Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: October 12-13, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.22, Information

Prepared By: Hannah Walter
Associate Deputy Director

Published Date: September 30, 2022

Subject: Senate Bill 671 Proposed Projects and Priority Clean Freight Corridors

Summary:

California Transportation Commission (Commission) staff will present an update to the Commission on Priority Clean Freight Corridors and the projects identified by the Senate Bill (SB) 671 workgroup and Commission staff.

Background:

As a component of the Commission's greater efforts developing the SB 671 Clean Freight Corridor Efficiency Assessment (Assessment), Commission staff are providing an update on two milestones required in the Assessment.

Government Code Section 14517(2) states the goal of the Assessment is to identify freight corridors, or segments of freight corridors, and infrastructure needed to support the deployment of zero-emission medium- and heavy-duty vehicles. Statute requires the Commission identify the following:

- Freight corridors, or segments of freight corridors, throughout the state that are priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles also known as 'Priority Clean Freight Corridors, and
- Projects that will achieve the goals of the Assessment. In addition to identifying these projects, statute requires the Commission identify project sponsors and potential funding sources.

In addition to the aforementioned requirements, staff also continues to work on the remaining six statutory requirements. The remaining six statutory requirements are to identify 1) the top five freight corridors, or segments of freight corridors, with the heaviest truck volume and near-source exposure to diesel exhaust and other contaminants, 2) barriers and potential solutions, 3) methods to avoid displacement, 4) the impacts of the additional weight of battery electric trucks on roads and bridges, 5) the potential use of microgrids, and 6) the benefits of the transition. Commission staff will present work related to these remaining requirements for approval no later than the August 2023 Commission meeting.

Priority Clean Freight Corridors

In November 2021, Commission staff worked with the California Department of Transportation (Caltrans), the California Energy Commission, Dr. Genevieve Giuliano from the University of Southern California, and the California Council for Environmental and Economic Balance's Transportation Energy Task Force to develop criteria for the SB 671 workgroup to use when identifying eligible projects for Priority Clean Freight Corridors.

The SB 671 workgroup currently includes 180 members from fleets, ports, warehouse companies, transportation planning agencies, energy companies, advocacy organizations, shippers, beneficial cargo owners, and state agencies.

Staff presented the criteria to the workgroup on December 10, 2021, along with a Corridor Recommendation Form. Projects were not required to meet all criteria.

Priority Clean Freight Corridor Evaluation Criteria

1. Corridors or corridor segments identified as a significant freight route by the Federal Highway Administration, Caltrans, a Metropolitan Planning Organization or Regional Transportation Planning Agency, a local agency, or the SB 671 workgroup.
2. Located where electric grid capacity is sufficient for significant additional electricity load or where sufficient hydrogen supply is available, and where hydrogen fuel supply can be delivered safely. Staff recognize this criteria is difficult to meet given the current lack of general supporting infrastructure (i.e.. existing distribution lines are not sufficient to support a new station, and additional distribution lines, and possibly transmission lines, are needed).
3. Located where the California Energy Commission and/or others are already working to improve the ability to transition to zero-emission freight.
4. Identified as critical locations for zero-emission freight in the California Energy Commission's freight related energy model. Commission staff point out that the model has not yet identified specific optimal locations for infrastructure, and that it only applies to electric charging infrastructure.
5. Is the corridor or corridor segment located in an area disproportionately burdened by air pollution?
6. If intended for electric vehicle charging, the corridor segment is used for short-haul truck trips suitable for servicing by trucks with limited range.
7. Corridor or corridor segment is a logical starting point for the construction of the charging network or a logical co-location hub for both light-duty and heavy-duty hydrogen fuel cell electric vehicles.

Corridor Recommendation Form questions

1. What corridor or corridor segment do you recommend?
2. Describe why the Clean Freight Corridor Efficiency Assessment should focus on this corridor?
3. What potential projects could be implemented along this corridor?

Workgroup members submitted approximately 15 responses with multiple corridor recommendations using the Corridor Recommendation Form. Commission staff compiled the responses and developed Geographic Information System (GIS) maps that were presented to the workgroup at three separate meetings for feedback. The SB 671 Workgroup supports the current draft Priority Clean Freight Corridor maps. The maps or submitted recommendations, and those added through additional consideration, are included in this book item as Attachment A.

Senate Bill 671 Projects

In April 2022, Commission staff, Caltrans, the California Energy Commission, and the California Air Resources Board developed a Project Request Form to help workgroup members identify projects for the SB 671 Assessment. This form was presented to the SB 671 workgroup in May 2022, and Commission staff incorporated feedback received from the workgroup before sending the final draft to workgroup members in May 2022.

The Project Request Form covers the project location, site characteristics, hydrogen-specific questions, electric-specific questions, operations, schedule, funding, grid impacts, benefits, avoiding displacement, and California Environmental Quality Act questions. A copy of this form is included in this book item as Attachment B.

The SB 671 workgroup was given four months (May 2022 through September 2022) to complete the Project Request Form. Commission staff received 79 project nominations from seven entities in response to this request. The list of projects is included in this book item as Attachment C. These projects have not been prioritized and are not listed in priority order.

The information in this book item will also be presented at the upcoming Joint Meeting between the Commission, the California Air Resources Board, and the California Department of Housing and Community Development on November 3, 2022. Additionally, this information will inform Caltrans draft development of the California Freight Mobility Plan, which will begin development later this year.

