



Update on SB 671

Clean Freight Corridor Efficiency Assessment

November 3, 2022

Implementing SB 671

- Legislature and Governor recognized the need for clean freight corridors and zero-emission freight infrastructure when Senate Bill 671 (Gonzalez, 2021) was signed into law
- Requires coordination of state agencies in developing a corridor approach to planning zero-emission infrastructure

Freight Impacts are Significant and Growing

Freight Impacts on Health:

- Elevated cancer risks in communities near hubs
- Largest contributor to unhealthy levels of regional fine particulate and ozone pollution
- Premature death, cardiac, and respiratory disease




Executive Order N-79-20

Transition from Combustion

 **100% ZEV sales** by 2035

Full transition to
ZEV drayage trucks by 2035 

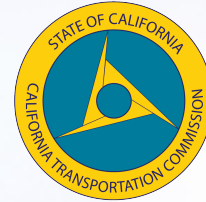
 Full transition to **ZEV buses & heavy-duty long-haul trucks** by 2045* 

Full transition to
ZE off-road equipment by 2035* 

*where feasible

Coordinating Statewide Freight Policies

- Multiple air quality improvement, public health, and GHG reduction plans
- Core strategies, Sustainable Freight Action Plan
 - Zero-emissions everywhere feasible
 - Improved efficiency
 - Cleaner fuels and cleaner combustion everywhere else



CalSTASM



Caltrans[®]

