

710 Task Force Meeting #4  
January 10, 2022

Senate Bill 671: Clean Freight Corridor Efficiency Assessment

**Discussion:**

Senate Bill (SB) 671 (Gonzalez) establishes the Clean Freight Corridor Efficiency Assessment, requiring the California Transportation Commission (CTC) to identify freight corridors throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The CTC must submit a report containing the Assessment's findings and recommendations to certain committees of the Legislature by December 1, 2023. Findings and recommendations of this Assessment will be incorporated into the development of the California Transportation Plan.

As an initial step in the implementation of SB 671, CTC staff is seeking nominations for priority freight corridors to be considered in this Assessment. Nominations are due by Wednesday, January 19, 2022.

Per the presentation made by CTC staff at the December 10, 2021, the Assessment process will proceed through the following phases and timelines:

<b>Phase</b>	<b>Schedule</b>
(1) Identify Corridors, Energy Needs, and Battery Weight Impacts	December 2021 – June 2022 (7 months)
(2) Identify Projects – Infrastructure Safety / Throughput Local Streets / Roads	July 2022 – January 2023 (7 months)
(3) Barriers, Solutions, and Benefits	February 2023 – June 2023 (5 months)
(4) Review and Finalize Report	July 2023 – November 2023 (5 months)

While individual members of the 710 Task Force can nominate the I-710 South Corridor independently as part of this CTC process, the Project Team would like to bring the opportunity to the entire 710 Task Force to nominate the corridor as a collective priority and to submit a joint letter of support for the nomination to the CTC.

**For Consideration by the 710 Task Force:**

Shall the 710 Task Force nominate the I-710 South Corridor to the CTC as a priority candidate for the deployment of zero-emission medium- and heavy-duty vehicles, and send a letter of support for the corridor as part of the nomination process?



# California Transportation Commission

## Senate Bill 671 Workshop

Friday, December 10, 2021

10:00 am – 11:00 am

Via WebEx

<https://cadot.webex.com/cadot/j.php?MTID=m009f7e30d6bfc1471aac31b673261d36>

### Agenda

Topic	Details
<b>Welcome and Introductions</b>	<ul style="list-style-type: none"><li>• Webinar Logistics</li><li>• Meeting Purpose</li><li>• Overview of Participating Entities</li></ul>
<b>Key Focus Areas for Discussion</b>	<ul style="list-style-type: none"><li>• Overview of Senate Bill 671</li><li>• Review Selection Criteria</li><li>• Review GIS Map(s)</li><li>• Review Recommendation Form</li></ul>
<b>Closing and Next Steps</b>	<ul style="list-style-type: none"><li>• Questions and Comments</li><li>• Next Workshop Date is January 7<sup>th</sup> from 10 to 11</li><li>• Please send Hannah any recommendations by Monday, January 3<sup>rd</sup>, 2022 (use form)</li></ul>

### **CALIFORNIA TRANSPORTATION COMMISSION STAFF CONTACTS:**

Hannah Walter, Associate Deputy Director- [Hannah.Walter@catc.ca.gov](mailto:Hannah.Walter@catc.ca.gov)

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WORKGROUP

SENATE BILL 671



# Agenda

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- Webinar logistics
- Overview of participating entities
- Brief overview of SB 671
- Review selection criteria
- Review GIS map
- Review recommendation form

## Meeting objectives:

1. Familiarize everyone with the workgroup and the bill requirements.
2. Begin to decide on priority corridors

# Government Entities (in no particular order)

- California Transportation Commission
- Caltrans
- California Energy Commission
- California Air Resources Board
- California State Transportation Agency
- Port of Oakland
- Port of Stockton
- Ports of Long Beach & Los Angeles
- Port of San Diego
- US Army Corp of Engineers
- Governor's Office of Business and Economic Development
- CA State Senate
- California Council for Environmental and Economic Balance
- Southern CA Association of Governments
- Metropolitan Transportation Commission
- San Diego Association of Governments
- Sacramento Area Council of Governments

# Private Companies and Academic Institutions (in no particular order)

- University of Southern CA
- California Trucking Association
- CEA Consulting
- Pacific Merchant Shipping Association
- Tesla
- Gualco Group
- Air Products
- Pacific Gas and Electric
- California Fuel Cell Partnership
- UC Davis
- American Trucking Association
- FreeWire Tech

Phase 1: Identify  
Corridors, Energy Needs,  
and Battery Weight  
Impacts

December 2021  
– June 2022  
(7 months)



## Phase 1: Clean Freight Corridors

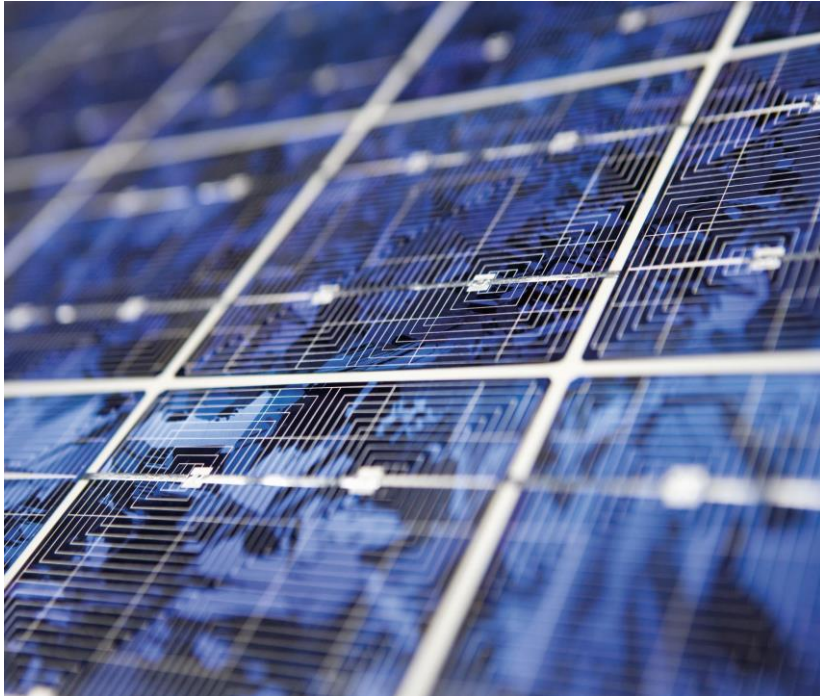
- Identify corridors or segments of corridors that are priority candidates for the deployment of zero-emission medium and heavy-duty vehicles.
- **October 2022 – January 31, 2022**

# PHASE 1: CLEAN FREIGHT CORRIDORS



- Identify the top five freight corridors with the heaviest freight volume and near-source exposure to diesel exhaust and other contaminants.
- Work with CARB to identify
- Look at EMFAC emissions
- Look at truck volume on key corridors
- **December 2021 - May 2022**

# Phase 1: Identify Energy Needs – Battery Electric



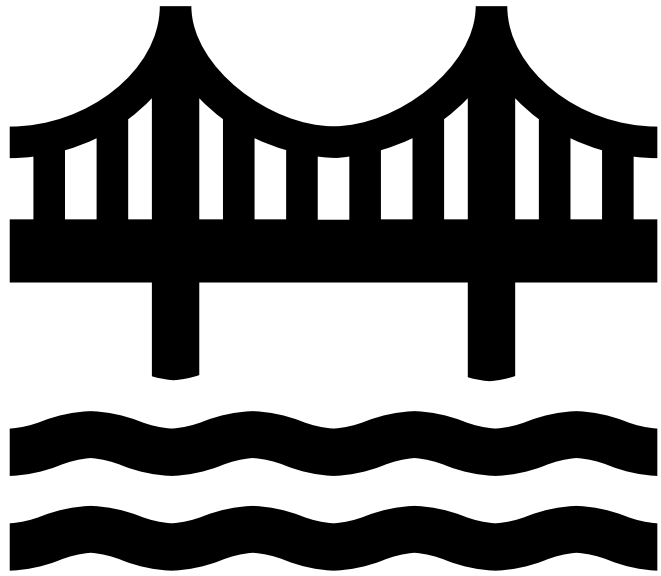
- Overlap the AB 2127 grid capacity map and key freight corridors map.
- Identify forecasted energy demand from medium and heavy-duty vehicles (look at CEC work).
- Identify energy sources and challenges specific to selected corridors.
- Identify energy solutions for selected corridors – including micro-grid use, battery storage, and other options.
- **January 2022 - June 2022**

# Phase 1: Identify Energy Needs – Hydrogen



- Identify ideal locations along selected corridors for new hydrogen stations or addition of hydrogen capacity to existing stations.
- Identify hydrogen type, transport needs, and any other logistics.
- Begin to identify cost of infrastructure and strategies to manage cost.
- Begin to identify steps/timeline to implementation.
- **January 2022 - June 2022**

# PHASE 1: WEIGHT IMPACT ON ROADS & BRIDGES



- Identify the impact on roads and bridges due to the increased weight of zero-emission vehicles (batteries are heavy).
- December 2021 - May 2022

Phase 2: Identify  
Projects  
Infrastructure  
Safety/Throughput Local  
Streets/Roads

July 2022 -  
January 2023  
(7 months)

# Phase 3: Barriers, Solutions, & Benefits

February 2023 -  
June 2023  
(5 months)

# Review & Finalize Report

July 2023 -  
November 2023  
(5 months)

# Selection Criteria

To be considered for the assessment, corridors/corridor segments must meet most or all the following criteria.

Identified as a significant freight route by FHWA, Caltrans, MPO, a local agency, or the SB 671 workgroup.

Located where grid capacity is sufficient for significant additional load, or where sufficient hydrogen supply is available, and where hydrogen fuel supply can be delivered safely.

Located where the California Energy Commission (CEC) and/or others are already working to improve the ability to transition to zero-emission freight.

# Selection Criteria

Identified as critical locations for zero-emission freight in the CEC's HEVI-LOAD model.

Corridor segment is in an area disproportionately burdened by air pollution.

If intended for electric vehicle charging, corridor segment is used for short haul trips suitable for servicing by trucks with limited range.

Corridor segment is a logical starting point for build out of charging network or a logical co-location hub for both light-duty and heavy-duty hydrogen Fuel Cell Electric Vehicles.

# Corridor Map



# Recommendation Form

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

### 1. What Corridor or Corridor Segment do you recommend?

Example:

- Highway 99 between 1-5 in Kern and highway 50 in Sacramento
- The 710 between the San Pedro Bay ports and downtown Los Angeles.
- Highway 10 and 15 from the ports to the high desert.

*Please note that you can also use post miles or a map to describe the corridor/segment.*

### 2. Describe why we should focus on this corridor.

Example reasons:

- Publicly owned facility
- Primary freight connector between regions or subregions
- Connects major freight nodes such as seaports, rail intermodal yards, transloading and warehousing or connects recognized freight corridors
- It is in an area where energy needed is available or where hydrogen could be distributed.
- It has locations with enough space to build charging or re-fueling infrastructure.
- It is a facility in need of capital investment, beyond routine maintenance, that would improve freight movement and reduce emissions and other impacts.
- It is a facility of potential high value as a low or zero emissions corridor - particularly for freight corridors transecting residential areas.
- It is a facility that would be of high value for a new dedicated truck lane that would provide priority for low or zero emission trucks
- It has high relative or absolute truck volumes

*Please note that you can recommend rail corridors. You can also recommend port terminals, railyards, or a transloading facility as long as it is located at the end of or along the identified freight corridor.*

### 3. What potential projects could be implemented along this corridor?

# Next Meeting

The next meeting is **Friday, January 7, 2022**, from 10am to 11am

Send Hannah Walter the completed recommendation form by **Monday, January 3, 2022**.

Hannah: [Hannah.Walter@catc.ca.gov](mailto:Hannah.Walter@catc.ca.gov)

# Selection Criteria

To be considered for the assessment, corridors/corridor segments must meet most or all the following criteria.

Identified as a significant freight route by FHWA, Caltrans, MPO, a local agency, or the SB 671 workgroup.

Located where grid capacity is sufficient for significant additional load, or where sufficient hydrogen supply is available, and where hydrogen fuel supply can be delivered safely.

Located where the California Energy Commission (CEC) and/or others are already working to improve the ability to transition to zero-emission freight.

# Selection Criteria

Identified as critical locations for zero-emission freight in the CEC's HEVI-LOAD model.

Corridor segment is in an area disproportionately burdened by air pollution.

If intended for electric vehicle charging, corridor segment is used for short haul trips suitable for servicing by trucks with limited range.

Corridor segment is a logical starting point for build out of charging network or a logical co-location hub for both light-duty and heavy-duty hydrogen Fuel Cell Electric Vehicles.

# Selection Criteria

A corridor or corridor segment where there are projects that can be implemented relatively quickly.

A corridor or corridor segment where land is available to build zero-emission freight infrastructure.

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

- **What Corridor or Corridor Segment do you recommend?**
  - **Please provide your top three priority corridors.**

The definition of what constitute a “corridor” is fluid with respect to both length and breadth. It may contain more than one major roadway and may be described more as an area than as a specific roadway/

### Example:

- Highway 99 between I-5 in Kern and highway 50 in Sacramento
- A multi-route highway corridor connecting major seaports to inland transloading and warehousing districts such as a route connecting the Port of Oakland to Lathrop or San Pedro Bay ports to the Inland Empire. Please specify specific highway segments

*Please note that you can also use post miles or a map to describe the corridor/segment.*

- **Describe why we should focus on this corridor.**

Use the selection criteria in your discussion:

- Significant freight route
- Grid capacity/ hydrogen capacity
- Infrastructure plans or investments being made
- Critical location per HEV-LOAD
- Air pollution impacts
- Short trips
- Starting point for network build out
- Potential for early implementation
- Land availability

*Please note that you can recommend rail corridors. You can also recommend port terminals, railyards, or a transloading facility as long as it is located at the end of or along the identified freight corridor.*

- **What potential projects could be implemented along this corridor?**