

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 16-17, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.1, Action

Prepared By: Justin Behrens
Deputy Director

Published Date: May 16, 2024

Subject: State and Federal Legislative Matters

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt a position of “Support” on Senate Bill 934 (Gonzalez) and send the attached letter notifying the bill author and members of the Legislature.

Issue:

Attachment A includes a list of 42 bills monitored by staff, pursuant to the Commission’s bill monitoring policy. Among these measures, staff recommends the Commission adopt a position of “Support” on Senate Bill 934 (Gonzalez): Zero-emission freight infrastructure: interagency coordination: report. This bill would implement one of the Commission’s legislative recommendations from the Senate Bill 671 Clean Freight Corridor Efficiency Assessment and 2023 Annual Report by requiring the Commission and the California Energy Commission to jointly convene an interagency Zero-Emission Freight Central Delivery Team with specified duties to lead the statewide coordination of zero-emission freight infrastructure planning and implementation. A draft support letter for this bill is included as Attachment B.

Background:

State Legislative Matters

Since the last Commission meeting, the policy and fiscal committees of the Senate and Assembly have held multiple hearings to consider proposed bills. The deadline for policy committees in the Legislature to consider and pass bills in the house of origin was April 26. Most bills with fiscal impacts are now under consideration by the appropriations committees of the Senate and Assembly. The deadline for those committees to pass bills is May 17, and the deadline for each house to pass bills originating in that house is May 24.

Staff are not recommending the Commission adopt positions on any other bills at this time. Staff continue to discuss bills that may affect the Commission with bill authors, legislative staff, and stakeholders to provide technical assistance.

State Budget

On April 15, the Governor signed Assembly Bill 106 (Gabriel), which included a number of early actions to reduce the projected General Fund shortfall by approximately \$17.3 billion. The actions included in Assembly Bill 106 have no direct impact on the Commission's programs.

On April 17, the Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation met to hear and consider a number of the Administration's budget change proposals, including the Administration's proposals to address the projected General Fund shortfall through fund shifts, delays, and reductions. It also heard the Commission's administrative workload adjustments proposal. The Subcommittee took no action on the items presented at the hearing.

Pursuant to Assembly Bill 106, on April 29 the Department of Finance issued Budget Letter 24-07, which temporarily suspends the authority to expend one-time funding provided from the General Fund in the Budget Acts of 2021, 2022, or 2023. The Active Transportation Program received a one-time General Fund appropriation in the Budget Act of 2022, however the Budget Letter does not impact the proposed allocations for previously programmed projects on the May Commission meeting agenda. The expenditure freeze does not apply to allocations in the Competitive Transit and Intercity Rail Capital Program administered by the California State Transportation Agency, but does apply to the one-time funding provided through the Formula Transit and Intercity Rail Capital Program and distributed directly to regional agencies.

On May 2, the Senate Budget and Fiscal Review Subcommittee No. 5 on Corrections, Public Safety, Judiciary, Labor and Transportation met and approved a number of the Administration's budget change proposals, including the Commission's administrative workload adjustments proposal.

On May 10, the Governor submitted his updated budget proposal (May Revision) for fiscal year 2024-25 to the Legislature. The revised budget proposal includes a reduction of \$400 million in the Active Transportation Program from the one-time General Fund appropriation in the Budget Act of 2022, in addition to the \$200 million reduction proposed in the Governor's January Budget. This means that the original \$1 billion appropriation provided in 2022 would be reduced to \$400 million. The proposed budget also shifts a total of \$1.3 billion from the Formula Transit and Intercity Rail Capital Program and the Zero Emission Transit Capital Program to the Greenhouse Gas Reduction Fund. The May Revision also proposes an across-the-board reduction to state operations by approximately 7.95 percent to nearly all department budgets. Commission staff are working to identify the impacts of these proposals.

The budget committees of the Senate and Assembly are expected to take up the Governor's revised budget beginning May 15. The deadline for the Legislature to approve a budget is June 15.