All California Seaports

Addressing Freight Emissions Through Regulations



Marine Vessels



Locomotives



Trucks



TRUs



Cargo
Handling
Equipment



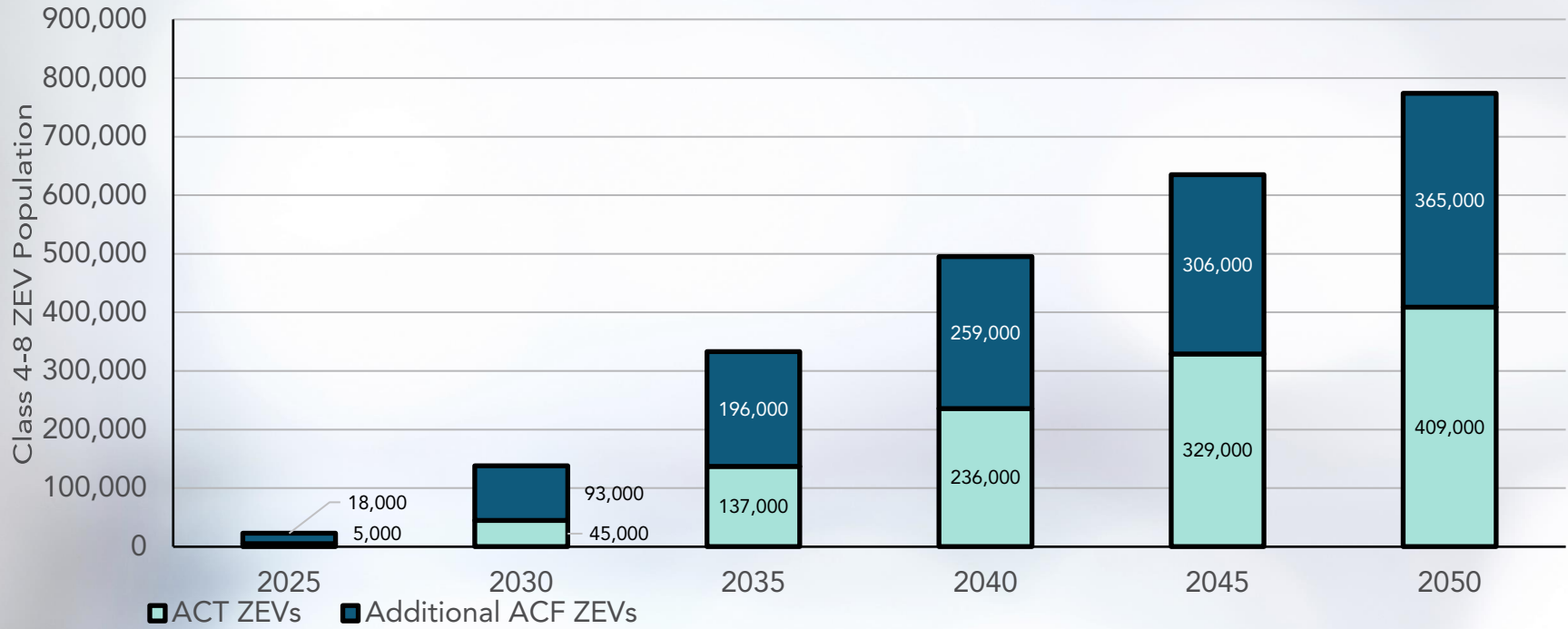
Forklifts

Advanced Clean Fleets Proposal

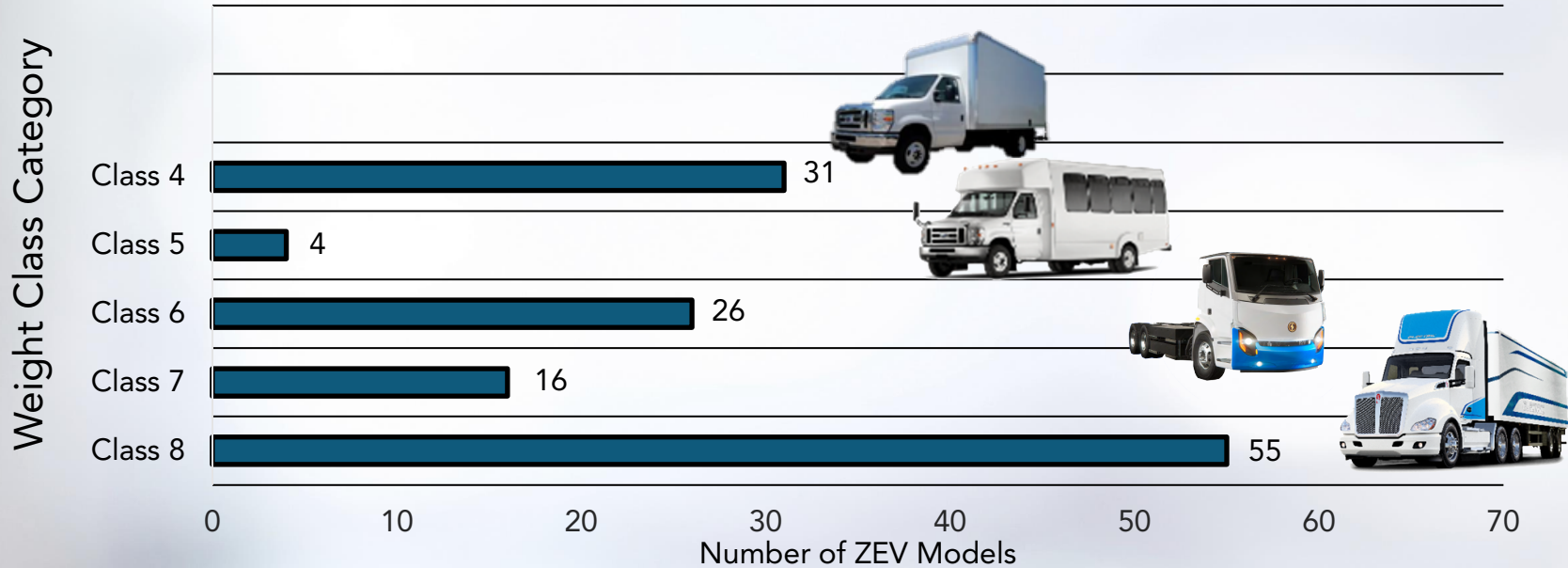
- Transitioning well-suited fleets to zero emission
- ZEV requirements for
 - Public fleets
 - Drayage trucks
 - High priority fleets
- 100% ZEV sales by 2040
- Expected ZEV sales with Advanced Clean Trucks
 - Over 500,000 by 2035
 - Over 1.25 million by 2045



Significant Increase in Medium- and Heavy-Duty ZEVs Expected



ZEV Models in U.S.



135 models already delivered to fleets

148 different models available to be ordered/pre-ordered

More that 100s ZEV models available worldwide

Equity is Critical to the ZEV Transition

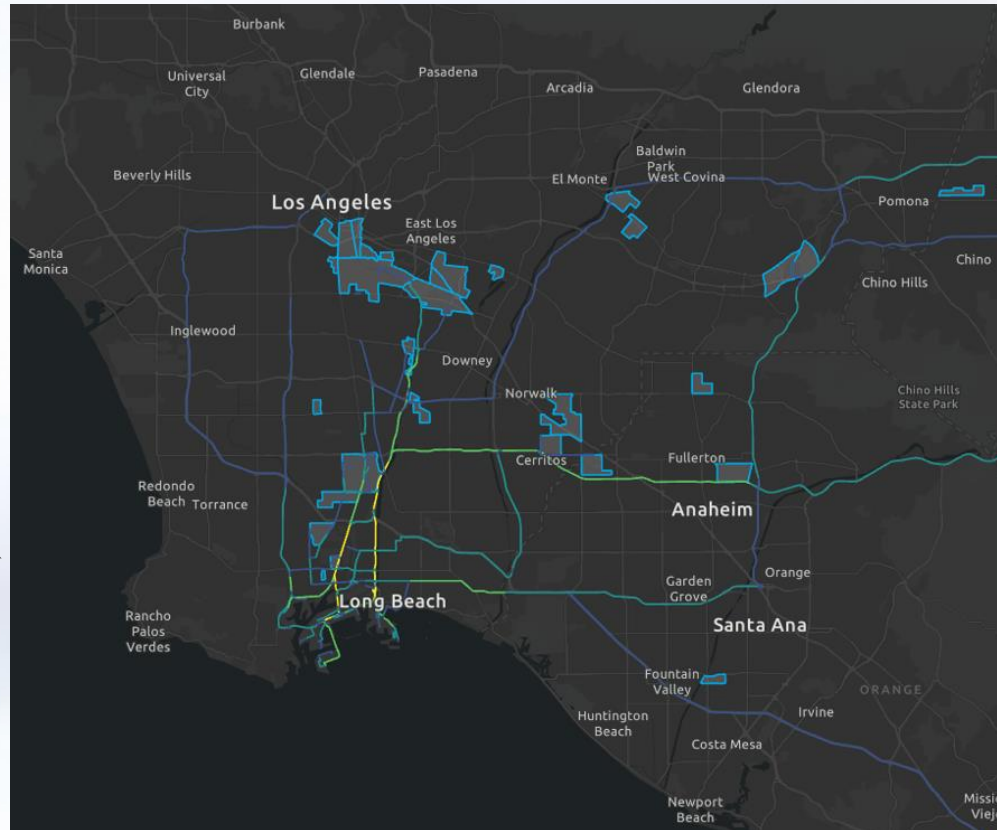
- ZEVs have to work for everyone and improve transport for all fleets
- Infrastructure cannot be a barrier
- Opportunity to build a ZEV ecosystem from the ground up with equity and accessibility in mind
- SB 671 identifies freight corridors and the infrastructure needed to deploy medium- and heavy-duty ZEVs

SB 671 Supports California's Mission

- Coordinate and align the State's effort on transportation, energy, health, and the environment.
- Identification of priority corridors to focus transportation funding to deploy ZEVs that will reduce localized pollution impact to communities
- Potential projects (advance/innovate technology or reduce environmental impacts) to transition to ZE freight
- Recommendations incorporated into TCEP and extent possible into funding guidelines of CTC, CARB, CEC

MHD Fleet Infrastructure Needs

- Both electricity & hydrogen
- Large scale, rapid deployment
- Equitable access
- Public fueling network
- Grid planning
- Standards



Diverse Stakeholder Workgroup

- Fleets
- Warehouse land-owners
- Beneficial cargo owners
- Energy & solution companies
- Electric utilities
- Local governments & ports
- State agencies
- Non-Government Organizations (NGOs)

Clean Freight Corridor Assessment



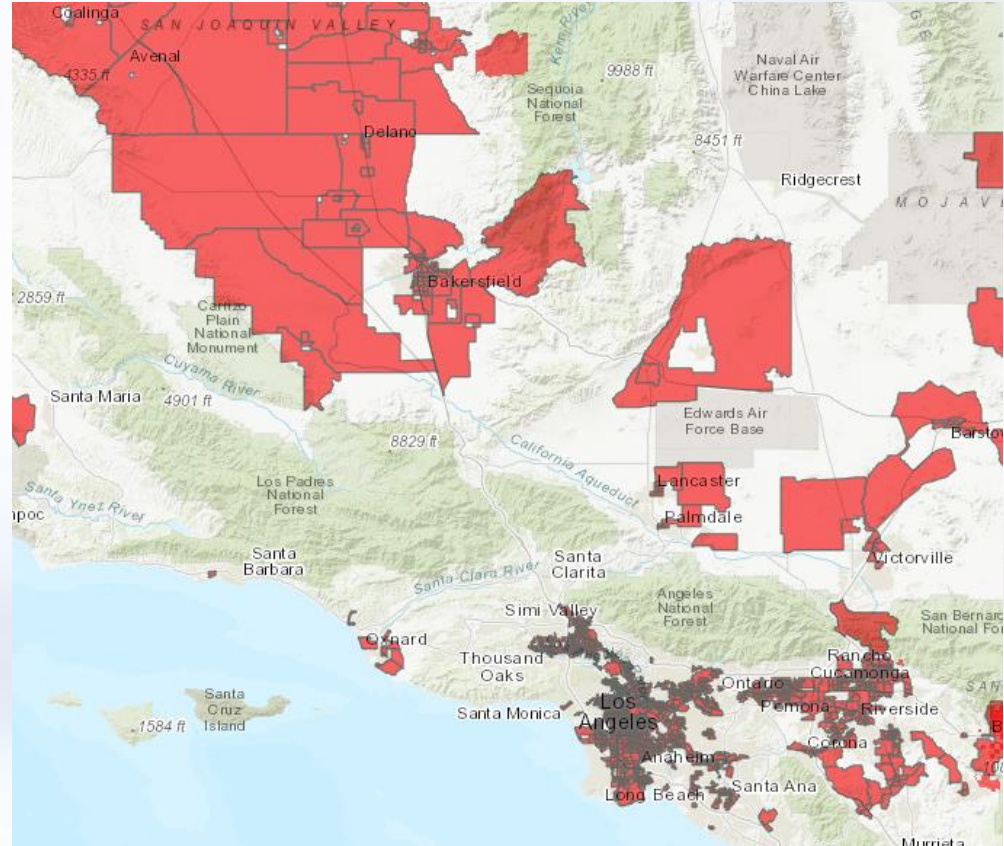
Bill Requirements

- Priority Corridors
- Projects
- Top 5 Corridors
- Barriers & Solutions
- Avoid Displacement
- Weight on Roads
- Microgrids
- Benefits



Equity in the Clean Freight Corridor Assessment

- CalEnviroScreen 4.0 will be used to look at socio-economic factors.
- The Assessment will discuss methods to avoid displacement.
- Projects evaluations will consider their overall benefit to the communities among other things.



CEC Funds for Zero-Emission Vehicles

- \$1.4 billion for three years for electric vehicle charging and hydrogen refueling goals.

