



THE OFFICE OF SENATE MAJORITY WHIP
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SB 529 (Gonzalez) Electric Vehicles for All Act

SUMMARY

Senate Bill (SB) 529 will expand electric vehicle access for low-income Californians by creating a dedicated grant program to deploy electric vehicle car-sharing programs at 100 public and low-income housing facilities in California.

This program will meet the unique mobility needs of low-income Californians, a group that is largely excluded from the existing benefits of California’s clean transportation transformation.

EXISTING LAW

Through Executive Order N-79-20, California has set ambitious targets for zero-emission vehicle (ZEV) deployment that include:

- 5 million ZEVs on the road by 2030;
- 100% of in-state sales of new passenger cars and trucks be zero-emission by 2035; and
- 100% of medium- and heavy-duty vehicles be zero-emission by 2045, where feasible.¹

To meet these goals, several federal and state funding sources support ZEV adoption and charging infrastructure deployment.

Federally, there are multiple competitive grant and incentive programs that accelerate ZEV and charging infrastructure deployment. Through the Infrastructure Investment and Jobs Act (IIJA), the National Electric Vehicle Program provides \$5 billion for the acquisition, installation, maintenance, and operation of electric

¹ <https://test.sites.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-text.pdf>.

vehicle charging infrastructure. The IIJA also appropriates \$2.5 billion for electric vehicle charging infrastructure along designated “alternative fuel corridors”.² In addition to IIJA grant funds, Section 30D of the Inflation Reduction Act of 2022 provides tax credits up to \$7,500 for the purchase and use of electric vehicles.³

California also has existing programs that fund zero-emission vehicle and charging infrastructure deployment. Most notably, the Clean Transportation Program (CTP) awards \$100 million annually for projects that support the adoption of cleaner transportation powered by alternative and renewable fuels.⁴

California also invests in clean transportation deployment through the Clean Mobility Options Program to support car share, bike share, vanpool, and ride sourcing projects and transportation needs assessments in disadvantaged communities. As of May 2022, this program invested \$55.2 million to support 51 implemented projects throughout the State.⁵

At the Federal level, H.R. 6662, the “Electric Vehicles for All Act” would have also facilitated an electric vehicle car sharing program at public housing locations throughout the United States.⁶

² <https://sor.senate.ca.gov/sites/sor.senate.ca.gov/files/IIJA%20Transportation%20Overview%20-%20SOR-FINAL.pdf>.

³ <https://www.mayerbrown.com/en/perspectives-events/publications/2022/09/tax-credits-for-electric-vehicles-whats-changed-with-the-us-ira#:~:text=The%20IRA%20establishes%20a%20new%20tax%20credit%20for,the%20vehicle%2C%20which%20cannot%20be%20more%20than%20%2425%2C000.>

⁴ <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-overview>.

⁵ <https://cleanmobilityoptions.org/about/>.

⁶ <https://www.congress.gov/bill/117th-congress/house-bill/6662>.

BACKGROUND/PROBLEM

California is a world leader in the ZEV market: in 2021, California accounted for about 39% of all electric vehicles registered in the United States.⁷

However, California is still far from its ambitious ZEV targets. As of 2021, there are 837,887 ZEVs in California, representing just 2.9% of all the cars on the road.⁸ Moreover, these ZEVs are not deployed equitably, as low-income, households of color are far less likely to own ZEVs than white, higher-income households. As of 2019, fewer than 6% of California ZEVs are registered in census tracts within the upper 80th percentile of CalEnviroScreen score.⁹

In order for California to meet its ZEV goals, the State must increase electric vehicle adoption in low-income, disadvantaged communities.

Over the last several years, there have been small-scale pilot projects aimed at expanding ZEV access in low-income neighborhoods, including electric vehicle car-sharing programs at public housing. Notably, the Los Angeles Cleantech Incubator launched an electric vehicle car sharing program at the Housing Authority of the City of Los Angeles' San Pedro public housing project with great success. Through this program, San Pedro residents have access to two electric vehicles and charging stations, which they use to get to work, grocery shop, run errands, and visit family among other uses.¹⁰ While these previous pilot programs have been successful locally, there is still an immediate need for a large scale statewide program to help fund and guide a statewide effort to get ZEVs and charging infrastructure into the communities that need it the most.

SOLUTION

SB 529 will ensure that low-income Californians benefit from the State's ambitious clean transportation goals, while providing critical mobility options for public and low-income housing residents.

⁷ <https://afdc.energy.gov/data/10962>.

⁸ <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/light-duty-vehicle>.

⁹ <https://innovation.luskin.ucla.edu/wp-content/uploads/2021/04/An-Agenda-for-Equity-Centered-Clean-Transportation.pdf>.

¹⁰ https://lincubator.org/rancho-san-pedro-evs-for-all/?utm_source=Vince+V+Testing+2022&utm_campaign=2090c876fd-EMAIL_CAMPAIGN_2019_08_05_06_51_COPY_01&utm_medium=email&utm_term=0_79198dd5e0-2090c876fd-330853693&mc_cid=2090c876fd&mc_eid=2f81bf0f3d.

SB 529 will create a grant program to launch electric vehicle car-sharing programs throughout the state, with the goal of servicing the residents of 100 public and low-income housing facilities. With flexible financing, local governments, housing authorities, air districts, and other community groups can access funds for electric vehicles, charging infrastructure, education and outreach, and subsidized fares to support the car-sharing program. Priority will be given to programs that demonstrate that the electric vehicle car-sharing program would address the transportation needs and the lack of electric vehicle charging infrastructure in the community.

SUPPORT

Los Angeles Cleantech Incubator (Sponsor)

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