

Date of Hearing: August 23, 2023

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Chris Holden, Chair

SB 30 (Umberg) – As Amended June 19, 2023

Policy Committee: Transportation

Vote: 15 - 0

Urgency: No

State Mandated Local Program: No

Reimbursable: No

**SUMMARY:**

This bill requires the Department of Transportation (Caltrans), in coordination with the Governor's Office of Business and Economic Development (GoBiz) and the California Energy Commission (CEC), to develop and design light-duty (LD) zero-emission vehicle (ZEV) charging and fueling station signage, based on charger or fueling type and vehicle compatibility, to be placed along state highways.

**FISCAL EFFECT:**

Caltrans describes the work required by this bill, and the outcome of that work, as largely duplicative of existing collaborative efforts between Caltrans, GoBiz and the CEC.

Nonetheless, Caltrans cautions the LD ZEV charging and fueling signs it has developed and that it places along the state's highways do not indicate a charging or fueling station's capability with vehicle types. Caltrans did not provide a cost estimate for the work necessary to redesign LD ZEV charging and fueling station signs to comply with the requirements of this bill. However, Caltrans notes it takes approximately nine hours of staff work to purchase one LD ZEV charging and fueling sign and place it along a highway, and Caltrans asserts it may need to purchase and place as many as 1,000 new signs as a result of this bill. (Special fund or General Fund.)

**COMMENTS:**

1) **Purpose.** The author intends this bill to foster adoption of ZEVs. According to the author:

SB 30 will require ZEV charging station signage to be placed along state highways. This signage will inform drivers where they can charge their electric vehicles or fuel up their hydrogen fuel cell vehicles. SB 30 will also build awareness for non-ZEV motorists by bringing ZEV infrastructure to the forefront of their minds, helping eliminate range anxiety during daily driving routes and trips throughout the state. SB 30 strives to increase confidence in California's ever-growing ZEV station infrastructure.

2) **Background.**

*State has ambitious ZEV goals.* California law requires the dramatic reduction in the state's emissions of GHGs. One of the state's principal strategies for achieving this reduction of

GHGs is the widespread deployment of ZEVs and, eventually, largely replacing internal combustion engines on California roadways with ZEVs.

To further realization of this goal, Governor Newsom issued Executive Order (EO) N79-20 to require 100% of in-state sales of new passenger cars and trucks to be zero emission by 2035. ARB, consistent with the EO, and with its existing statutory authority, adopted the Advanced Clean Cars 2 regulation, which requires an increasing percentage of new car sales to be ZEVs, culminating in 100% by 2035. Similarly, ARB's Advanced Clean Fleet regulation requires 100% of medium- and heavy-duty vehicle be ZEVs by 2045, where feasible, and by 2035 for drayage trucks.

*Caltrans already prescribes and installs ZEV charging and fueling station signage.* State law directs Caltrans to adopt the Manual of Uniform Traffic Control Devices (MUTCD) and requires all traffic control devices conform to MUTCD standards. The MUTCD has long provided standards for EV charging signage and now includes standards for signage to indicate EV charging, EV fast charging and hydrogen fueling. Caltrans reports it will, upon request of local government, place ZEV charging and fueling signage along roadways and cover the cost to do so.

**Analysis Prepared by:** Jay Dickenson / APPR. / (916) 319-2081