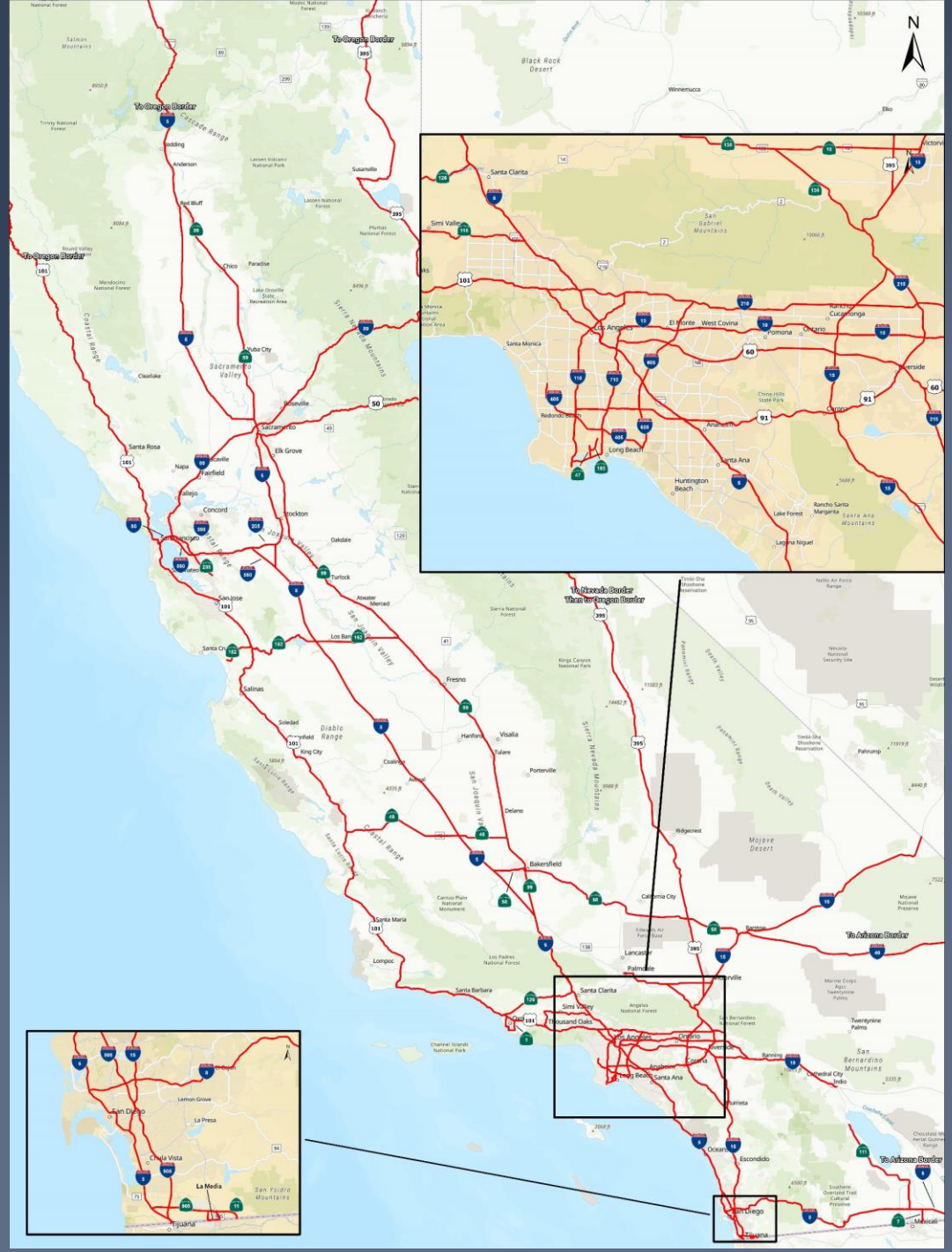
Background:

SB 671 (Gonzalez, Chapter 769, Statutes of 2021) requires the Commission, in coordination with the California Air Resources Board, California Public Utilities Commission, California Energy Commission, and the Governor's Office of Business and Economic Development to develop, complete, and submit an Assessment to the relevant policy and fiscal committees of the Legislature by December 1, 2023.

Attachments:

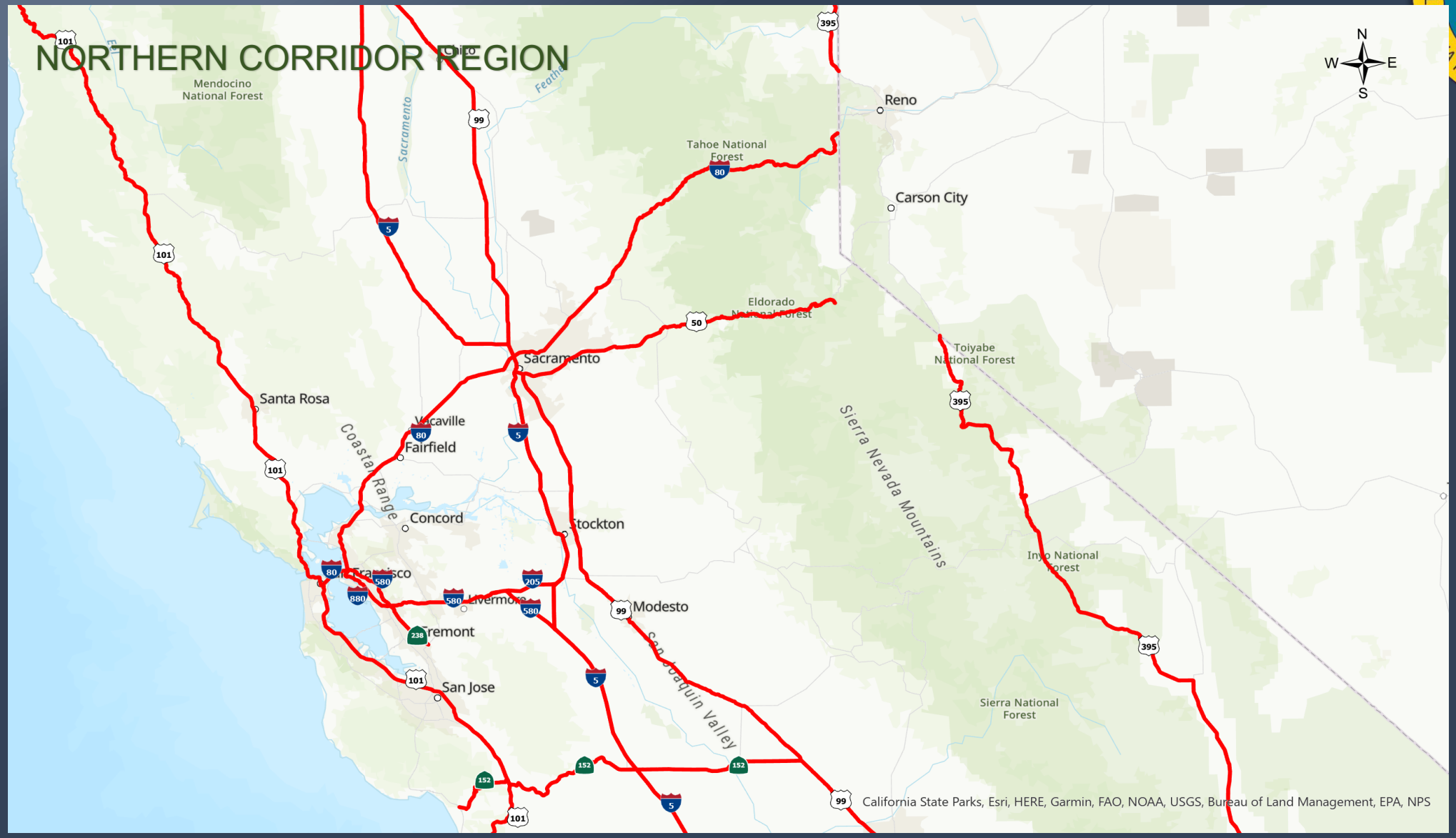
- Attachment A: Proposed Priority Clean Freight Corridor Maps
- Attachment B: Project Request Form
- Attachment C: Proposed SB 671 Project List

Proposed Priority Clean Freight Corridors

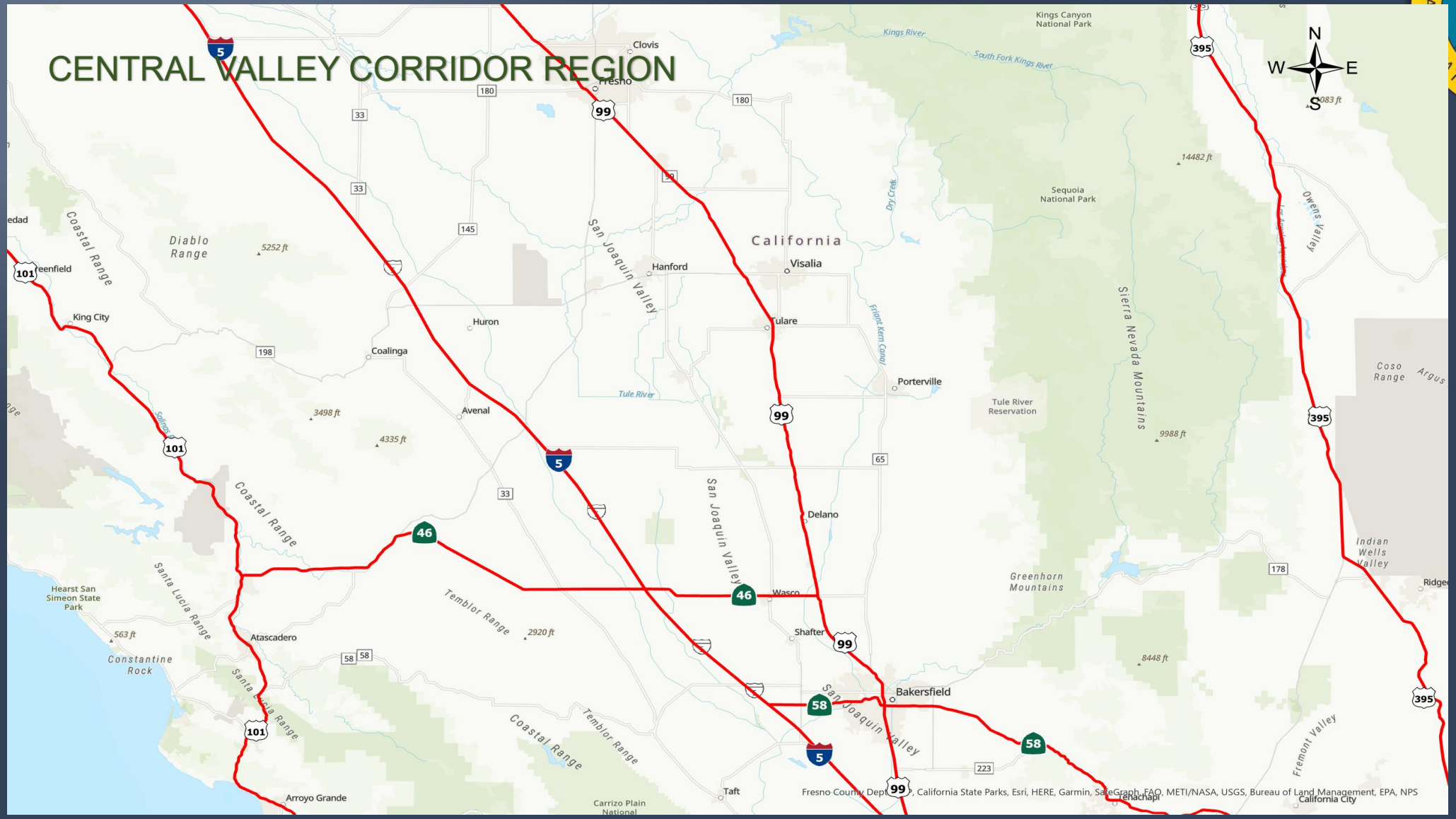


Reference No. 4.22
Attachment A
October 12-13, 2022

Proposed Priority Clean Freight Corridor Maps



Proposed Priority Clean Freight Corridor Maps



Proposed Priority Clean Freight Corridor Maps

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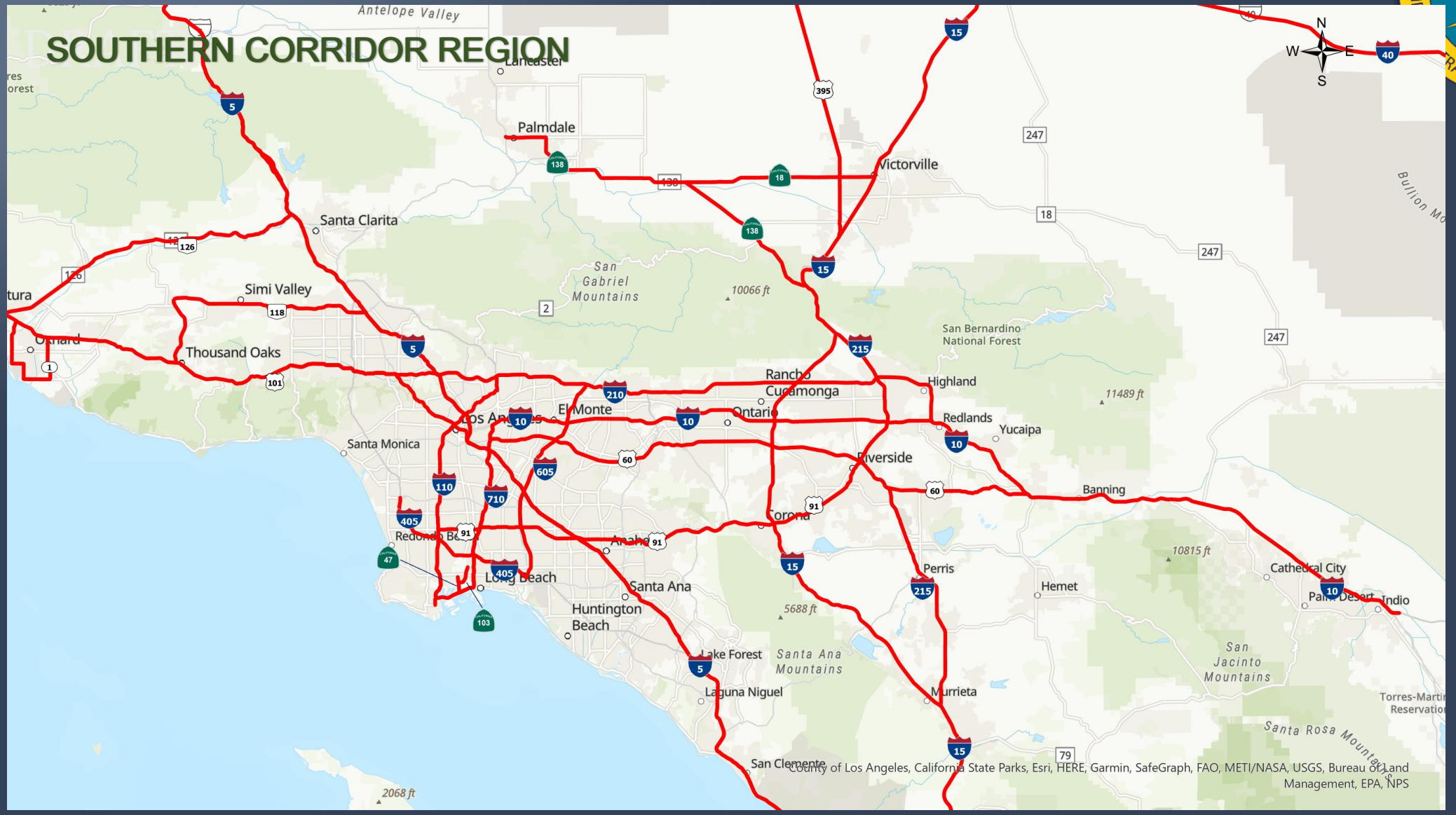
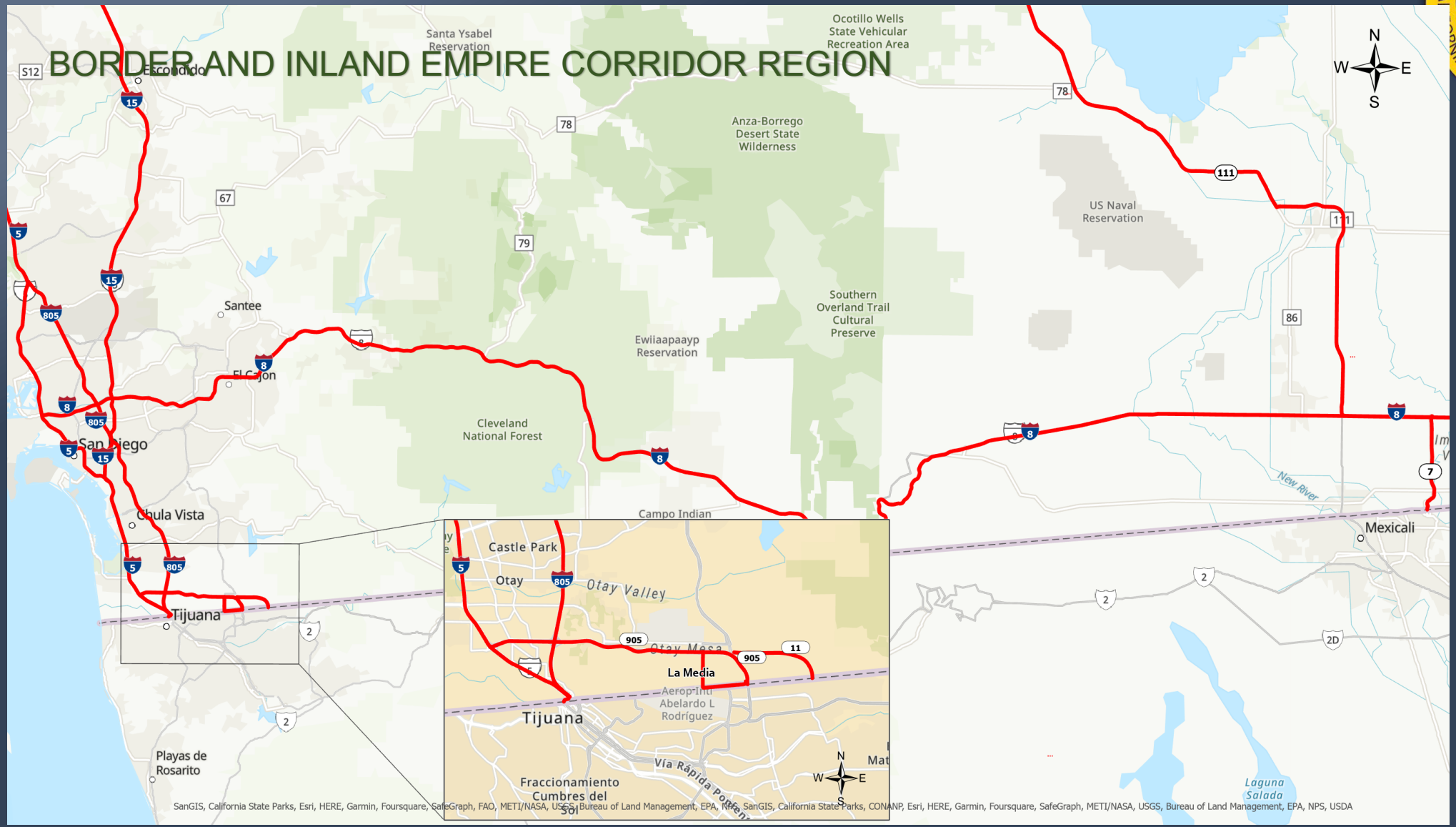


Proposed Priority Clean Freight Corridor Maps



Project Request Form – Senate Bill 671 Assessment

Project Requests are due on or before Thursday, SEPTEMBER 1, 2022. Submissions received after this date may not be reviewed.

General Instruction: This form is meant to provide California Transportation Commission staff and the project review team with the information necessary to make recommendations about projects for the Senate Bill 671 assessment. It is also meant to help State policymakers understand how these projects will operate. **If you do not have all the information needed to complete this form, that's OK, but please fill out as much information as possible.**

A. General Project Compatibility with Government Code section 14517

1. Please check the box on the right in the table below to indicate which of the Government Code 14517(b)(3) section or sections this project falls under. (Please note that all project types in this list may be submitted, but zero-emission freight infrastructure will be prioritized to meet the goals of the assessment.)

Table A-1. Project Type

(A) Medium- and heavy-duty vehicle charging and fueling infrastructure.	☐
(B) Highway improvements needed to accommodate charging and fueling infrastructure, including parking facilities.	☐
(C) Highway improvements on the corridor to increase safety and throughput, such as dedicated truck lanes.	☐
(D) Improvements to local or connector streets and roads to support the corridor.	☐
(E) An identification of areas where micro-grids or similar technologies could be deployed for zero-emission vehicle charging or fueling.	☐

B. Applicant Information

1. Who is the recommending this project?

2. Who will be responsible for implementing the project?

