Legislature a biennial report to evaluate the implementation
 6 of the Air Quality Improvement Program established pursuant to
 7 this chapter.

8 (2) The report shall include all of the following:

9 (A) A list of projects funded by the Air Quality Improvement
 10 Account.

11 (B) The expected benefits of the projects in promoting clean,
 12 alternative fuels and vehicle technologies.

13 (C) Improvement in air quality and public health, greenhouse
 14 gas emissions reductions, and the progress made toward achieving
 15 these benefits.

16 (D) The impact of the projects in making progress toward
 17 attainment of state and federal air quality standards.

18 (E) Recommendations for future actions.

19 (3) The state board may include the information required to be
 20 reported pursuant to paragraph (1) in an existing report to the
 21 Legislature as the state board deems appropriate. The state board
 22 may also include in an existing report the description of how grant,
 23 loan, voucher, or other incentive projects that receive moneys from
 24 the Air Quality Improvement Fund are implementing the labor
 25 standards required by Chapter 3.6 (commencing with Section
 26 39680) of Part 2, as applicable.

27 (e) Projects using grants, loans, vouchers, or other incentives
 28 funded in part or whole by the Air Quality Improvement Fund
 29 shall be conditioned on the requirements of Chapter 3.6
 30 (commencing with Section 39680) of Part 2, as applicable.

31 *SEC. 6. Section 9250.1 of the Vehicle Code is amended to read:*

32 9250.1. (a) Beginning July 1, 2008, the fee described in Section
 33 9250 shall be increased by three dollars (\$3).

34 (b) Two dollars (\$2) of the increase shall be deposited into the
 35 Alternative and Renewable Fuel and Vehicle Technology Fund
 36 created by Section 44273 of the Health and Safety Code, and one
 37 dollar (\$1) shall be deposited into the Enhanced Fleet
 38 Modernization Subaccount created by Section 44126 of the Health
 39 and Safety Code.

1 (c) This section shall remain in effect only until January 1, ~~2024,~~
2 ~~2035,~~ and as of that date is ~~repealed, unless a later enacted statute,~~
3 ~~that is enacted before January 1, 2024, deletes or extends that date.~~
4 *repealed.*

5 *SEC. 7. Section 9261.1 of the Vehicle Code is amended to read:*

6 9261.1. (a) Beginning July 1, 2008, the fee described in Section
7 9261, as adjusted pursuant to Section 1678, shall be increased by
8 five dollars (\$5).

9 (b) Two dollars and fifty cents (\$2.50) of the increase shall be
10 deposited into the Alternative and Renewable Fuel and Vehicle
11 Technology Fund created by Section 44273 of the Health and
12 Safety Code, and two dollars and fifty cents (\$2.50) shall be
13 deposited into the Air Quality Improvement Fund created by
14 Section 44274.5 of the Health and Safety Code.

15 (c) This section shall remain in effect only until January 1, ~~2024,~~
16 ~~2035,~~ and as of that date is ~~repealed, unless a later enacted statute,~~
17 ~~that is enacted before January 1, 2024, deletes or extends that date.~~
18 *repealed.*

19 *SEC. 8. Section 9853.6 of the Vehicle Code is amended to read:*

20 9853.6. (a) (1) Beginning July 1, 2008, the fee described in
21 paragraph (1) of subdivision (b) of Section 9853 shall be increased
22 by ten dollars (\$10).

23 (2) Five dollars (\$5) of the increase shall be deposited into the
24 Alternative and Renewable Fuel and Vehicle Technology Fund
25 created by Section 44273 of the Health and Safety Code and five
26 dollars (\$5) shall be deposited into the Air Quality Improvement
27 Fund created by Section 44274.5 of the Health and Safety Code.

28 (b) (1) Beginning July 1, 2008, the fee described in paragraph
29 (2) of subdivision (b) of Section 9853 shall be increased by twenty
30 dollars (\$20).

31 (2) Ten dollars (\$10) of the increase shall be deposited into the
32 Alternative and Renewable Fuel and Vehicle Technology Fund
33 created by Section 44273 of the Health and Safety Code and ten
34 dollars (\$10) shall be deposited into the Air Quality Improvement
35 Fund created by Section 44274.5 of the Health and Safety Code.

36 (c) This section shall remain in effect only until January 1, ~~2024,~~
37 ~~2035,~~ and as of that date is ~~repealed, unless a later enacted statute,~~
38 ~~that is enacted before January 1, 2024, deletes or extends that date.~~
39 *repealed.*

1 *SEC. 9. This act is an urgency statute necessary for the*
2 *immediate preservation of the public peace, health, or safety within*
3 *the meaning of Article IV of the California Constitution and shall*
4 *go into immediate effect. The facts constituting the necessity are:*
5 *To ensure stable funding for programs to reduce air pollution*
6 *for the protection of the public health and safety, it is necessary*
7 *for this measure to take effect immediately.*
8 ~~SECTION 1. It is the intent of the Legislature to enact future~~
9 ~~legislation related to the Clean Transportation Program.~~