

# Senate Bill 671

Clean Freight Corridor Efficiency Assessment



# SB 671 Working Group

**December 2021**  
*Workgroup Meeting #1*



**Dec. 2021 to July 2023**  
*14 Workgroup Meetings held*



**September 2023**  
*Draft Assessment published*

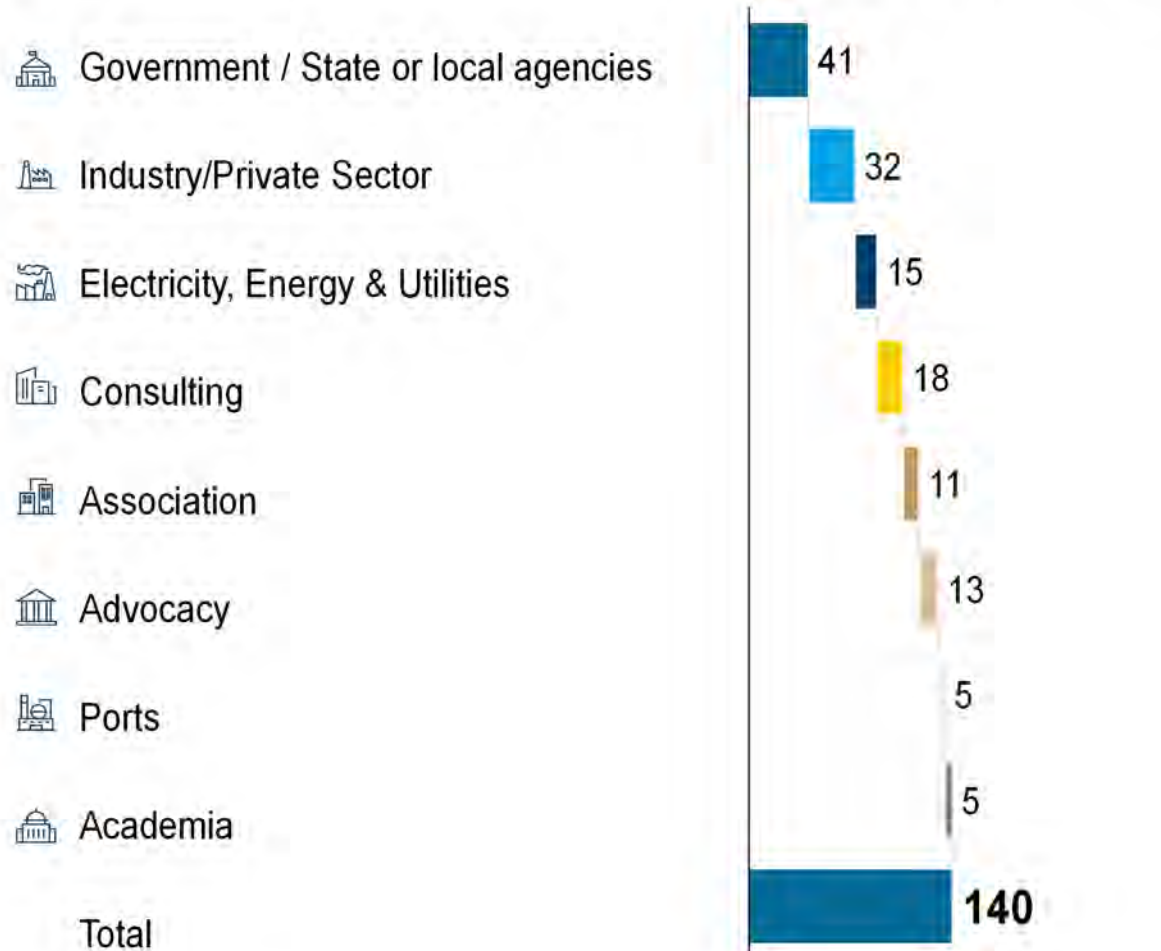


