

# California Transportation Commission (CTC)

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

## **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. **Understand Zero-Emission Infrastructure in the Context Trade Corridor Enhancement Program Statute.** Commission staff will review Streets and Highways Code section 2192 to understand how best to evaluate Trade Corridor Enhancement Program (TCEP) applications requesting funds for zero-emission freight infrastructure in light of the statute governing the program. Once this has been determined, draft guidelines for TCEP cycle 4 will be updated.
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

December 19, 2022

2023 Action Plan

- 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.

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.

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 2023.

- b. Regional Transportation Planning (RTP) Guidelines.** Commission staff is working in collaboration with Caltrans to update the 2017 RTP Guidelines. Metropolitan Planning Organizations and Regional Transportation Planning Agencies are required by law to prepare an RTP that describes that region's transportation vision and goals. The RTP Guidelines set forth a statewide, long-range regional transportation planning framework; promote an integrated, multimodal planning process; and facilitate the efficient delivery of transportation projects that meet local, regional, and state goals.

In January 2023, Caltrans developed Work Groups to allow stakeholders to provide technical assistance and input throughout the update process, provide input on how statutory requirements and planning practice examples are addressed, and help develop key language edits and additions. The Work Groups will meet virtually on an as-needed basis through fall 2023. The Housing, Environment, and Climate Change Work Group will focus most directly on ZEV infrastructure planning.

While no new statutory requirements have emerged pertaining to ZEVs and regional planning, this topic has been identified as a key area to be updated to reflect changes in planning and policy.

Commission staff anticipates presenting the final RTP Guidelines for adoption in December 2023.