C. High Level Overview

1. Please provide a general description of the project. If the project is at a conceptual stage and not many details are known, this question should be used to provide the idea or general plan for the project. The project review team will also review projects that are in the conceptual stage. If not all of the information requested below is known, simply provide a description here and fill in whatever information you do have answers for below.

D. Project Location

1. Please provide a map of the project location.

2. Describe the project location, including the entrance and exit points, and total square footage.

Table D-1. Location Information

Site Location	Yes/No	Notes
Is the project located in relatively close proximity to one or more of the clean freight corridors identified by the SB 671 workgroup?[1] Provide the approximate distance in miles in the notes section.		
Is the site located within a tidelands area? See links for more info: -https://www.slc.ca.gov/land-types/ -https://www.slc.ca.gov/water-boundaries/ -Port of San Diego tidelands map		
Is the site located near a maritime port, freight airport, or land port of entry?		
Is the site located in a priority community such as a disadvantaged or low-income community? It is up to you to define this however you prefer but please explain how you defined it. Some examples are in the links below: CalEnviroScreen 4.0 tool low-income community AB 617 community		
How much space will be built for medium-and heavy-duty trucks to pull into the station,		

[1] Most maps are in the February 4th workgroup presentation, CTC staff are working on creating one map of all corridors.

and through the station after they are done charging and/or refueling? Workgroup members recommended 0.5 to 1 acre of space for heavy-duty.		
Are there any known hazards on or near the site? Information on how to identify hazards can be found on this OSHA website		
Is there space for Americans with Disabilities Act (ADA) chargers? See DSA's Access Compliance Advisory Manual and video.		
Is there space and utility capacity to add additional re-fueling dispensers or charging stations in the future?		