Attachments

- Attachment A: Legislation Monitored by Commission Staff
- Attachment B: Draft Support Letter for Senate Bill 934 (Gonzalez)
- Attachment C: Assembly Bill 934 (Gonzalez) Bill Text

Legislation Monitored by Commission Staff
Active Bills (2023-24 Regular Session)
 (As of May 9, 2024)

Bill	Author	Subject	Description	Status
AB 627	Jackson	Heavy-duty trucks: voucher incentive project	Modifies the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project administered by the California Air Resources Board (CARB) to establish a sliding scale to determine the dollar amount of a voucher provided for the purchase of a new drayage truck or retrofit of a used truck based on the number of vehicles in a fleet, and requires drayage vouchers be prioritized for operators that transport goods between the ports of Los Angeles, Long Beach, or Oakland and warehouses in California, and for operators who own five or fewer drayage trucks.	Pending in Senate Environmental Quality Committee
AB 2082	Carrillo, Juan	State highways: State Route 138: reduction	Authorizes the California Transportation Commission (Commission) to relinquish a portion of State Route 138 to the City of Palmdale.	Pending in Assembly Appropriations Committee
AB 2086*	Schiavo	Department of Transportation funding: report and public dashboard	Requires the California Transportation Plan to include a financial element, as specified, and requires the California Department of Transportation (Caltrans) to display how annual project investments are advancing the vision and goals of the California Transportation Plan on a public online dashboard beginning January 1, 2027.	Pending in Assembly Appropriations Committee
AB 2116	Grayson	Road Maintenance and Rehabilitation Account: University of California: California State University: reports	Requires the University of California and the California State University to each submit an annual report to California State Transportation Agency (CalSTA) and the transportation policy and budget committees of the Senate and Assembly detailing the expenditure of Senate Bill 1 research funds, including research activities and administration.	Pending in Assembly Appropriations Committee
AB 2261*	Garcia	Transportation: federal funding: tribes	Requires a federally recognized Native American tribe to be eligible for federal funding for a transportation project and authorizes a tribe to be the lead agency for a project that receives federal funding, as specified.	Pending referral in Senate

Bill	Author	Subject	Description	Status
AB 2290*	Friedman	Transportation: Class III bikeways: bicycle facilities: Bikeway Quick- Build Project Pilot Program	Prohibits the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. Deletes the factor relating to quality of nearby alternative facilities when Caltrans and cities and counties are considering the benefit, cost effectiveness, and practicality of incorporating complete streets elements into projects funded through the Road Maintenance and Rehabilitation Program and requires a bicycle facility that is identified for a street in an adopted bicycle plan or active transportation plan to be included in a project funded by the Program that includes that street, where feasible. Establishes the Bikeway Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of bikeways on the state highway system.	Pending in Assembly Appropriations Committee
AB 2333*	Santiago	State highways: airspace leases: report	Requires Caltrans to submit an annual report to the Assembly and Senate Committees on Transportation with specified information on every airspace site leased by Caltrans, including information about site inspections and each site's proximity to sensitive infrastructure, beginning January 1, 2026.	Pending in Assembly Appropriations Committee
AB 2503*	Lee	California Environmental Quality Act: exemption: railroad electrification and railroad siding projects	Exempts public projects that will institute or increase zero-emission passenger rail service on existing public rights-of-way from the requirements of the California Environmental Quality Act (CEQA).	Pending referral in Senate
AB 2535*	Bonta	Trade Corridor Enhancement Program	Requires the Commission, CARB, and the Department of Housing and Community Development to create guidance for the programming of projects that would expand the physical footprint of a highway in specified communities in the Trade Corridor Enhancement Program (TCEP) beginning in 2028. Codifies the existing requirement in the Commission's TCEP guidelines that an applicant agency complete the applicable requirements of CEQA and the National Environmental Policy Act within 6 months of the Commission adopting a program of projects. Requires the Commission to establish percentage targets for TCEP funds allocated to zero-emission freight infrastructure with an initial target of 15% and increasing by 5% each cycle until it reaches 50 %.	Pending in Assembly Appropriations Committee
AB 2558	Hart	Department of Transportation: projects: fish passage	Extends the annual reporting requirement describing Caltrans's progress in locating, assessing, and remediating barriers to fish passage until the year 2030. Requires the remediation of any structural barrier to fish passage by the implementing agency for specified projects at the time of the project's construction.	Pending in Assembly Appropriations Committee

Bill	Author	Subject	Description	Status
AB 2669*	Ting	Toll bridges: tolls	Prohibits a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over the state's various toll bridges.	Pending in Assembly Appropriations Committee
AB 2678*	Wallis	Vehicles: high-occupancy vehicle lanes	Extends the state statutory sunset of authority for certain alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for high-occupancy vehicles beyond the expiration of federal authorization for that program, currently September 30, 2025, and until January 1, 2027.	Pending in Assembly Appropriations Committee
AB 2698*	Ta	Route 405: Little Saigon Freeway	Designates Route 405 from Bolsa Chica Road to Magnolia Street in Orange County as the "Little Saigon Freeway".	Pending in Assembly Appropriations Committee
AB 2817	Dixon	State highways: Route 1: relinquishment	Authorizes the Commission to relinquish a portion of Route 1 to the City of Laguna Beach.	Pending in Assembly Appropriations Committee
AB 2869*	Friedman	Department of Transportation: trail access: infrastructure projects	Requires Caltrans to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks and recreational areas by maintaining safe access for users of existing trails or providing alternative safe access to those parks and recreational areas.	Pending in Assembly Appropriations Committee
AB 2945*	Alvarez	Reconnecting Communities Redevelopment Act	Authorizes the formation of reconnecting communities investment agencies to finance infrastructure projects that are located on top, below, or immediately adjacent to a highway, and will increase mobility and active transportation by reuniting communities split by the creation of the interstate highway system, as specified.	Pending in Assembly Appropriations Committee
AB 3033*	Gipson	Economic development: movement of freight	Authorizes the Governor's Office of Business and Economic Development to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state, and requires the Governor to appoint a freight coordinator to serve as the advisory and coordinating entity for the office, as specified.	Pending in Assembly Appropriations Committee
SB 768	Caballero	California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.	Requires CARB to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA by January 1, 2026.	Pending in Assembly Natural Resources Committee
SB 934*	Gonzalez	Zero-emission freight infrastructure: interagency coordination: report	Requires the Commission and the California Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team, composed of representatives from various state agencies, to lead the statewide coordination of zero-emission freight infrastructure planning and implementation.	Pending in Senate Appropriations Committee
SB 936*	Seyarto	Office of Planning and Research: study: road safety projects	Requires the Governor's Office of Planning and Research, in coordination with Caltrans, to conduct a study of specified locations, types of projects, and types of review under CEQA relating to road safety projects on the state highway system.	Pending in Senate Appropriations Committee

Bill	Author	Subject	Description	Status
SB 955*	Seyarto	Office of Planning and Research: Infrastructure Gap-Fund Program.	Requires the Governor's Office of Planning and Research to establish the Infrastructure Gap-Fund Program to provide grants to assist local agencies in developing and constructing infrastructure projects.	Pending in Senate Appropriations Committee
SB 960*	Wiener	Transportation: planning: transit priority projects: multimodal	<p>Requires the Caltrans Director to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system and would require Caltrans to adopt, on or before July 1, 2027, design guidance for transit priority facilities.</p> <p>Requires all projects funded or overseen by Caltrans to provide complete streets facilities. Requires Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency and to produce a report regarding project applications submitted through this process, as specified.</p> <p>Requires the targets and performance measures adopted by the Commission for the Transportation Asset Management Plan to also include objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.</p> <p>Requires the State Highway System Management Plan to also include specific quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with the asset management plan and Caltrans most recent policy.</p>	Pending in Senate Appropriations Committee
SB 1031*	Wiener	San Francisco Bay Area: local revenue measure: transportation improvements	<p>Authorizes the Metropolitan Transportation Commission, either directly or through a qualified voter initiative, to impose various tax measures on all or a subset of the nine San Francisco Bay Area counties to fund specified types transportation improvements.</p> <p>Requires the CalSTA Secretary to select a transportation institute to conduct an assessment on the consolidation of transit agencies in the San Francisco Bay Area.</p>	Pending in Senate Appropriations Committee
SB 1098*	Blakespear	Passenger and freight rail: LOSSAN Rail Corridor	<p>Requires the CalSTA Secretary to provide guidance and recommendations and facilitate all necessary coordination between stakeholders to ensure the performance of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, as specified.</p> <p>Requires the CalSTA Secretary, in consultation with the Caltrans Director, the Commission, and other state agencies, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes prioritized projects needed to improve and accommodate current and future service and strategies to support and improve existing service in the corridor.</p>	Pending in Senate Appropriations Committee

Bill	Author	Subject	Description	Status
SB 1114	Niello	State agencies: budget and personnel disclosure	Requires a state agency that has an internet website to post a brief disclosure in clear, legible table form of its total personnel, both full- and part-time, its total authorized budget, and the source, whether General Fund, Special Fund, or federal funds, of all funds appropriated to it for the current and previous 3 fiscal years.	Pending in Senate Appropriations Committee
SB 1216*	Blakespear	Transportation projects: Class III bikeways: prohibition	Defines "sharrow" and prohibits an agency from installing or restriping a Class III bikeway or a sharrow on a highway that has a posted speed limit greater than 30 miles per hour, beginning January 1, 2025. Prohibits the Commission from adding a project that creates a Class III bikeway or a sharrow to the program of projects, unless the bikeway or sharrow is on a highway with a design speed limit of 25 miles per hour or less or the project will implement improvements to reduce the design speed limit to 25 miles per hour or less, beginning January 1, 2026.	Pending on Senate Floor
SB 1297*	Allen	Speed safety system pilot program	Authorizes the City of Malibu to establish an automated speed safety system pilot program using up to 5 speed safety systems on the Pacific Coast Highway until January 1, 2032.	Pending in Senate Appropriations Committee
SB 1418*	Archuleta	Hydrogen-fueling stations: administrative approval: checklist	Requires every city, county, or city and county to adopt an ordinance that creates an expedited, streamlined permitting process for hydrogen-fueling stations, as specified.	Pending on Senate Floor

Total Active Measures: 28

Note: Measures marked with "*" were amended since most recent staff report.

**Legislation Monitored by Commission Staff
Inactive Bills (2023-24 Regular Session)
(As of February 23, 2024)**

Bill	Author	Subject	Description
AB 6	Friedman	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.	Requires CARB to establish additional greenhouse gas reduction targets for each region of the state for 2035 and 2045 and modifies the process for preparing and approving sustainable communities strategies. Requires each project nomination in the Commission's Solutions for Congested Corridors program to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.
AB 7	Friedman	Transportation: planning: project selection process.	Requires CalSTA, Caltrans, and the Commission to incorporate specified principles from the Climate Action Plan for Transportation Infrastructure into their existing program funding guidelines and planning processes to the extent applicable and cost effective by January 1, 2025. Requires the California Transportation Plan to include a financial element and an analysis of how CalSTA, Caltrans, and the Commission are achieving principles outlined in the Climate Action Plan for Transportation Infrastructure, the federal Infrastructure Investment and Jobs Act of 2021, and the federal Justice40 initiative.
AB 295	Fong, Vince	Department of Transportation: maintenance projects.	Requires Caltrans to expedite roadside maintenance for special projects related to roadside maintenance and the removal and clearing of material, as provided.
AB 364	Bryan	Street furniture data: statewide integrated data platform.	Requires Caltrans, in collaboration with the Commission, state-created transportation entities, local agencies, metropolitan planning organizations, the Office of Planning and Research, and the California Department of Public Health to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data and submit a report describing these guidelines to the Legislature every three years. Requires Caltrans to designate the Office of Planning and Research's Integrated Climate Adaptation and Resiliency Program Technical Advisory Council to advise on the development of the initial and subsequent guidelines and review the reports related to those guidelines, as specified.
AB 382	Cervantes	High-occupancy vehicle lanes: County of Riverside.	Requires CalSTA, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes in Riverside County as specified, and on the feasibility and appropriateness of removing any double parallel solid lines to restrict the entrance into or exit from those lanes on or before January 1, 2025.
AB 832	Cervantes	California Transportation Commission: membership.	Requires at least one of the Governor-appointed members of the Commission to have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.
AB 833	Rendon	Freeway caps.	Requires Caltrans to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented, urban communities, by January 1, 2030, as specified.

Bill	Author	Subject	Description
AB 2266	Petrie-Norris	California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility	Requires CARB to authorize a voucher for the acquisition of specified zero-emission vehicles under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.
AB 2796	Alvarez	Equitable Access to Zero-Emissions Vehicles Fund	Establishes the Equitable Access to Zero-Emission Vehicles Fund to provide funding for new vehicle rebate program and for other specified purposes.
AB 3005	Wallis	Motor Vehicle Fuel Tax Law: adjustment suspension	Authorizes the Governor to suspend an inflation adjustment to the motor vehicle fuel tax scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. Requires the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.
SB 517	Gonzalez	Economic development: movement of freight.	Authorizes the Governor's Office of Business and Economic Development to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and requires the Governor to appoint a freight coordinator with specified duties.
SB 1173	Seyarto	Transportation funds: De Luz Community Services District	Requires the County of Riverside to report the mileage of the highways maintained by the De Luz Community Services District to Caltrans as maintained county highways. Requires the State Controller to deem those highways reported by a county, and certified by Caltrans, to be maintained county highways for purposes of apportioning funds from the Highway Users Tax Account and the Road Maintenance and Rehabilitation Account.
SB 1247	Hurtado	Route 41: Tachi Highway	Names and designates Route 41 as the "Tachi Highway."
SB 1279	Niello	State financed projects: state competitive grant programs	Authorizes a state-financed project to pursue and receive state competitive grants from programs including programs established by Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), as well as TCEP, Solutions for Congested Corridors Program, Local Partnership Program, and the Transit and Intercity Rail Capital Program.

Total Inactive Measures: 14

Note: Measures introduced in 2023 that failed legislative deadlines are not included.



CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52 | SACRAMENTO, CA 95814
(916) 654-4245
<http://www.catc.ca.gov>

STATE OF CALIFORNIA
GAVIN NEWSOM, Governor



May 16, 2024

Honorable Lena Gonzalez
33rd Senate District
1021 O Street, Suite 7720
Sacramento, CA 95814

RE: SUPPORT for Senate Bill 934: Zero-emission freight infrastructure: interagency coordination: report.

Dear Senator Gonzalez:

I am pleased to inform you the California Transportation Commission (Commission) supports Senate Bill 934. This bill would implement one of the recommendations from the Commission's Senate Bill 671 Clean Freight Corridor Efficiency Assessment (Assessment) by requiring the Commission and the California Energy Commission to jointly convene an interagency Zero-Emission Freight Central Delivery Team with specified duties to lead the statewide coordination of zero-emission freight infrastructure planning and implementation.

As explained in the Assessment, California faces multiple barriers to building an initial viable network of medium- and heavy-duty zero-emission vehicle infrastructure to support the transition to zero-emission freight. One of these key barriers is the complex stakeholder ecosystem of local permitting agencies, utility companies, Regional Transportation Planning Agencies and Metropolitan Planning Organizations, ports, state agencies, and private entities that all play a role in this transition. This ecosystem also includes local transportation equity leaders, environmental justice organizations, community-based organizations, impacted communities, and tribal leaders who should all be included early in this process.

To address this barrier, the Commission recommended the creation of a Central Delivery Team to help coordinate the efforts of these various entities and help position the state to achieve the goals identified in the Assessment. Senate Bill 934 would implement this recommendation and prepare the state to undertake the transition to zero-emission freight.

Thank you for your continued leadership on this important issue. If the Commission can be of additional assistance, please contact Deputy Director for Legislation and Finance, Justin Behrens, at (916) 654-2915 or justin.behrens@catc.ca.gov.

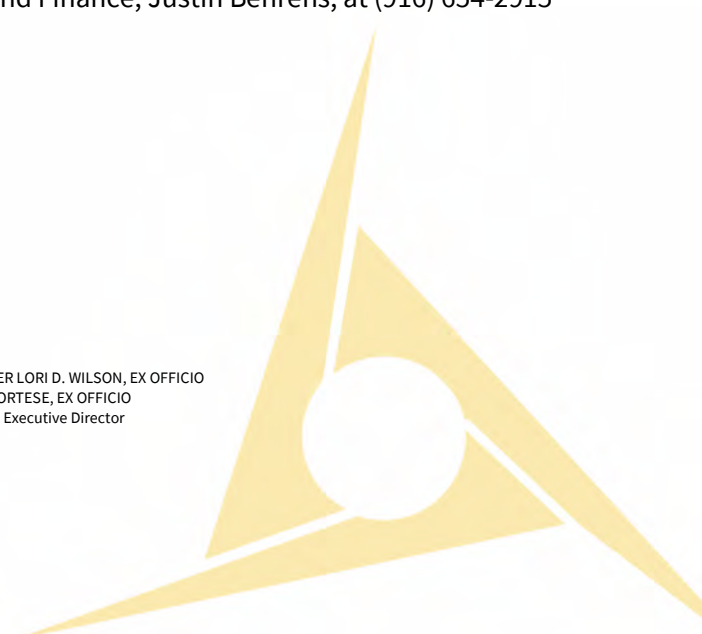
Sincerely,

CARL GUARDINO
Chair

CARL GUARDINO, Chair
DARNELL GRISBY, Vice Chair
JAY BRADSHAW
JOSEPH CRUZ
LEE ANN EAGER
CLARISSA FALCON

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BOB TIFFANY

ASSEMBLY MEMBER LORI D. WILSON, EX OFFICIO
SENATOR DAVE CORTESE, EX OFFICIO
TANISHA TAYLOR, Executive Director



AMENDED IN SENATE MARCH 19, 2024

SENATE BILL

No. 934

Introduced by Senator Gonzalez

January 16, 2024

~~An act to amend Section 35100 of the Vehicle Code, relating to vehicles.~~ *An act to add Section 14517.5 to the Government Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 934, as amended, Gonzalez. ~~Vehicles: width.~~ *Zero-emission freight infrastructure: interagency coordination: report.*

Existing law requires the California Transportation Commission to develop the Clean Freight Corridor Efficiency Assessment, in coordination with other state agencies, with the goal of identifying freight corridors, or segments of freight corridors, and infrastructure needed to support the deployment of zero-emission medium- and heavy-duty vehicles, as specified.

Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with specified state agencies, to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing the emissions of greenhouse gases to 40% below 1990 levels by 2030.

This bill would require the California Transportation Commission and the Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team, composed of representatives from various state agencies, to lead the statewide coordination of

zero-emission freight infrastructure planning and implementation, including carrying out specified actions. The bill would require the Zero-Emission Freight Central Delivery Team, in consultation with the California Transportation Commission and the Energy Commission, to submit an annual report to the Legislature beginning March 1, 2026, that includes, among other things, a description of the actions taken by the Zero-Emission Freight Central Delivery Team in the previous calendar year.

