



SB 671 (Gonzalez) Clean Freight Corridor Assessment

SUMMARY

Senate Bill 671 requires the California Transportation Commission (CTC) to collaborate with relevant state agencies to develop a Clean Freight Corridor Assessment. The assessment will develop clean freight guidelines, considering alternative fueling infrastructure, road safety and congestion for onboarding cleaner emission freight vehicles for the five most polluting freight corridors in California. The criteria developed through the Clean Freight Assessment will also be folded into the guidelines and funding programs of the contributing state agencies to make a systemic shift towards sustainability in California's freight planning.

EXISTING LAW

Current law recognizes the need for long-term planning of freight systems. In 2014, AB 14 (Lowenthal 2013 Chapter 223, Statutes of 2013) required the Transportation Agency to establish a Freight Advisory Panel, and directed it to create a Freight Mobility Plan which is updated every five years. This Freight Mobility Plan summarizes the ongoing state of freight in CA, and makes recommendations on further investments in freight mobility.

In addition to the Freight Mobility Plan, legislation has explicitly considered the need to incorporate expertise on vehicle emissions when planning transportation projects. AB 179 (Cervantes, Chapter 737, 2017) explicitly requires the CTC, which allocates funds to different transportation projects, to meet at least twice per year with ARB to coordinate the implementation of transportation programs and policies with an eye to the emissions that those products produce.

California's trajectory towards cleaner freight through alternative fueled trucks is clear. In 2020, ARB announced their Advanced Clean Truck Rule, which requires manufacturers to increase their zero-emission truck sales up to 30-50% by 2030 and 40-75% by

2035¹. Further, in September of 2020, Governor Newsom signed Executive Order No. 79-20, which set a goal to have all Zero-emission heavy and medium-duty

trucks by 2045, and all Zero-emission drayage trucks, which are used in short-haul goods movement, by 2035.

BACKGROUND/PROBLEM

Freight is the backbone of California's economy. In 2015, 911 million tons of freight, valued at \$1.2 trillion, moved along California's highways by truck.² However, while freight is critical to California's economy, it is also a major driver of greenhouse gas (GHG) emissions and air pollution. In California, the transportation sector is the largest contributor of GHG emissions, making up over 40% of the state's total in 2006. About 22% of those GHGs come from Heavy and medium duty trucks that are critical to goods movement.³ In addition to GHGs, freight corridors are also major sources of pollutants that cause respiratory illnesses. The impacts of this pollution on human health is highly inequitable: a study from the Union of Concerned Scientists has found that, on average, African American, Latino, and Asian Californians are exposed to dangerous particulate matter exhaust from cars and trucks at levels of 43-21% higher than white Californians⁴.

SOLUTION

California freight needs to take swift action to reduce inequitable pollution from freight corridors, and calls to adopt Zero Emission and Alternative-Fueled Vehicles are moving the State in the right direction. For these steps to be effective, it is critical to develop strategic, holistic infrastructure planning to support these advancements in alternative and zero-emission technology. SB 671 will address this need and lead to the development of cleaner, better freight across the State.

SUPPORT

Elders Climate Action's Chapters of NorCal and SoCal
LA Metro
Southern California Edison
Union of Concerned Scientists

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¹ <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-trucks-fact-sheet>
² <https://business.ca.gov/advantages/logistics-and-infrastructure/>
³ https://lao.ca.gov/Publications/Report/3912#Heavy.2011Duty_Vehicles

⁴ <https://www.ucsusa.org/sites/default/files/attach/2019/02/cv-air-pollution-CA- web.pdf>