E. Site Characteristics

1. Is the site for public use, private use, or both? If both, please provide percentages for each.

2. Is the site for overnight charging, opportunity charging, or both? If both please provide percentages for each.

3. Will the site provide 24 hours of customer service? If no, how many hours of customer service will be provided and in what time windows? Will the customer service be provided in person or accessible some other way?

4. On average, how many trucks per day will be served at this site? To put this question another way, how many trucks per day will this site be designed to serve?

    - Is this estimate expected to change at some point in the future (if additional capacity will be added)?

5. What is the maximum anticipated number of trucks the site is designed to serve at one time? Is the site able to be expanded in the future to meet increasing ZEV demands?

6. How many truck parking spaces, if any, are anticipated for the site?

7. How close is this proposed site to the nearest zero-emission infrastructure that could serve trucks? Is it a charging station or a hydrogen re-fueling station?

8. Is this site identified in the West Coast Collaborative Strategic Development Document, the West Coast Clean Transit Corridor Initiative, a Regional Transportation Plan, a Sustainable Communities Strategy, or any other planning document? If yes, please specify which document.

9. What local agencies have jurisdiction to approve and oversee this project? Have they been contacted? Have any concerns been identified by those Authorities?

For Hydrogen Stations

1. How many re-fueling dispensers will be on the site?

2. Does the site contain a light-duty (LD) refueling dispenser(s)? Does the site have plans for a LD refueling dispenser in the future?

3. What is the hydrogen fueling pressure call – H35 (35MPa), H70 (70MPa), or both? What is the maximum mass flow rate of the hydrogen during dispensing (60, 120, or 300 g/s)? Please note, this question refers to standards which exist for the design of these stations. This will help us understand the site characteristics.

4. Describe fueling process whether it is a cascading fueling using high pressure storage vessels or banks, hybrid (cascade and then direct from compression) or direct from compression? What is the maximum compressor flow capacity (1.5 kg/min, 2.0 kg/min or other)? Please note, this question refers to standards which exist for the design of these stations. This will help us understand the site characteristics.

5. Describe the hydrogen distribution to this site. For example, will the hydrogen be produced on site, or be delivered to the site? If delivered, please state in what form: liquid truck delivery, gaseous truck delivery or gaseous pipeline delivery? If produced on-site, what technology (e.g. steam methane reformation, electrolysis, etc.) will be used?

6. Approximately how much hydrogen will be used by customers each day, and in a year?

7. What is the station's hydrogen storage capacity?

8. Please describe what the expected ramp-up in utilization in the first five years?

9. What is the planned carbon density of the hydrogen? How much of the hydrogen production energy (expressed as a percent) will be provided by renewable energy sources? How much of that renewable energy (expressed as a percent of total renewable energy) will be sourced from direct renewable energy use, as opposed to renewable energy credits?

For Charging Stations

1. How many charge ports will be on the site?

2. What charging level and power delivery per charge port will be provided (Level 3 at 50kW, 150kW, or other level)? What estimated total daily level of power (in kW or MW) will be used?

3. Does the site have on-site generation and storage capacity? What type of generation technology? e.g. wind or solar

4. If known, what will the distance between the electrical panel/switchgear and the charger location be?

5. Will vehicle-to-grid capabilities be included in the station design? (Vehicle to grid capability enables an electric vehicle to return electricity to the grid).

(Additional questions related to grid impacts are included in a separate section below. Please report any potential charging station to the National Renewable Energy Laboratory (NREL) Alternatives Fuels Data Center (ACFD) so the ZE fueling station will be added to the station locator)

F. Operations

1. Who is the landowner?

2. Who will own the infrastructure?

3. If using Low Carbon Fuel Standard (LCFS) Credits, which party keeps LCFS credits?

4. Is the infrastructure covered under warranty? What is covered and for how long?

5. If the person who owns the infrastructure is leasing the land, how long is the contract with the landowner?

6. Who is responsible to build the infrastructure?

7. Who will operate and maintain the infrastructure and for how long?

8. Will the operator pay a site-host fee to the landowner?

9. Will the operator share revenues with the landowner?

G. Timing

1. Please complete the following table to estimate the project schedule.

Table G-1: Estimated Environmental Schedule

Phase	Estimated Start Date	Estimated End Date
High-Level Conceptual Planning/Project Identification		
Planning and Environmental Documents Phase		
When is CEQA/NEPA clearance expected for the site?		
When is CEQA/NEPA clearance expected for any electric infrastructure upgrades or pipeline infrastructure (for hydrogen)?		
Design Phase		
Right-of-Way Phase		
Construction Phase		

H. Funding

Please fill out the table below. Costs should be escalated to the year of proposed implementation.

Table H-1: Estimated Costs

Phase	Total Estimated Cost	Funding Source if Using Private Funds
High-Level Conceptual Planning/Project Identification Costs		
Planning and Environmental Documents Phase		
Design Phase		
Right-of-Way Phase		
Construction Phase		
Site Improvements (if any)		
Project Management		
Other Costs		
Total Project Cost		
Ongoing Costs		
Estimated Annual Operating Costs		
Estimated Annual Maintenance Costs		
Property Taxes (if applicable)		
Rent (if applicable)		
Contract Payments (if applicable)		
Other Ongoing Costs		

Details related to hydrogen stations		
Hydrogen Procurement or Delivered Hydrogen Costs		
Hydrogen Storage and Dispensing Equipment costs		
Hydrogen Distribution Costs		
Hydrogen Operational and Maintenance Costs		
Testing, Verification, Certification etc. Costs		
Other Costs		
Details related to electric charging stations		
Charging Station equipment Costs		
Power Generation Equipment Costs		
Power Supply Equipment - Will the system include AC-DC converter, or will that be included with the EVSE?		
Power Demand Management Software and Service		
Substation Upgrades (if needed)		
Estimated Energy Rate (number of kilowatts per hour multiplied by the estimated rate per kilowatt hour)		
Estimated Monthly Demand Charges (this is an additional charge based on the highest 15-minute usage during a month) Some Demand Charges will be implemented again starting March 1, 2024. For reference, many utilities provide a fleet electricity calculator such as this one: https://fleetfuelcalculator.sce.com/		
Other Costs		

1. Does the site owner and/or operator intend to use any of the following to support the ongoing costs of operating and maintaining the site?