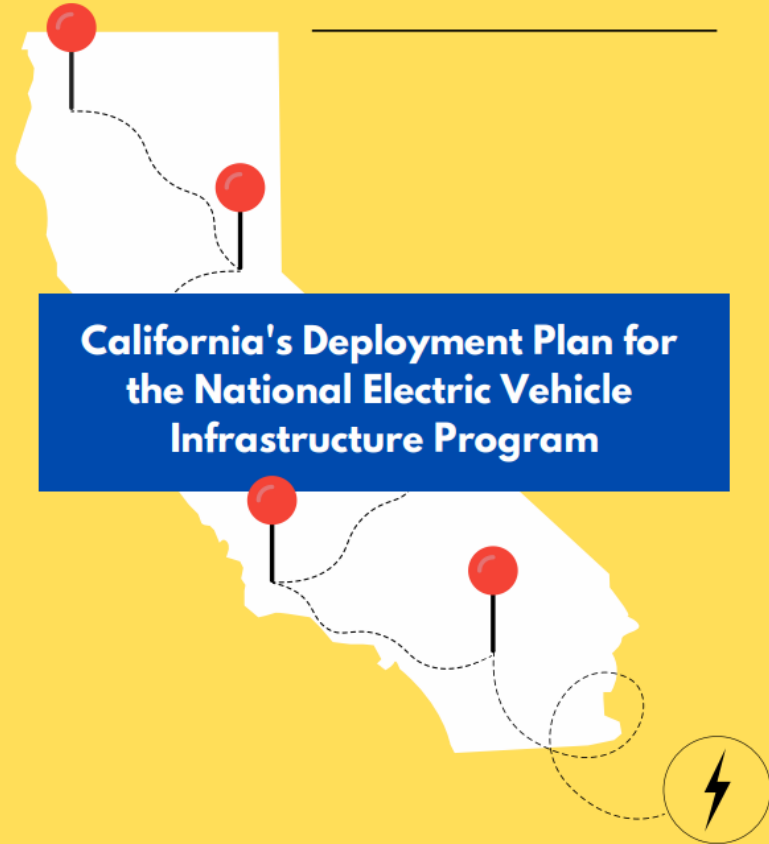


National Electric Vehicle Infrastructure Funds (NEVI) and SB 671

- NEVI is a part of the Infrastructure Investment and Jobs Act.
- For the first five years of the formula program, NEVI funds only passenger vehicles.
- With update to federal legislation future NEVI funds could be made available for freight.

