SB 671 Draft Assessment

October 18-19, 2023

Goal: “To identify corridors, or segments of corridors, and infrastructure needed to support the deployment of zero-emission medium-duty and heavy-duty vehicles.”

Public comment period: September 26 to October 26.
Final Adoption: December 6, 2023.

1. **Freight Corridors**, or segments, that would be priority candidates for the deployment of zero-emission medium-duty and heavy-duty vehicles.
2. **The top five freight corridors,** or segments, with the heaviest freight volume and near source exposure to diesel exhaust and other contaminants.
3. **Projects** that would achieve the goals of the Assessment, including potential project sponsors and funding opportunities.
4. **Barriers and potential solutions** to achieving the goals of the Assessment and the deployment of zero-emission freight vehicles.
5. **The impact on roads and bridges** due to the increased weight of zero-emission vehicles.
6. **Methods to avoid displacement** of residents and businesses on the freight corridor when considering projects.
7. **Benefits** from the deployment of zero-emission vehicles.

Part 1- Top 6 Freight Corridors

- **I-5** from California's Southern border with Mexico to its Northern border with Oregon
- **I-15** from San Diego to California's Southeast border with Nevada
- **Route 99** from Red Bluff to Bakersfield
- **I-10/I-710** from the San Pedro Bay Ports to Los Angeles to California's Southeast border with Arizona
- **I-40** from its intersection with I-15 to California's Southeast border with Arizona
- **I-80/I-580 and I-880** from the Port of Oakland to San Francisco to California's northeast border with Nevada

Part 1- 34 Priority Freight Corridors

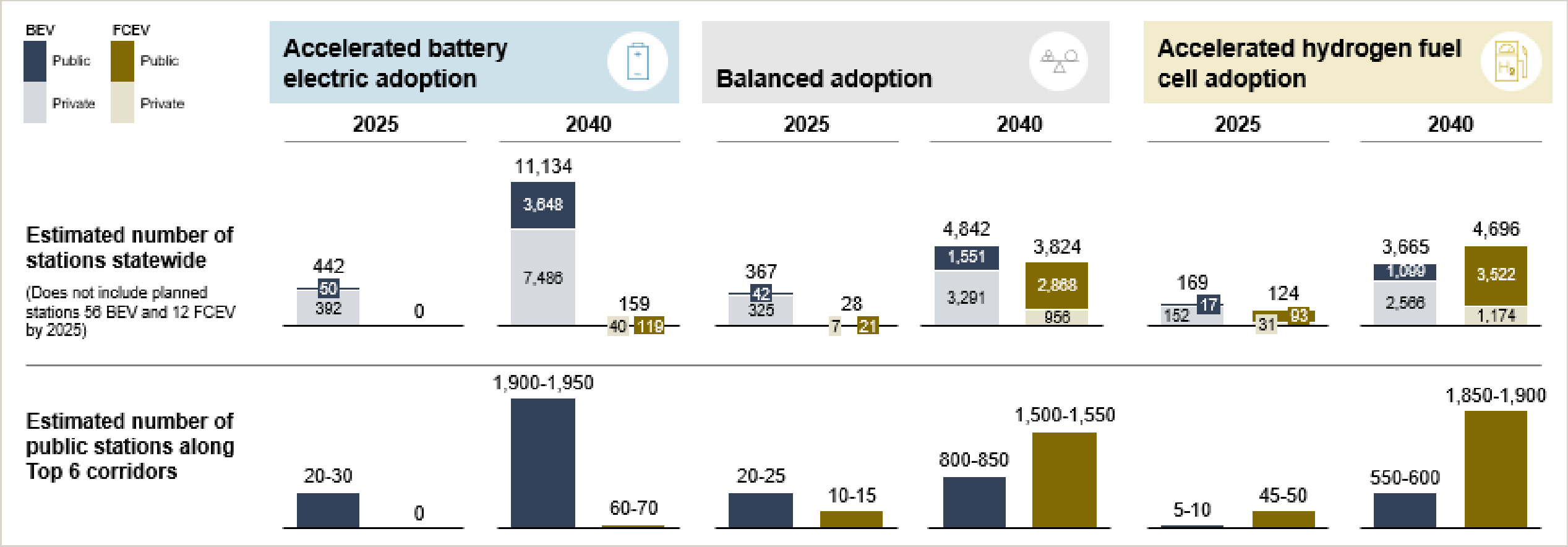
Map of Priority Clean Freight Corridors from SB671 working group

List of 34 State Clean Freight Corridors from SB671 working group

Interstate 5	Highway 50	Interstate 110
Interstate 15	Interstate 580	Interstate 405
Highway 99	Interstate 880	Highway 47
Interstate 10	Interstate 205	Highway 103
Interstate 40	Highway 238	Highway 91
Interstate 80	Highway 152	Highway 111
US 101	Highway 46	Interstate 8
Highway 58	US 395	Highway 7
Highway 60	Highway 126	Interstate 805
Interstate 210	Highway 118	Highway 905
Interstate 710	Interstate 215	Highway 11
	Interstate 605	

Part 2 - Infrastructure Estimates

The 2025 Initial Viable Network needs 10-15 hydrogen stations and 20-25 charging stations



Part 3-Funding Outlook

- **2025 initial viable network** - existing public funds are sufficient to support the 2025 initial viable network.

- **2035 initial viable network** - $10-$15 billion total from all fund sources will be needed to build the 2035 initial viable network.

Part 5- Additional Factors

BENEFITS OF THE TRANSITION TO ZERO-EMISSION FREIGHT

IMPACTS ON ROADS AND BRIDGES

AVOIDING RESIDENT AND BUSINESS DISPLACEMENT

WORKFORCE IMPACTS

Part 4- Key Barriers and Solutions

Key Barriers		Key Solutions
Time and sequencing of corridor station development		Streamline clean freight infrastructure development process
Economic viability of ZEV transition for fleet owners		Support fleet owners with the costs of transition
Complex ecosystem of potential stations and stakeholders		Create a central delivery team and a corridor-first approach

SB 671 Assessment Recommendations

Recommendation	Relevant Parties	Category
Allocate available public funds, where feasible, to support the 2035 initial viable network (total cost of $10 to $15 billion)	Legislature	Funding
Create a Central Delivery Team to coordinate state and local stakeholders to implement next steps	State Agencies	Time
Create a set of standardized station development model(s) (zoning and building permits) that can be replicated	State Agencies	Time
Enact a Categorical Exemption from CEQA for zero-emission freight charging and hydrogen fueling stations	Legislature	Time
Set a statutory default local permit approval deadline for zero-emission freight charging and hydrogen fueling stations	Legislature	Time
Combine and sequence station development where feasible	State Agencies	Time
Continue electric infrastructure planning efforts	State Agencies	Time

SB 671 Assessment Recommendations (continued)

Recommendation	Relevant Parties	Category
Create a limited-term truck incentive program for fleets of all sizes	Legislature	Cost
Create a truck buy-back program	Legislature	Cost
Explore funding for infrastructure near the California/Mexico border.	State Agencies	Cost
LCFS provision for all MDHD ZE stations.	California Air Resources Board	Cost
Designate a Central Delivery Team lead, identify state and local leads, include advocates in the planning and implementation, and work with existing training programs (4 recommendations)	State Agencies	Complex Stakeholder Ecosystem
Evaluate the impacts of heavier zero-emission trucks on the state highway system and develop solutions to address the impacts	Caltrans	Heavier Vehicles
Assess where additional microgrids may be installed as a transportation system resiliency feature	State Agencies	Microgrids

Thank you

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