    - Grants or subsidies (including Low Carbon Fuel Standard - LCFS and other credit program revenue)
    - User Fees
    - Indirect Revenues (such as sales from nearby retailers)

I. Grid Impacts - for electric charging stations

1. What provider, also known as Investor-Owned Utility (IOU), Publicly Owned Utility (POU), non-Investor-Owned Utility, or Community Choice Aggregation is responsible for your project area? Here are maps of IOUs, POUs, and Non-IOUs:

a. IOUs and POUs https://cecgis-caenergy.opendata.arcgis.com/datasets/electric-load-serving-entities-iou-pou
b. Non-IOUs https://cecgis-caenergy.opendata.arcgis.com/datasets/electric-load-serving-entities-other

2. Will any electric infrastructure upgrades be needed? If yes, describe what they are. Below are some tools that may help describe the electric infrastructure that currently exists around the project location.

- SDG&E Tool: https://www.sdge.com/more-information/customer-generation/enhanced-integration-capacity-analysis-ica
- PGE Tool: https://www.pge.com/en_US/for-our-business-partners/distribution-resource-planning/distribution-resource-planning-data-portal.page
- Map Request Website from SCE: https://www.sce.com/partners/real-estate-and-locations/facilities-map-requests
- Here is a link to a fleet fuel calculator provided by SCE: https://fleetfuelcalculator.sce.com/
- Here is an online map of substations: https://cecgis-caenergy.opendata.arcgis.com/maps/7f37f2535d3144e898a53b9385737ee0

3. Is there access to 3-phase power?

4. Will the site use a micro-grid, battery storage, solar panels?

5. Will vehicle-to-grid capabilities be included in the station design?

6. Will any power demand management software be used?

7. Will any load management techniques will be used at the site? If so, please describe.

J. Other Project Information

1. Barriers and Solutions. Describe any specific barriers or risks that may impact this project, and any proposed solutions if known. You may propose solutions that are not within the control of the implementing agency.

2. Avoiding Displacement. Has the project team considered any methods to avoid displacement of residents and businesses within the project area? If yes, please describe what these are.

3. Community Engagement. Has the project team completed any community engagement for this project? If yes, please describe it or describe the plan for community engagement.

4. Benefits. Once the project is built, what are the estimated annual benefits of this project in the following areas:

- Environmental benefits
- Air quality benefits
- Public health benefits
- Safety benefits
- Economic benefits
- Job development
- Workforce Development
- Other Community Benefits

California Environmental Quality Act (CEQA) Worksheet

The California Environmental Quality Act[2] (CEQA) (Public Resources Code §§ 21000 et seq.) requires public agencies to identify the significant environmental impacts of their actions and to avoid or mitigate them, if feasible.[3] Under CEQA, an activity that may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment is called a "project." (Public Resources Code § 21065.) Approval of a contract, grant, or loan may be a "project" under CEQA if the activity being funded may cause a direct physical change or a reasonably foreseeable indirect physical change in the environment. Agencies must comply with CEQA before they approve a "project." This can include preparing a Notice of Exemption or conducting an Initial Study and preparing a Negative Declaration, a Mitigated Negative Declaration, or, if there are significant impacts, an Environmental Impact Report.

The Lead Agency is the public agency that has the greatest responsibility for preparing environmental documents under CEQA, and for carrying out, supervising, or approving a project. Where an award recipient is a public agency, the Lead Agency is typically the recipient. Where an award recipient is a private entity, the Lead Agency is the public agency that has greatest responsibility for supervising or approving the project as a whole.[4]

This worksheet will help the California Transportation Commission provide recommendations for clean freight corridor projects in the SB 671 assessment. Please answer all questions as completely as possible. It may also help you to think through the CEQA process necessary for your proposed project. The CTC may request additional information in order to clarify responses provided on this worksheet.

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[2] Governor's Office of Planning and Research (https://www.opr.ca.gov/ceqa/)
[3] Flowchart of the CEQA process (https://www.califaep.org/ceqa_flowchart.php)
[4] California Environmental Quality Act Statute and Guidelines 14 C.C.R. §§ 15050, 15051. The Lead Agency typically has general governmental powers (such as a city or county), rather than a single or limited purpose (such as an air pollution control district) (https://resources.ca.gov/-/media/CNRA-Website/Files/Programs-and-Projects/CEQA/CEQA-Homepage/2019_CEQA_Statutes_and_Guidelines.pdf?la=en&hash=28D5D3CF051762486FC0A43BB50921F85E30E8CC)

1. **What are the physical aspects of the project? (Check all that apply and provide brief description of work, including any size or dimensions of the project). Additionally, provide site layout figure(s) showing locations of new or modified infrastructure, trenching, grading, paving, etc. Such figure(s) need not be engineering-grade; they simply should show the locations of the anticipated project components at the site. (Attach additional sheets as necessary.)**

Type of Project	Yes	No	Project Description
Ground disturbance (including grading, paving, trenching, etc.) Provide length and depth and describe whether the area(s) to be disturbed are previously disturbed.	☐	☐	
New or replaced pipelines	☐	☐	
Modification or conversion of a facility	☐	☐	
New or modified operation of a facility or equipment	☐	☐	
On-road demonstration	☐	☐	
EV infrastructure (how many, what kind, approximate dimensions)	☐	☐	
Electrical infrastructure	☐	☐	

Solar component (extent of and general location at project site)	☐	☐	
Hydrogen fueling infrastructure	☐	☐	
Paper study (including analyses on economics, feedstock availability, workforce availability, etc.)	☐	☐	
Laboratory research	☐	☐	
Temporary or mobile structures (skid-mounted)	☐	☐	
Design/Planning	☐	☐	
Other (describe and add pages as necessary)	☐	☐	

2. Where is the project located or where will it be located? (Attach additional sheets as necessary.)

Address (or other location identifier such as latitude/longitude or post mile on freeway)	County	Would the project (or a portion of the project) be in Caltrans right-of-way?	Type of Work to Be Completed at Site

3. **Will the project potentially have environmental impacts that trigger CEQA review? (Check a box and explain for each question. Additionally, please provide a complete description of any direct physical changes and reasonably foreseeable indirect changes to the environment that may result from the project. Please provide as much detail as possible. You may provide additional information on supplemental pages as necessary.)**

Question	Yes	No	Don't Know	Explanation
Is the land on which the project would be built previously disturbed? Please provide detail on how the land is previously disturbed, e.g., whether it is paved and/or graded.	☐	☐	☐	
Is the project site environmentally sensitive?	☐	☐	☐	
Is the project site on agricultural land?	☐	☐	☐	
Is this project part of a larger project?	☐	☐	☐	
Is there public controversy about the proposed project or larger project?	☐	☐	☐	

Are there potential community impacts? If the project has or potentially has a federal-nexus, would it cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. related to Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.	☐	☐	☐	
Will relocations and real property acquisition be needed?	☐	☐	☐	
Will historic resources or historic buildings be impacted by the project? Are there California Register or National Register of Historic Places-listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?	☐	☐	☐	
Will the project be adjacent to, or would it encroach on Tribal Land?	☐	☐	☐	