**December 2023**  
*Final Assessment due to Legislature*

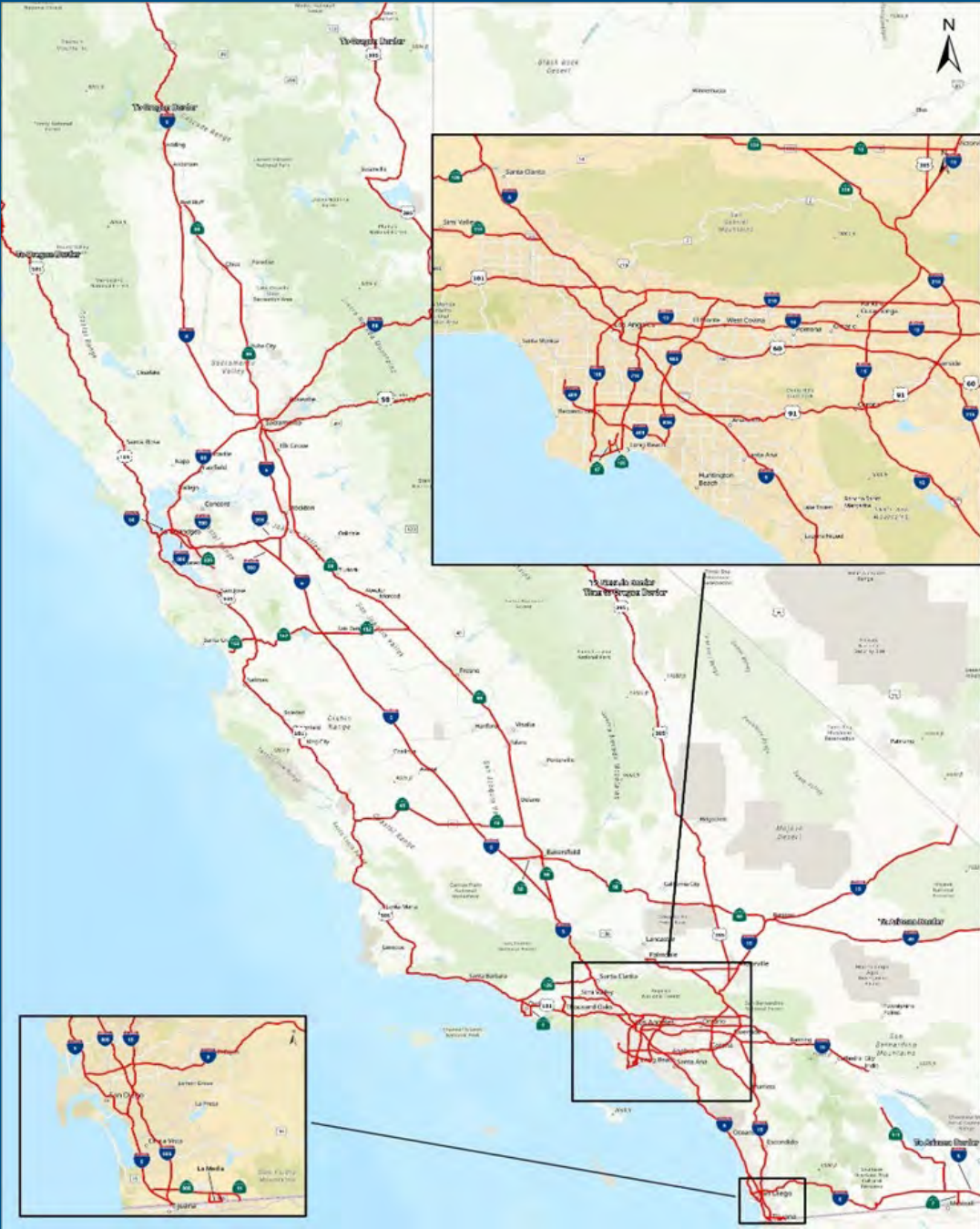
## Sector

-  Government / State or local agencies
-  Industry/Private Sector
-  Electricity, Energy & Utilities
-  Consulting
-  Association
-  Advocacy
-  Ports
-  Academia