STATE OF CALIFORNIA

AUGUST 2022



PREPARED BY

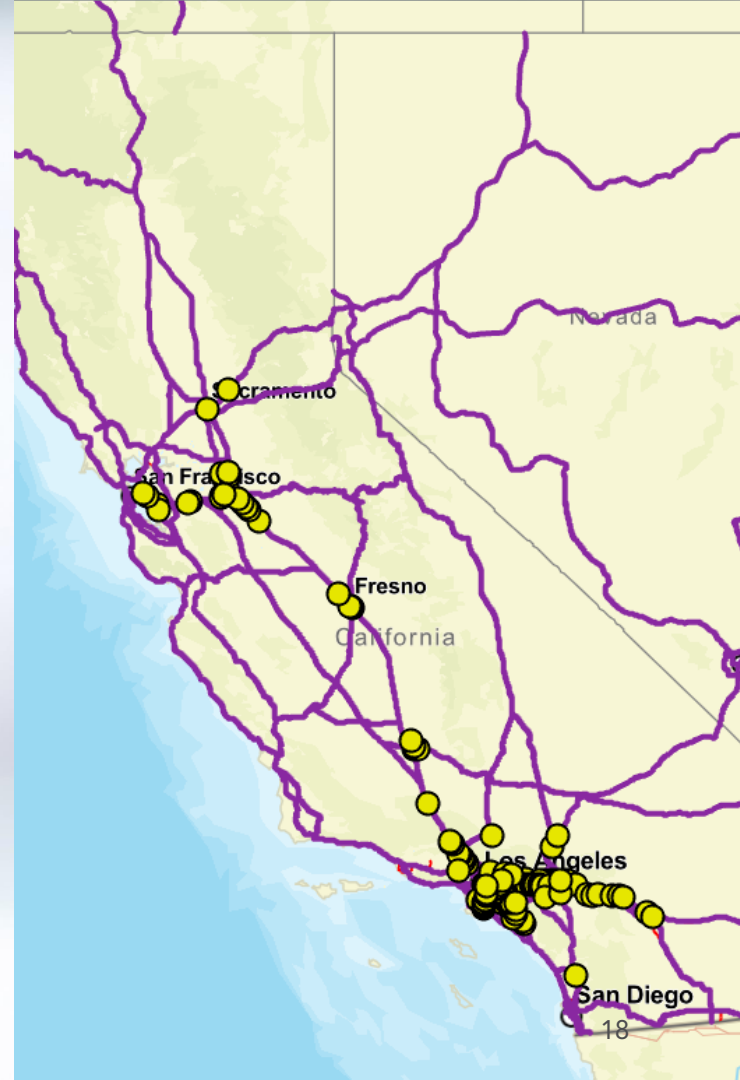


CALIFORNIA
ENERGY COMMISSION

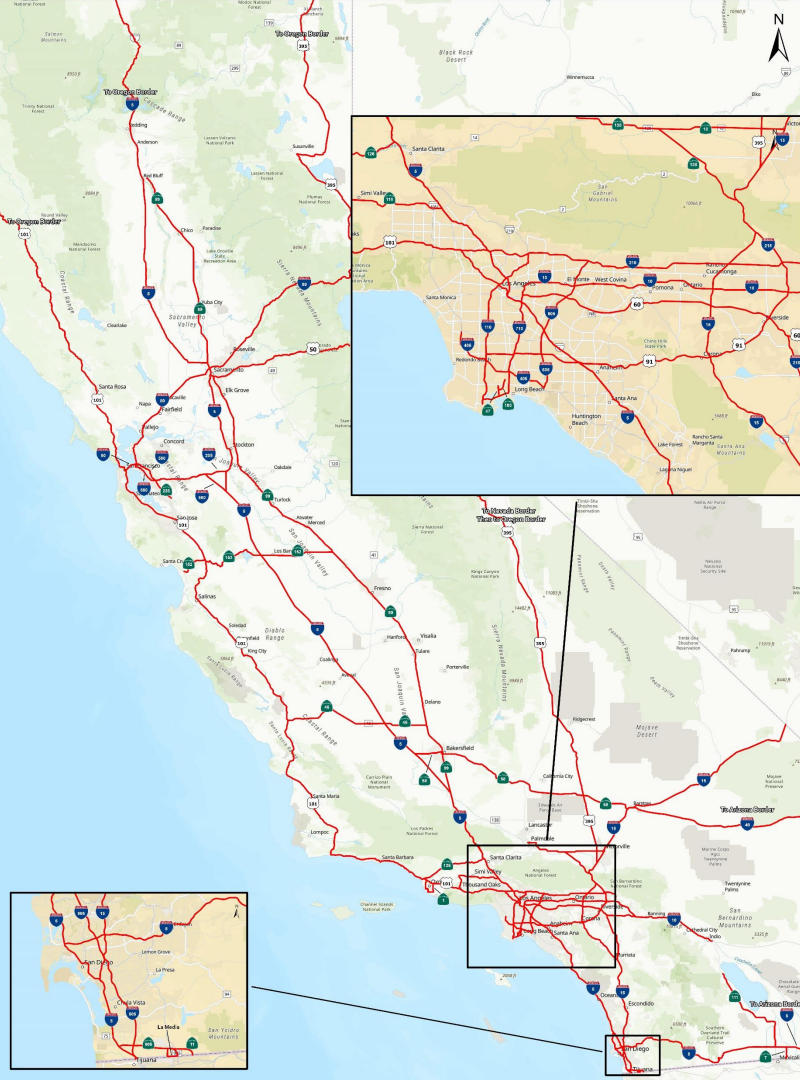


Alternative Fuel Corridors

- NEVI formula fund projects must be located along an Alternative Fuel Corridor.
- Alternative Fuel Corridors are a federal designation.
- Commission staff will work with Caltrans staff to make sure SB 671 Priority Clean Freight Corridors are also Alternative Fuel Corridors.

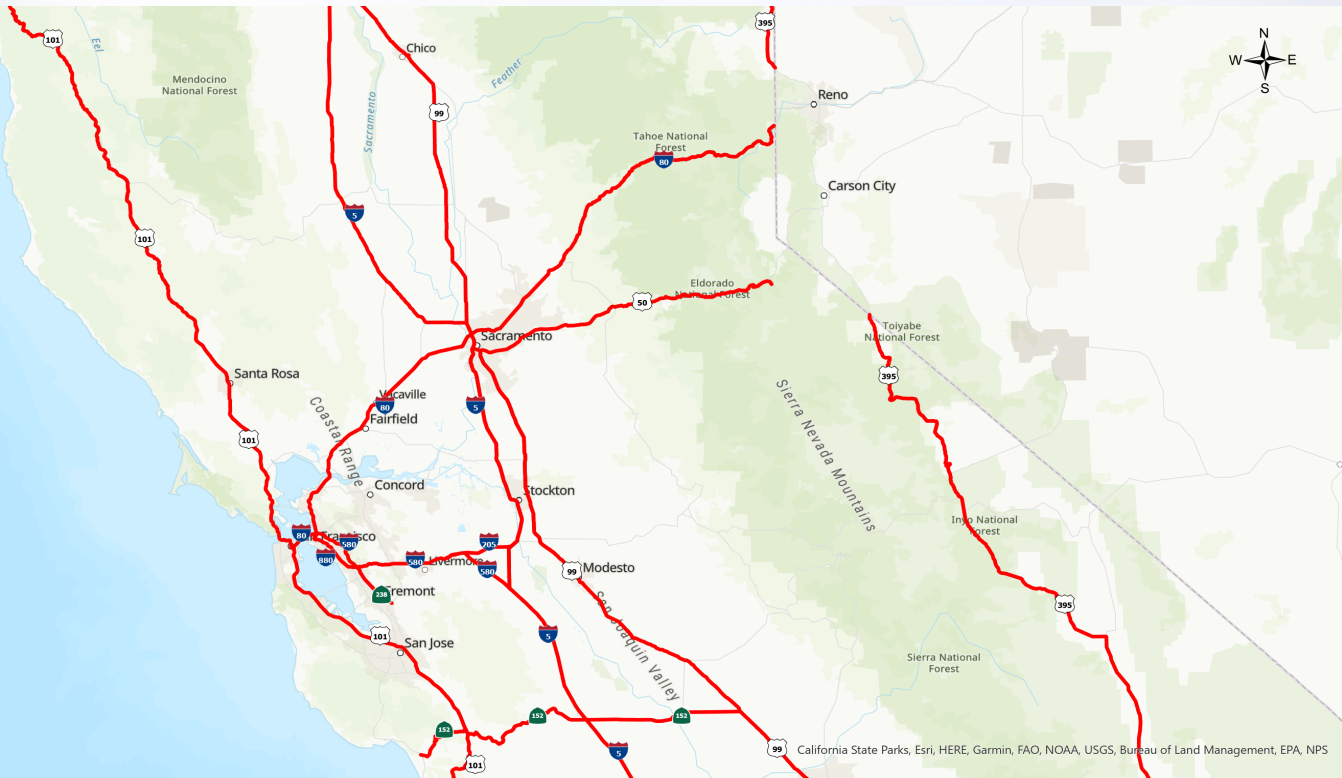


Draft Priority Clean Freight Corridors



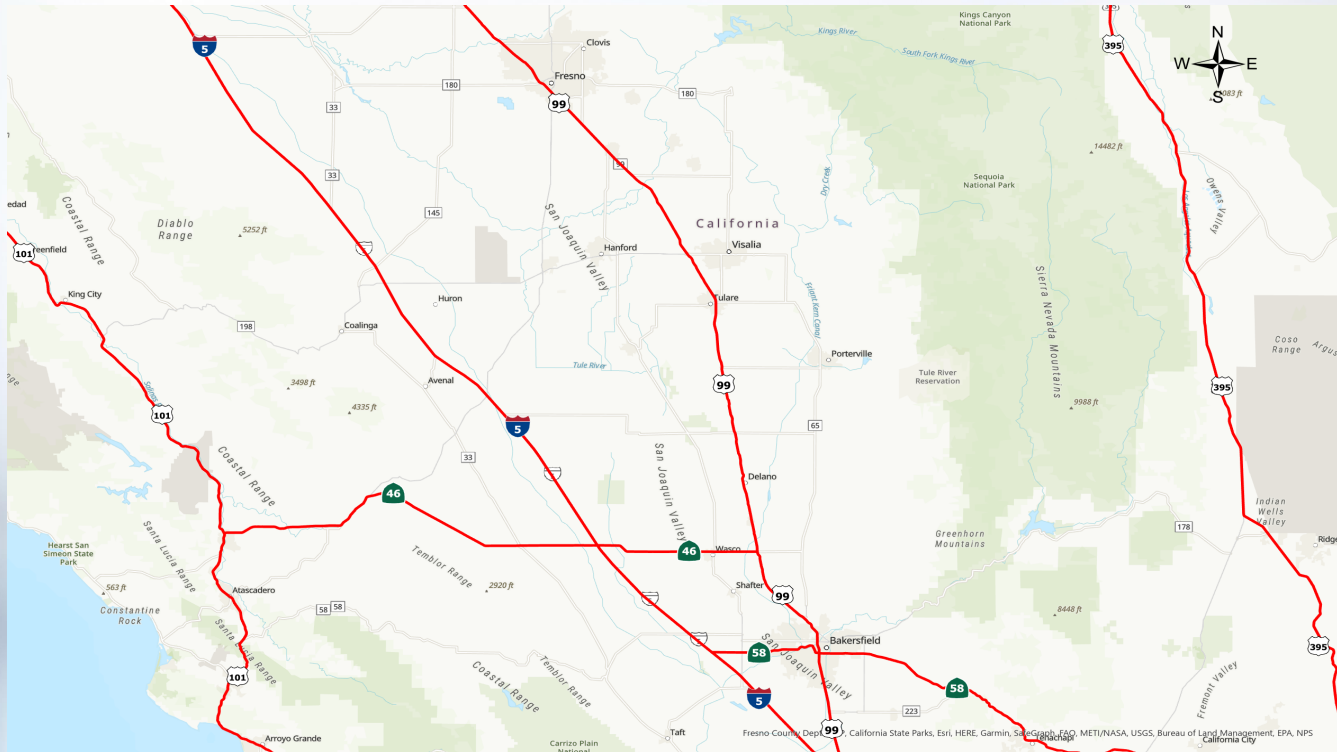
Draft Priority Clean Freight Corridor Maps