If the project has or potentially has a federal nexus, will the project affect Section 4(f) properties (i.e., historic sites, parks and recreational resources, or wildlife or waterfowl refuges)?	☐	☐	☐	
If the project has or potentially has a federal nexus, will the project affect Section 6(f) properties per the Land and Water Conservation Fund) Act established by Congress in 1964?	☐	☐	☐	
Is the project located on a site the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or cleanup problems?	☐	☐	☐	
Will the project generate noise or odors in excess of permitted levels?	☐	☐	☐	
Will the project increase traffic at the site and by what amount?	☐	☐	☐	
If the project has or potentially has a federal nexus, will the project affect resources protected by the Coastal Zone Management Act of 1972?	☐	☐	☐	

Will the project affect paleontological resources?	☐	☐	☐	
Is the project expected to result in environmental impacts to any other environmental resource topic (e.g., air quality, aesthetics/visual impacts, water quality, floodplains, Wild and Scenic Rivers, cumulative impacts)? (Add pages as necessary.)	☐	☐	☐	

4. Will the project require discretionary permits or determinations, as listed below?

Type of Permit	No	Modified	New	Approving Agency	Reason for Permit, Summary of Process, and Anticipated Date of Issuance
Caltrans Encroachment Permit	☐	☐	☐		
Air Quality Permit	☐	☐	☐		
Water Quality Permit	☐	☐	☐		
Conditional Use Permit or Variance	☐	☐	☐		
Building Expansion Permit	☐	☐	☐		
Hazardous Waste Permit	☐	☐	☐		
Rezoning	☐	☐	☐		

Authority to Construct	☐	☐	☐		
Other Permits (List types)	☐	☐	☐		

5. Of the agencies listed in #4, have you identified and contacted the public agency who will be the lead CEQA agency on the project?

☐ **Yes**. Provide the name of and contact information for the Lead Agency.

_____
_____
_____
_____
_____

☐ **No.** Explain why no contact has been made and/or a proposed process for making contact with the Lead Agency.

_____
_____
_____
_____
_____
_____

6. **If you identified one or more agencies with discretionary approval authority over the project (see item #4 above) has the lead CEQA public agency (see item #5 above) prepared environmental documents (e.g., Notice of Exemption, Initial Study/Negative Declaration/Mitigated Negative Declaration, Environmental Impact Report, Notice of Determination) under CEQA for the proposed project?**

   ☐ **Yes**.
   Please complete the following:

Type of Environmental Review	Title of Environmental Document	State Clearinghouse Number	Completion Date	Planned Completion Date
"Not a project"		N/A		N/A
Exempt (Resolution of public agency or Agenda Item approving Exemption)		N/A		N/A
Exempt (Notice of Exemption)		N/A		
Initial Study				
Negative Declaration				
Mitigated Negative Declaration				
Notice of Preparation				
Environmental Impact Report				
Master Environmental Impact Report				
Notice of Determination				

NEPA Document (Categorical Exclusion, Environmental Assessment, Finding of No Significant Impact, and/or Environmental Impact Statement)				

☐ **No**. Explain why no document has been prepared. Propose a process for obtaining CEQA (and NEPA, if applicable) approval by the Lead Agency and estimated date for that approval. How long do you anticipate it will take to complete the CEQA (and NEPA, if applicable) process? Who would be the CEQA Lead Agency? If, applicable, who would be the NEPA Lead Agency?

_____
_____
_____
_____
_____
_____

Senate Bill 671 Clean Freight Corridor Efficiency Assessment
Projects Identified by the SB 671 Workgroup
September 6, 2022

	Name of Application	(Freight) Project Type	Project Sponsor(s)	Description	Public or Private	General Location	Timeframe to Complete Near-term - 3 to 5 years Mid-term - 5-10 years Long-term - 10 + years	Estimated Total Project Cost	Located in or near a disadvantaged community?
1	Otay Mesa East Point of Entry	Charging infrastructure	San Diego Association of Governments/ Caltrans	Two truck charge points at the Commercial Vehicle Enforcement Facility that is located at the Otay Mesa East border Point of Entry. Part of larger Point of Entry project.	Public	Otay Mesa - US/Mexico border	Near-term	$1.128 billion	Yes
2	Harbor Drive and Vesta Street Bridge	Charging infrastructure/Bridge	SANDAG/Caltrans/Port of San Diego/ U.S. Navy /City of San Diego/City of National City	Charging stations, dedicated truck lanes, Intelligent Transportation Systems, arterial connections, and Vesta Street bridge and related improvements	Both (charging at port)	Port of San Diego, Harbor Drive, Vesta Street Bridge	Mid-term	$122.885 million	Yes
3	Madera Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Madera, California. The station is designed to dispense both H35	Public	City of Madera	Near-term (18 months from construction start date)	Confidential	Yes
4	Altasea - Port of Los Angeles	Hydrogen re-fueling	Air Products	Retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars on Signal Street at the Port of Los Angeles in San Pedro. The station is designed to dispense both H35 and H70 fuel.	Public	Port of Los Angeles	Near-term (24 months from construction start date)	Confidential	Yes
5	Corona Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day in Corona. The station is designed to dispense both H35 and H70 fuel.	Public	City of Corona	Near-term (18 months from construction start date)	Confidential	No
6	Fallbrook Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail, hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day in Fallbrook. The station is designed to dispense both H35 and H70 fuel.	Public	City of Fallbrook	Near-term (18 months from construction start date)	Confidential	No
7	Galt Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Galt. The station is designed to dispense both H35 and H70 fuel.	Public	City of Galt	Near-term (18 months from construction start date)	Confidential	Yes (1 block away)
8	Paramount Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Paramount. The station is designed to dispense both H35 and H70	Public	City of Paramount	Near-term (28 months from construction start date)	Confidential	Yes
9	Santa Clara Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Non-retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Santa Clara. The station is designed to dispense both H35 and H70 fuel.	Public	City of Santa Clara	Near-term (18 months from construction start date)	Confidential	Yes
10	Santa Fe Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Non-retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Santa Fe Springs. The station is designed to dispense both H35 and H70 fuel.	Private	City of Santa Fe Springs	Near-term (18 months from construction start date)	Confidential	Yes
11	Visalia Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Visalia. The station is designed to dispense both H35 and H70 fuel.	Public	City of Visalia	Near-term (18 months from construction start date)	Confidential	Yes