## Number of organizations

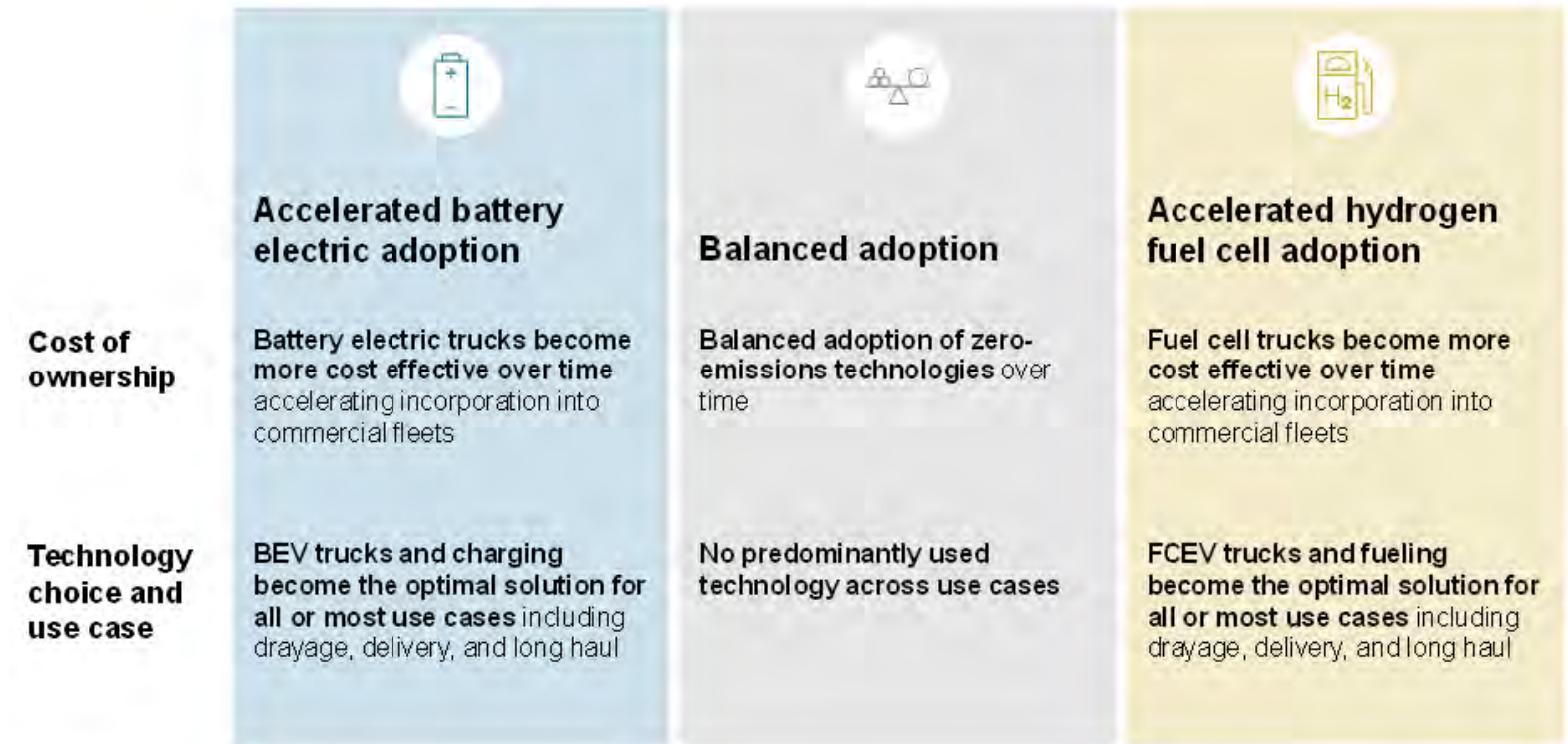


# Top 6 Freight Corridors and 34 Priority Clean Freight Corridors



# Initial Viable Network & Statewide Infrastructure Needs

- There is a cost of \$10 to \$15 billion to support the 2035 initial viable network. This cost will need to come from all fund sources, various public (local, state, Federal) and private funds.



# Key Policy Recommendations

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- Authorize a categorical exemption from CEQA for zero-emission infrastructure.
- Authorize a default local permit approval for zero-emission stations after a certain timeframe.
- State agencies should continue to work on electric infrastructure planning.
- Create a limited-term truck incentive program for fleets of all sizes.
- Create a truck buy-back program.
- Explore funding for infrastructure near the California/Mexico border.
- LCFS provision for all MDHD zero-emission stations.

# Central Delivery Team

## Freight infrastructure-focused

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### **State Agency Central Delivery Team**

(To be determined by state)



Focus on goods movement  
and network connectivity

## Corridor-specific

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### **Regional leads**

(e.g., RTPAs, MPOs, utility  
representatives, planning  
departments)

Partner to drive streamlined  
and standardized process,  
with local buy-in

# Summary of Public Comments

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## Community Engagement

- Make sure impacted communities, local transportation equity leaders, environmental justice organizations, community-based organizations, tribal leaders, and others are included in decision making processes

## Detailed Scenario Information

- Include more detail about how the 3 infrastructure estimates were calculated

## Use Cases

- Clarify that battery electric vehicles may be used for all truck use cases

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