

California Transportation Commission (CTC)

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

Equity: Encourage 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 excise taxes on gasoline and diesel fuel 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. **Incorporating Zero-Emission Investments into the Trade Corridor Enhancement Program.**

The Commission funded its first medium- and heavy-duty zero-emission vehicle (ZEV) infrastructure standalone projects in the 2022 Trade Corridor Enhancement Program (TCEP), reflecting an

increased emphasis on advancing these investments in alignment with state climate goals. The Commission built on this effort in the 2024 TCEP Guidelines, strengthening ZEV criteria and guidance to better support applicants and ensure project consistency with the Senate Bill (SB) 671 Clean Freight Corridor Efficiency Assessment. The updated guidelines place greater emphasis on forming public-private partnerships to meet statutory eligibility requirements, require a Memorandum of Understanding between all participating parties, and expand zero-emission evaluation criteria to obtain more detailed technical information from applicants. The Clean Freight Corridor Efficiency Assessment has also been incorporated as an attachment to the guidelines to encourage alignment with its findings and recommendations and to promote project siting in close proximity to priority corridors identified in the Assessment.

In the 2024 TCEP funding cycle, the Commission awarded \$94 million to eight medium- and heavy-duty ZEV infrastructure projects. Together, these projects will establish 16 charging locations along key SB 671 priority freight corridors and deliver 509 charging ports, increasing the statewide availability of medium- and heavy-duty ZEV charging ports by 25 percent. Spanning six counties, the projects significantly expand charging access near the California/Mexico border, marine ports, and major freight corridors in Northern California and the Inland Empire, regions that are currently underserved by zero-emission freight infrastructure. Combined with \$155 million awarded in the 2022 funding cycle, TCEP investment in standalone zero-emission freight infrastructure totals nearly \$250 million.

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 testing collecting revenue, which will be implemented by Caltrans. The Commission's Road Charge Technical Advisory Committee worked with various state agencies, including Caltrans, to develop design criteria recommendations for the Road Charge Pilot Program.

Caltrans has implemented some of the design recommendations criteria for the Road Charge Pilot Program, which were finalized in July 2023. Caltrans will be providing status updates to the Road Charge Technical Advisory Committee on the revenue collection study, including the types of equity considerations, that were adopted for the study.

Caltrans presented the draft Senate Bill 339 Road Charge Revenue Collection Pilot Interim Report (Interim Report) to the Road Charge Technical Advisory Committee on May 31, 2024. Road Charge Technical Advisory Committee members provided comments on the draft Interim Report. The Interim Report was submitted to the California Legislature on July 1, 2024.

Caltrans conducted the Senate Bill 339 Road Charge Revenue Collection Pilot from August 2024 through January 2025. This is the first Road Charge Pilot conducted where revenue was collected from the participants during the six-month pilot. The final report for the Senate Bill 339 Road Charge Revenue Collection Pilot is anticipated to be released and finalized no later than December 31, 2026.

- 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 used this research in supporting the Road Charge Technical Advisory Committee in developing an SB 339 study pilot rate.
- Completed – staff reviewed this research and considered the takeaways from this research when developing the SB 339 study pilot rates. Draft study rates can be found [here](#).
 - Commission staff presented an updated Senate Bill 339 study Road Charge Pilot rate to the Road Charge Technical Advisory Committee on May 31, 2024. The adjusted rate was calculated utilizing the same methodology developed in the Senate Bill 339 Road Charge Pilot Design Recommendations Report, with updated inputs related to inflation, increasing from 2.5 cents to 2.8 cents per mile. This was adopted by the Road Charge Technical Advisory Committee.

2. **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. **2024 Regional Transportation Plan Guidelines.** The California Transportation Commission adopted the [2024 Regional Transportation Plan Guidelines](#) at its January 25-26, 2024, Commission Meeting. The Commission worked with a diverse stakeholder coalition to expand information and resources pertaining to ZEVs. The updated guidelines reflect current California laws and regulations, encourage coordination with utility companies, and provide updated resources for ZEV guidance.
- b. **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 required 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, as well as projects that would begin to build zero-emission freight infrastructure. The bill also required the Assessment to identify potential project sponsors, and potential barriers and recommended solutions.

The Final Clean Freight Corridor Efficiency Assessment (Assessment) was submitted to the Legislature in December 2023 and included 16 recommendations for the transition to zero-emission freight. The Commission conducted a robust engagement process in developing the Assessment, including consultation with CARB, the CPUC, the CEC, and GO-Biz. The Commission consulted current RTPs to determine where zero-emission infrastructure or vehicles may already be included, where RTPs have plans to build new infrastructure, or where new infrastructure is needed. Additionally, the Commission convened a workgroup that met over a dozen times from early 2022 to mid-2023.

The Commission continues to work with agency partners and the Legislature on determining the next steps of the zero-emission freight transition. As discussed under the Align Funding objective, findings from the Assessment have been integrated into the TCEP evaluation process and inform funding decisions. Additionally, a key recommendation from the Assessment – the creation of the Central Delivery Team to support planning and investment – was included as an action in the California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure, with CalSTA and GO-Biz as the leads.

More information about the current status of this work can be found at: <https://catc.ca.gov/programs/sb671>