NORTHERN CORRIDOR REGION



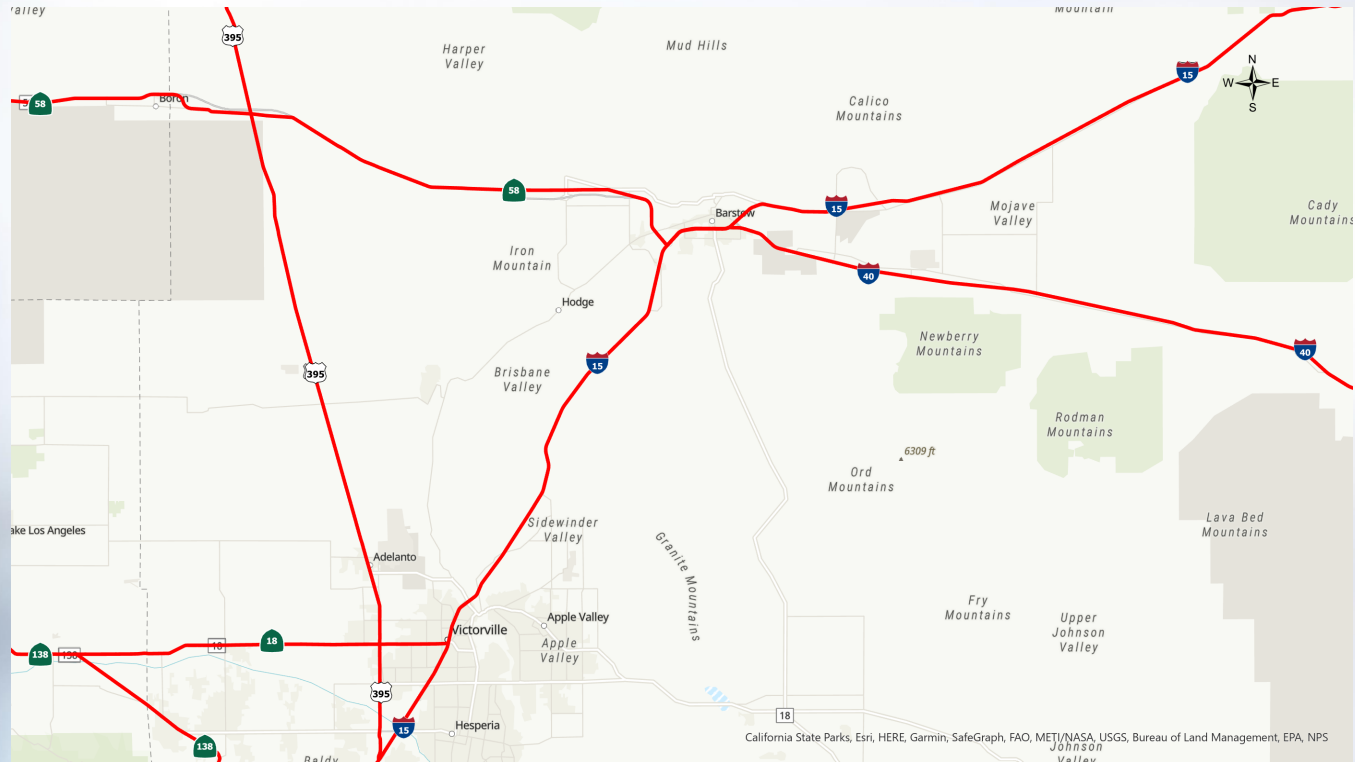
Draft Priority Clean Freight Corridor Maps

CENTRAL VALLEY CORRIDOR REGION



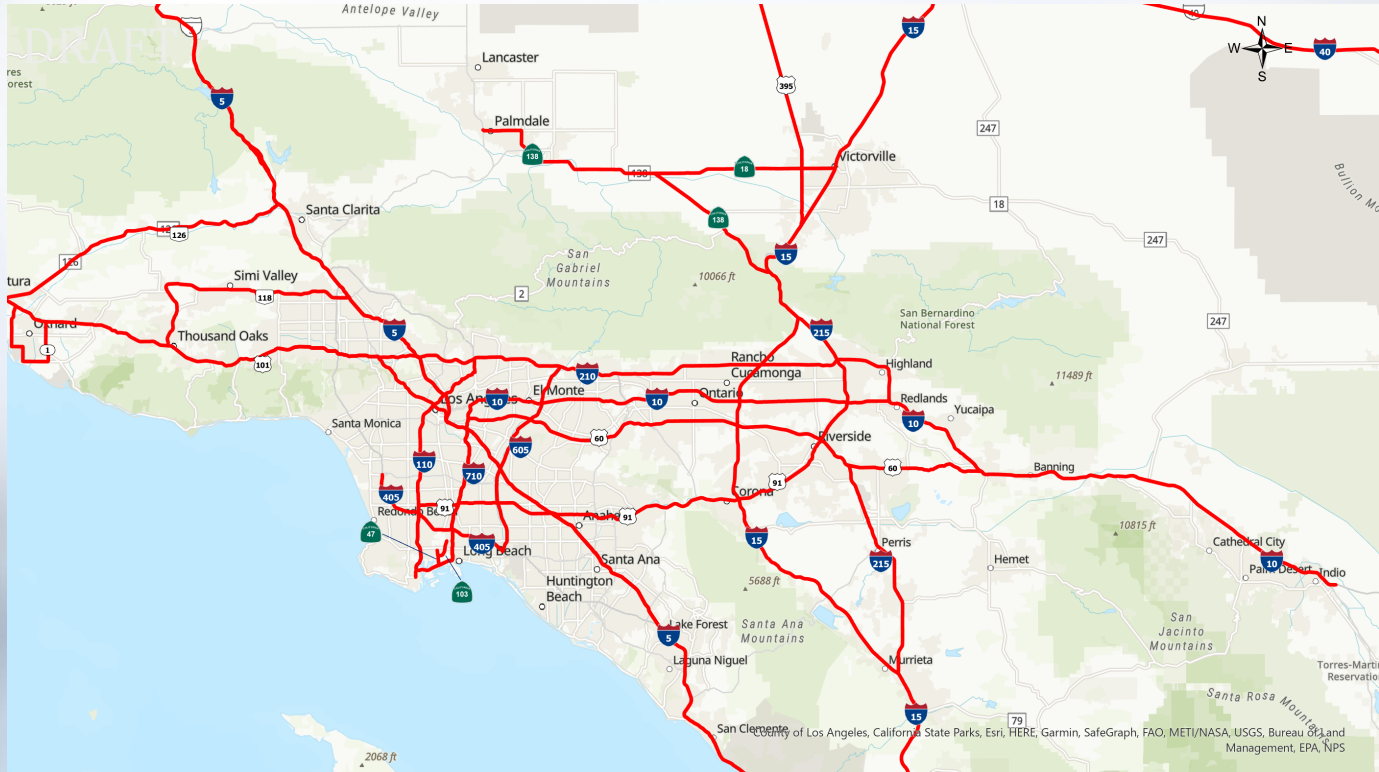
Draft Priority Clean Freight Corridor Maps

ANTELOPE VALLEY/HIGH DESERT CORRIDOR REGION



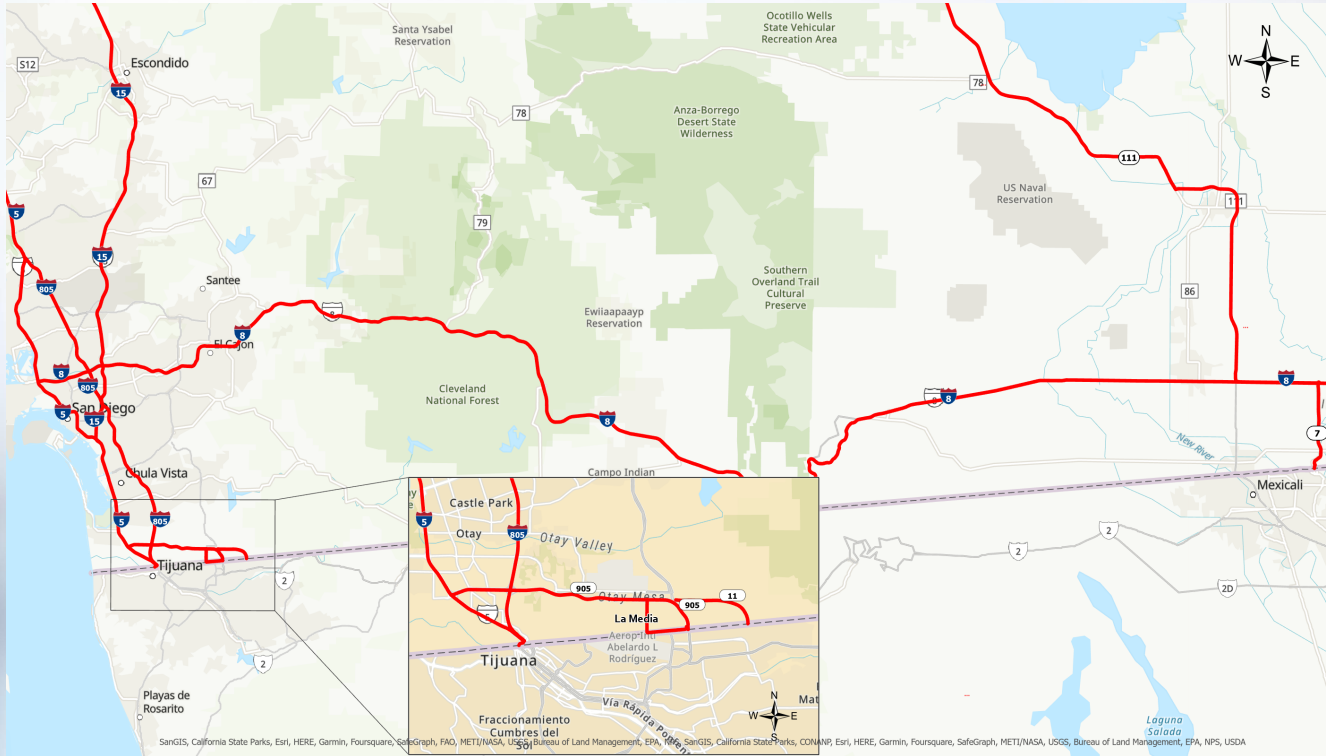
Draft Priority Clean Freight Corridor Maps

SOUTHERN CORRIDOR REGION



Draft Priority Clean Freight Corridor Maps

BORDER AND INLAND EMPIRE CORRIDOR REGION



Timeline & Next Steps

- The Commission, CARB, and other State Agencies have finished compiling Draft Priority Clean Freight Corridors and reviewing zero-emission freight infrastructure projects submitted by the workgroup.
- ZEV Infrastructure projects are eligible to apply in the Trade Corridor Enhancement Program in the upcoming cycle.
- Remaining Assessment tasks will be completed prior to August of 2023, and a draft of the Assessment will be circulated by August of 2023 for comment.
- The final Assessment is due to the Legislature on December 1, 2023.



Looking Toward the Assessment

- Electricity load projections and identification of ZE infrastructure locations with CEC/CTC/CARB
- Identify the significant need for funding and private development – explore any ways to address this
- Identify timing needs to help build infrastructure sooner