~~Existing law prohibits the total outside width of a vehicle or its load from exceeding 102 inches, except as specified.~~

~~This bill would make technical, nonsubstantive changes to that provision.~~

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

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

- 1 SECTION 1. Section 14517.5 is added to the Government Code,
- 2 to read:
- 3 14517.5. (a) The commission and the State Energy Resources
- 4 Conservation and Development Commission shall jointly convene
- 5 an interagency Zero-Emission Freight Central Delivery Team to
- 6 lead the statewide coordination of zero-emission freight
- 7 infrastructure planning and implementation, including carrying
- 8 out the actions described in subdivision (c).
- 9 (b) The Zero-Emission Freight Central Delivery Team shall
- 10 include representatives from state agencies, including, but not
- 11 limited to, the department, the Transportation Agency, the State
- 12 Air Resources Board, the Public Utilities Commission, and the
- 13 Governor’s Office of Business and Economic Development.
- 14 (c) The Zero-Emission Freight Central Delivery Team shall be
- 15 responsible for all of the following actions:
- 16 (1) Working with zero-emission freight infrastructure
- 17 stakeholders to strategically select specific project locations using
- 18 a corridor-based approach that prioritizes the top freight corridors
- 19 identified in the Clean Freight Corridor Efficiency Assessment
- 20 pursuant to paragraph (2) of subdivision (b) of Section 14517.
- 21 (2) Coordinating actions between state agencies, utility
- 22 companies, and other zero-emission freight infrastructure
- 23 stakeholders.

1 (3) *Developing a process for nongovernmental stakeholders to*
2 *be included in zero-emission station location planning and*
3 *implementation, including, but not limited to, impacted*
4 *communities, community-based organizations, equity advocates,*
5 *public health advocates, air quality advocates, tribal nations, and*
6 *environmental justice advocates.*

7 (4) *Identifying lead entities from regional transportation*
8 *planning agencies, metropolitan planning organizations, ports,*
9 *utilities, state agencies, and other zero-emission freight*
10 *infrastructure stakeholders that are necessary to build*
11 *zero-emission stations quickly.*

12 (5) *Identifying available funding sources and public-private*
13 *partnership models and posting that information on the*
14 *commission's internet website.*

15 (6) *Developing standardized zero-emission station development*
16 *models, including zoning and building permits that can be*
17 *replicated for each station across a priority freight corridor, based*
18 *on local municipality guidelines, and posting that information on*
19 *the commission's internet website.*

20 (7) *Working with community colleges and ports that provide*
21 *training programs to support training of freight industry workers,*
22 *as necessary.*

23 (8) *Promoting the timely and equitable implementation of*
24 *zero-emission freight infrastructure throughout the state.*

25 (d) (1) *Notwithstanding Section 10231.5, on or before March*
26 *1, 2026, and annually thereafter, the Zero-Emission Freight*
27 *Central Delivery Team, in consultation with the commission and*
28 *the State Energy Resources Conservation and Development*
29 *Commission, shall submit a report to the Legislature that does all*
30 *of the following:*

31 (A) *Describes the actions taken by the Zero-Emission Freight*
32 *Central Delivery Team in the previous calendar year.*

33 (B) *Identifies best practices regarding zero-emission freight*
34 *infrastructure planning and implementation.*

35 (C) *Makes any policy recommendations needed to facilitate the*
36 *deployment of zero-emission freight infrastructure.*

37 (D) *Includes an assessment of the state's progress towards*
38 *meeting the number of zero-emission stations needed to support*
39 *zero-emission freight goals.*

1 (2) A report to be submitted pursuant to paragraph (1) shall be
2 submitted in compliance with Section 9795.

3 SECTION 1. ~~Section 35100 of the Vehicle Code is amended~~
4 ~~to read:~~

5 35100. ~~(a) The total outside width of a vehicle or its load shall~~
6 ~~not exceed 102 inches, except as otherwise provided in this chapter.~~

7 ~~(b) Notwithstanding any other law, safety devices that the~~
8 ~~Secretary of Transportation determines to be necessary for the safe~~
9 ~~and efficient operation of motor vehicles shall not be included in~~
10 ~~the calculation of width specified in subdivision (a).~~

11 ~~(c) A city or county may, by ordinance, prohibit a combination~~
12 ~~of vehicles of a total width in excess of 96 inches upon highways~~
13 ~~under its jurisdiction. The ordinance shall not be effective until~~
14 ~~appropriate signs are erected indicating the affected streets.~~