

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.** Trade Corridor Enhancement Program (TCEP) Guidelines have been updated to incorporate zero-emission evaluation criteria for freight projects, and the next iteration of program guidelines will incorporate a zero-emission

infrastructure evaluation matrix. Key findings and resources from the Clean Freight Corridor Efficiency Assessment are also being added to the TCEP guidelines to be used as a reference for zero-emission freight projects to help with the State's transition to zero-emission freight. Commission staff will continue to ensure that all projects funded through the TCEP program, including zero-emission infrastructure projects, provide a public benefit in accordance with legal requirements for the program.

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.
 - b. 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 efforts, including the types of equity considerations, that were adopted for the program.
 - c. **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](#).
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:

- 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.
- 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 Assessment must also identify potential project sponsors, and potential barriers and recommended solutions.

As part of the Assessment, the Commission consulted with CARB, the CPUC, the CEC, and GO-Biz. The Commission consulted 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.

The Commission convened a workgroup that met over a dozen times from early 2022 to mid-2023 that helped develop the Assessment. The Final Assessment was submitted to the

May 2024
Updated Spring 2024

Legislature in December 2023 and included 16 recommendations for the transition to zero-emission freight. The Commission continues to work with agency partners and the Legislature on determining the next steps of the zero-emission freight transition.

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