



**AB 2006 - Agricultural worker clean transportation investment act**

**SUMMARY**

Currently, the Air Resources Board (ARB) administers a pilot project that provides funding to vanpool programs for agricultural workers. This program provides needed transportation to workers that have to commute to remote areas of the state, while also reducing vehicle emissions and congestion on roadways. This bill will expand the reach of the program operated by the ARB and provide additional guidance from the legislature.

**BACKGROUND**

Many of California’s agricultural workers live in extreme poverty and disadvantaged communities, where they are forced to bear a disproportionate share of California’s economic, health, and environmental burdens. Due to this economic hardship, they often lack safe, reliable, and clean transportation options. This creates challenges for them to get to work, as California’s agricultural sites are in remote areas that are hard to access without a vehicle.

Pursuant to SB 1275 (de León, Statutes of 2014), the ARB created several clean vehicle access pilot projects for disadvantaged communities, including a vanpool pilot project for agricultural workers living in the San Joaquin Valley.

Many low-income and disadvantaged communities exist throughout the rest of the state that are not eligible for this funding. These areas also have struggling workers that could benefit greatly from expanded vanpool services from this program.

**THIS BILL**

AB 2006 would codify this pilot project into statute as a statewide grant program that captures all low-income and disadvantaged communities. This will ensure that the program services all agricultural communities that need clean, reliable, transportation services.

Furthermore, given the continued investment of millions of dollars of cap-and-trade auction revenues into this project, putting it into statute will provide stronger legislative oversight of the program and ensure its longevity.

**SUPPORT**

California Vanpool Authority (Sponsor)

**FOR MORE INFORMATION**

Office of Assemblymember Eggman

Logan Hess

(916) 319-2013

Email: [Logan.Hess@asm.ca.gov](mailto:Logan.Hess@asm.ca.gov)

**ASSEMBLY BILL**

**No. 2006**

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**Introduced by Assembly Member Eggman  
(Principal coauthor: Assembly Member Caballero)  
(Coauthor: Assembly Member Aguiar-Curry)**

February 1, 2018

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An act to add Chapter 8.8 (commencing with Section 44269) to Part 5 of Division 26 of the Health and Safety Code, relating to vehicular air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 2006, as introduced, Eggman. Agricultural Worker Clean Transportation Investment Program.

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation.

The Charge Ahead California Initiative, administered by the state board, includes goals of, among other things, placing 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.

This bill would establish the Agricultural Worker Clean Transportation Investment Program, which would be administered by the state board

to fund the deployment of near-zero-emission and zero-emission vehicles, as defined, used for agricultural vanpools, as defined, serving disadvantaged or low-income communities, as defined, to reduce greenhouse gas emissions. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation, for allocation under the provisions of the program.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

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

1 SECTION 1. Chapter 8.8 (commencing with Section 44269)  
2 is added to Part 5 of Division 26 of the Health and Safety Code,  
3 to read:

4  
5 CHAPTER 8.8. AGRICULTURAL WORKER CLEAN  
6 TRANSPORTATION INVESTMENT PROGRAM  
7

8 44269. For purposes of this chapter, the following terms have  
9 the following meanings:

10 (a) "Agricultural vanpool" means a public transit vehicle with  
11 a seating capacity of 10 to 15 riders that is used for the  
12 transportation of agricultural workers to and from agricultural sites  
13 and operations.

14 (b) "Agricultural workers" means people employed to plant,  
15 cultivate, or harvest crops in one of the state's agricultural regions.

16 (c) "Disadvantaged community" means a community identified  
17 pursuant to Section 39711.

18 (d) "Low-income community" means a community as defined  
19 in Section 39713.

20 (e) "Near-zero-emission vehicle" means a vehicle that utilizes  
21 hybrid or zero-emission technologies, enables technologies that  
22 provide a pathway to zero-emissions operations, or incorporates  
23 other technologies that significantly reduce criteria air pollutants,  
24 toxic air contaminants, and the emissions of greenhouse gases, as  
25 determined by the state board in consultation with the State Energy  
26 Resources Conservation and Development Commission, consistent  
27 with meeting the state's mid- and long-term air quality standards  
28 and climate goals.

1 (f) "Program" means the Agricultural Worker Clean  
2 Transportation Investment Program established pursuant to this  
3 chapter.

4 (g) "Zero-emission vehicle" means a vehicle that produces no  
5 emissions of criteria air pollutants, toxic air contaminants, and  
6 greenhouse gases when idling or operating, as determined by the  
7 state board.

8 44269.2. (a) (1) The Agricultural Worker Clean Transportation  
9 Investment Program is hereby established and shall be administered  
10 by the state board. The program shall fund the deployment of  
11 near-zero-emission and zero-emission vehicles used for agricultural  
12 vanpools serving disadvantaged or low-income communities to  
13 reduce greenhouse gas emissions.

14 (2) Moneys from the Greenhouse Gas Reduction Fund, created  
15 pursuant to Section 16428.8 of the Government Code, shall be  
16 available, upon appropriation by the Legislature, to implement the  
17 program.

18 (b) Projects eligible to receive funding as part of the program  
19 shall include, but need not be limited to, any of the following:

20 (1) The purchase, lease-purchase, or replacement of  
21 near-zero-emission or zero-emission vehicles used for agricultural  
22 vanpools.

23 (2) The maintenance or modification of near-zero-emission or  
24 zero-emission vehicles used as agricultural vanpools.

25 (3) The purchase and installation of electric vehicle charging  
26 stations and infrastructure associated with the use of  
27 near-zero-emission or zero-emission vehicles used as agricultural  
28 vanpools.

29 (c) The state board shall allocate a minimum of 50 percent of  
30 the moneys appropriated by the Legislature to the program for  
31 projects servicing low-income communities.

32 (d) The state board shall determine the appropriate amount of  
33 matching funds required from a program applicant based on the  
34 applicant's ability to provide the matching funds. The state board  
35 may waive this requirement if the state board makes a finding that  
36 the applicant has demonstrated this requirement would cause  
37 excessive hardship to the applicant.

- 1 (e) Eligible applicants may include public or private entities
- 2 operating agricultural vanpools.

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