SB 934 (Gonzalez) Central Delivery Team for Freight Zero-Emission Vehicle Infrastructure

SUMMARY

Senate Bill (SB) 934 will create a Central Delivery Team at the California Energy Commission (CEC) and California Transportation Commission (CTC) to facilitate the build-out of freight zero-emission vehicle (ZEV) infrastructure needed to meet our state climate goals and regulations.

EXISTING LAW

California has set ambitious climate goals through Assembly Bill (AB) 2179 (Muratsuchi, Chapter 337, Statutes of 2022), which calls for net zero greenhouse gas (GHG) emissions by 2045 or sooner, including an 85% reduction of anthropogenic GHG emissions by 2045.

Governor Newsom's Executive Order N-79-20 from 2020 set targets for zero-emission vehicle deployment, including that 100% of medium- and heavy-duty vehicles (freight vehicles) be zero-emissions by 2045, where feasible.

The California Air Resources Board has promulgated a suite of regulations to convert freight vehicles to zero-emissions, including the Advanced Clean Fleets regulation which requires freight vehicles doing business in California to convert to zero-emissions starting as early as 2024 for drayage trucks. Importantly, the regulation includes multiple exemptions for freight fleets that currently lack access to ZEV charging or refueling infrastructure.

Recognizing that coordinated planning and strategic investment will be needed to convert freight vehicles to ZEVs, Senate Bill (SB) 671 (Gonzalez, Chapter 769, Statutes of 2021) required the California Transportation Commission (CTC), in consultation with relevant state agencies and stakeholders, to develop a Clean Freight Corridor Assessment (SB 671 Assessment). The Assessment, released in 2023, identified the top six freight corridors in the state and the infrastructure needs to support the deployment of freight ZEVs in line with state goals and regulations.

The Assessment recommended solutions to facilitate the transition to freight ZEVs, and also identified barriers and challenges that include the timing and sequencing of infrastructure deployment and the complex stakeholder ecosystem. To address these challenges the Assessment recommended creating a state-level Central Delivery Team to oversee freight ZEV and associated infrastructure deployment.

BACKGROUND/PROBLEM

Goods movement is the vital to California's economy. The sector drives one-third of California's economy, and creates millions of direct and indirect jobs[1], with trillions of dollars of goods being shipped throughout the state and contiguous United States each year[2].

However, while freight is critical to the state's economic vitality, it is also a major emitter of GHG emissions, air

[1] https://business.ca.gov/advantages/logistics-and-infrastructure.
[2] https://www.census.gov/library/stories/2021/02/what-is-in-that-truck-i-just-passed-on-the-highway.html

pollutants, and toxics. In California, the transportation sector is the largest contributor of GHG emissions, making up 40% of the state's entire total since 2006. About 22% of those GHG emissions come from freight vehicles that are critical to goods movement.[3]

In addition, freight vehicles are major sources of air pollutants and toxics that lead to respiratory illness and other adverse health conditions. 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 freight vehicles at levels of 21-43% higher than white Californians.[4]

Transitioning freight vehicles to ZEVs will be critical to meet the state's climate goals and regulations, however the buildout of the associated infrastructure is an unprecedented task that will require extensive planning and strategic investments in the coming years.

The Assessment identified that freight ZEVs will require as much as 11,134 battery electric stations and 4,696 hydrogen refueling stations by 2040, but there are only 56 battery electric stations and 12 hydrogen refueling stations planned by 2025.[5] Clearly, the state has a long way to go to meet its goals, and there is currently no state entity taking lead on this unprecedented freight ZEV infrastructure buildout.

SOLUTION

SB 934 builds off of the recommendations of the SB 671 Assessment by creating a Central Delivery Team at the CEC and CTC to facilitate the build-out of freight ZEV infrastructure needed to meet our state goals and regulations.

Specifically, the Central Delivery Team, in coordination with relevant state agencies and stakeholders, will promote the timely and equitable deployment of freight ZEV infrastructure by:

- Strategically selecting project locations for freight ZEV infrastructure;
- Coordinating actions among state agencies, utilities, and other stakeholders;
- Identifying leads from local transportation planning agencies, ports, state agencies, and other stakeholders;
- Identifying available funding sources and public private partnership models;
- Developing standardized station deployment models; and
- Working with community colleges and other institutions to support a robust pipeline of skilled freight workers.

SUPPORT

None at this time.

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[3] http://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
[5] catc.ca.gov/-/media/ctc-media/documents/programs/sb671/sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf