

# California Transportation Commission (CTC)

CTC oversees funding programs with some opportunities to fund ZEV related projects.

Equity: Craft project applications that describe and highlight potential benefits of investing in priority communities.

## **CTC ZEV MARKET DEVELOPMENT OBJECTIVES**

**Align Funding**: Prioritize ZEV investments, and align funding with sister agencies, where feasible.

*Direct Pillar Connection: Vehicles, Infrastructure, End Users*

**Road Funding**: Develop equitable strategies to ensure roads continue to be maintained as revenue generated from gasoline and diesel declines.

*Direct Pillar Connection: Infrastructure, End Users*

**Regional Level Transportation Planning**: Collaborate with regional transportation planning agencies to incorporate zero emissions infrastructure into transportation planning where feasible.

*Direct Pillar Connection: Infrastructure, End Users*

*Indirect Pillar Connection: Vehicles, Workforce*

1. **Align Funding**. Prioritize ZEV investments, and align funding with sister agencies, where feasible.

### Key Collaborators:

- California Department of Transportation (Caltrans)
- Regional Transportation Planning Agencies (RTPAs)
- Metropolitan Planning Organizations (MPOs)
- Local city and county governments
- California State Transportation Agency (CalSTA)

### Key Results & Actions:

- a. **Guidelines Development - Equity**. Commission staff will continue to work with various stakeholders to develop equity language for the cycle 3 guidelines, which will be submitted to the Commission sometime in the spring or summer of 2022.
  - Completed – as an example, Trade Corridor Enhancement Program guidelines can be found [here](#) by selecting the relevant program. The equity section added to the guidelines asks the applicants to describe how they engaged with the community about the project, including communities or people groups that may not always be typically engaged with. The section asks applicants to describe ways in which the project took into account the feedback they received. For future cycles, Commission staff are working with Caltrans on an

January 14, 2022

Updated December 19, 2022

equity index to further evaluate project impacts on communities.

- b. **GO-Biz Check-In.** Before draft SB 1 program guidelines are presented to the Commission in 2022, Commission staff will meet with GO-Biz staff to provide a status update on what zero emissions language has been included in SB 1 program guidelines.
    - Completed – CTC staff kept in contact with GoBiz staff about the draft zero-emission language in the guidelines. The result was that Go-Biz staff provided input into the zero-emission freight guidelines language that was ultimately included in the Trade Corridor Enhancement Program.
  - c. **CSU Research – Public Health.** In 2021, Commission staff became project advisors for a California State University team developing potential public health language for the Senate Bill 1 cycle 3 guidelines. This work is in progress, Commission staff will use the research as a resource.
    - Completed – this report was completed and staff incorporated findings from the report in SB 1 program guidelines (linked above)
  - d. Commission staff will participate in CalSTA's Infrastructure Investment and Jobs Act Subworking Group on the Transition to Zero-Emissions.
    - Completed – staff participated in this workgroup. Through this process, Commission staff learned more about the opportunities available.
2. **Road Funding.** Develop equitable strategies to ensure roads continue to be maintained as revenue generated from gasoline and diesel declines.

Key Collaborators:

- Caltrans
- Road Charge Technical Advisory Committee (TAC)
- CalSTA
- California State University (CSU) Researchers
- Other State departments as needed

Key Results & Actions:

- a. **Road Charge Revenue Collection Pilot Design.** Senate Bill 339 (Wiener, Chapter 308, Statutes of 2021) was passed by the Legislature and signed by the Governor in September 2021. The bill requires a new road charge pilot focused on collecting revenue. Commission staff is working with various state agencies, including Caltrans, and the road charge TAC to begin to develop design criteria for the pilot, including equity considerations. The TAC's recommendations are due in July 2023.
  - Partially completed - [initial design recommendations](#) were

January 14, 2022

Updated December 19, 2022

submitted in September 2022 to the Road Charge Technical Advisory Committee (TAC) and in October 2022 to the California Transportation Commission (Commission).

- Final recommendations and the pilot rate will be submitted in February 2023 to the Road Charge TAC and in March 2023 to the Commission.

b. **CSU Research – Road Charge Rate.** In 2021, Commission staff became advisors for a California State University team developing road charge rate principles for public policymakers. Staff will use this research in developing an SB 339 pilot rate.

- Completed – staff reviewed this research and considered the take-aways from this research when developing the SB 339 pilot rates. Draft rates can be found [here](#).

c. **TAC Next Steps – Privacy and Security Recommendations.**

Commission staff previously worked with road charge TAC members to develop privacy and security recommendations for a road charge program. The TAC will incorporate these recommendations into the pilot design criteria for the SB 339 pilot to submit to CalSTA.

- Completed – these recommendations were included in the initial design recommendations submitted in 2022.

3. **Regional Level Transportation Planning.** Collaborate with regional transportation planning agencies to incorporate zero emissions infrastructure into transportation planning where feasible.

Key Collaborators:

- The California Department of Transportation (Caltrans)
- Regional Transportation Planning Agencies (RTPAs)
- Metropolitan Planning Organizations (MPOs)
- California Air Resources Board (CARB)
- California Public Utilities Commission (CPUC)
- California Energy Commission (CEC)
- Governor's Office of Business and Economic Development (GO-Biz)

Key Results & Actions:

- a. **SB 671 Implementation: Zero-Emission Freight Infrastructure Planning.** Senate Bill 671 (Gonzalez, Chapter 769, Statutes of 2021) was passed by the Legislature and signed in October 2021. This bill requires the Commission to conduct a Clean Freight Corridor Efficiency Assessment, including identifying corridors that would be priority candidates for the deployment of medium- and heavy-duty zero-emission vehicles (ZEVs), as well as projects that would begin to build zero-emission freight infrastructure. The Assessment must also identify potential project sponsors, and potential barriers and recommended solutions.

January 14, 2022

Updated December 19, 2022

As part of the Assessment, the Commission must consult with CARB, the CPUC, the CEC, and GO-Biz. Commission staff will consult current RTPs to determine where zero emissions infrastructure or vehicles may already be included, where RTPs have plans to build new infrastructure, or where new infrastructure is needed.

Commission staff has convened a workgroup to begin work on the Assessment and must submit a report to the Legislature by December 31, 2023. Commission staff will continue to work with the workgroup and agency partners on the Assessment through 2022.

- In progress – this work is still in progress. More information about the current status of this work can be found here: <https://catc.ca.gov/programs/sb671>