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12	Westly Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Westly. The station is designed to dispense both H35 and H70 fuel.	Public	Westly (Stanislaus County, southwest of Modesto)	Near-term (18 months from construction start date)	Confidential	Yes
13	Wilmington Hydrogen Refueling Station	Hydrogen re-fueling	Air Products	Retail, multi-modal hydrogen refueling station with 2 truck dispensers, serving approximately 120 fuel cell electric trucks per day and light-duty fuel cell electric passenger cars in Wilmington. The station is designed to dispense both H35 and H70 fuel.	Public	City of Wilmington	Near-term (28 months from construction start date)	Confidential	Yes
14	Ontario Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Ontario	Near-term	$11-15 million	Not Disclosed
15	Stockton Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Stockton	Near-term	$11-15 million	Not Disclosed
16	Colton (South) Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Colton	Near-term	$11-15 million	Not Disclosed
17	West Sacramento Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	West Sacramento	Near-term	$11-15 million	Not Disclosed
18	Carson Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Carson	Near-term	$11-15 million	Not Disclosed
19	Goshen Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Goshen, CA	Near-term	$11-15 million	Not Disclosed
20	Coachella Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Coachella	Near-term	$11-15 million	Not Disclosed
21	Oakland Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Oakland	Near-term	$11-15 million	Not Disclosed
22	Dixon Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Dixon	Near-term	$11-15 million	Not Disclosed
23	Port of San Diego Hydrogen Refueling Station (1)	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Port of San Diego	Near-term	$11-15 million	Not Disclosed
24	San Diego (Otay Mesa) (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	San Diego (Otay Mesa)	Near-term	$11-15 million	Not Disclosed
25	Fontana (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Fontana	Near-term	$11-15 million	Not Disclosed
26	Colton (North) (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Colton (North)	Near-term	$11-15 million	Not Disclosed

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27	Santa Fe Springs (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Santa Fe Springs	Near-term	$11-15 million	Not Disclosed
28	Bakersfield (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Bakersfield	Near-term	$11-15 million	Not Disclosed
29	Lathrop (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Lathrop	Near-term	$11-15 million	Not Disclosed
30	Rialto (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Rialto	Near-term	$11-15 million	Not Disclosed
31	Vernon (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Vernon	Near-term	$11-15 million	Not Disclosed
32	Fresno (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Fresno	Near-term	$11-15 million	Not Disclosed
33	Tracy (2) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Tracy	Near-term	$11-15 million	Not Disclosed
34	Madera (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Madera	Near-term	$11-15 million	Not Disclosed
35	Riverside (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Riverside	Near-term	$11-15 million	Not Disclosed
36	Corona (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Corona	Near-term	$11-15 million	Not Disclosed
37	Santa Ana (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Santa Ana	Near-term	$11-15 million	Not Disclosed
38	Barstow (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Barstow	Near-term	$11-15 million	Not Disclosed
39	Escondido (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Escondido	Near-term	$11-15 million	Not Disclosed
40	Modesto (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Modesto	Near-term	$11-15 million	Not Disclosed
41	Jurupa Valley (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Jurupa Valley	Near-term	$11-15 million	Not Disclosed
42	Van Nuys (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Van Nuys	Near-term	$11-15 million	Not Disclosed

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43	Hesperia (3) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Hesperia	Near-term	$11-15 million	Not Disclosed
44	San Jose (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of San Jose	Near-term	$11-15 million	Not Disclosed
45	Richmond (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Richmond	Near-term	$11-15 million	Not Disclosed
46	Moreno Valley (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Moreno Valley	Near-term	$11-15 million	Not Disclosed
47	Fairfield (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Fairfield	Near-term	$11-15 million	Not Disclosed
48	Sacramento Airport (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Sacramento Airport	Near-term	$11-15 million	Not Disclosed
49	Castaic (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Castaic, CA	Near-term	$11-15 million	Not Disclosed
50	Fremont (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Fremont	Near-term	$11-15 million	Not Disclosed
51	Lancaster (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Lancaster	Near-term	$11-15 million	Not Disclosed
52	Lodi (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Town of Lodi	Near-term	$11-15 million	Not Disclosed
53	Santa Rosa (4) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Santa Rosa	Near-term	$11-15 million	Not Disclosed
54	Redding (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Redding	Near-term	$11-15 million	Not Disclosed
55	Blythe (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Blythe	Near-term	$11-15 million	Not Disclosed
56	San Luis Obispo (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of San Luis Obispo	Near-term	$11-15 million	Not Disclosed
57	Patterson (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Patterson	Near-term	$11-15 million	Not Disclosed
58	Kettleman City (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Kettleman City, CA	Near-term	$11-15 million	Not Disclosed

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59	El Centro (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of El Centro	Near-term	$11-15 million	Not Disclosed
60	Industry (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Industry	Near-term	$11-15 million	Not Disclosed
61	Truckee (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Town of Truckee	Near-term	$11-15 million	Not Disclosed
62	Mojave (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	Mojave, CA	Near-term	$11-15 million	Not Disclosed
63	Santa Maria (5) Hydrogen Refueling Station	Hydrogen re-fueling	Nikola	Public hydrogen re-fueling station with 4 truck dispensers, two lanes for truck charging. Designed to serve approximately 100 trucks per day.	Public	City of Santa Maria	Near-term	$11-15 million	Not Disclosed
64	TA Ontario (A)	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Ontario	Near-term	$5.1 million	Yes
65	TA Coachella	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Coachella	Near-term	$5.1 million	No
66	TA Redding	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Redding	Near-term	$5.1 million	No
67	TA Corning (A)	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Corning	Near-term	$5.1 million	Yes
68	TA Buttonwillow	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Buttonwillow	Near-term	$5.1 million	Yes
69	TA Ontario (B)	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Ontario	Near-term	$5.1 million	Yes
70	TA Santa Nella (A)	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Santa Nella	Near-term	$5.1 million	Yes
71	TA Livingston	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Livingston	Near-term	$5.1 million	No
72	TA Barstow	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Barstow	Near-term	$5.1 million	Yes
73	TA Arvin	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Arvin	Near-term	$5.1 million	Yes
74	TA Corning (B)	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Corning	Near-term	$5.1 million	Yes

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75	TA Wheeler Ridge	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Wheeler	Near-term	$5.1 million	Yes
76	TA Santa Nella (B)	Electric Charging	Travel Centers of America	144 trucks per day 6 DC fast chargers with batter energy storage, solar, and hydrogen fuel cell power generation.	Public	City of Santa Nella	Near-term	$5.1 million	Yes
77	Oxnard Harbor District - Port of Hueneme	Electric Charging/ Hydrogen plugs	Port of Hueneme	Three projects to (1) procure 9 charging stations, (2) pilot a hydrogen fuel cell refrigerated plug system, and (3) expand truck charging outside the Port	Both public and private	In Port Cities of of Port Hueneme and Oxnard	(2) Short-term, (1) Long-term	$65 million	Yes
78	WAVE Wireless Ground Charging (various locations)	Electric Charging (wireless charging)	WAVE	WAVE is pursuing a number of potential projects that would use a wireless ground charging pad to charge trucks. This allows for a faster charge and can be easier to	Could be both	Various locations TBD	Unknown	Unknown	Unknown
79	San Pedro Bay Ports Electric Charging	Electric Charging	Clean Energy California	Adds 3 additional electric DC fast chargers at an existing alternative fuel charging location.	Public	Near the San Pedro Bay ports	Near-term	$3 million plus ongoing costs	Yes
							Estimated Total Cost:	$3,240,185,000*	
							**The total cost does not include WAVE project costs, which are unknown, or confidential Air Products costs, and uses an average when a range of costs were provided. All costs are initial estimates.*		