



ATTACHMENT A

BILL: SENATE BILL 671 – AS INTRODUCED FEBRUARY 19, 2021

AUTHOR: SENATOR LENA GONZALEZ (D – LONG BEACH)

SUBJECT: TRANSPORTATION: CLEAN FREIGHT CORRIDOR EFFICIENCY PROGRAM

STATUS: REFERRED TO SENATE ENVIRONMENTAL QUALITY AND TRANSPORTATION COMMITTEES

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Senate Bill 671 (Gonzalez), as introduced.

ISSUE

This bill was introduced on February 19, 2021. Specifically, the bill would:

- Establish the Clean Freight Corridor Efficiency Program, to be jointly administered by the California Transportation Commission and State Air Resources Board, in coordination with other state entities;
- Require the program to establish criteria for identifying qualifying freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities;
- Require the program to identify California's 5 most-used freight corridors and objectives for improving the corridors, as specified, and identify projects and funding opportunities in these corridors;
- Require the commission and the board to jointly submit a report containing the program's criteria, requirements, and recommendations to the Legislature and the Governor by December 31, 2023, and every 5 years thereafter; and
- Require the program's criteria, requirements, and recommendations to be incorporated into the development of the state freight plan and the California Transportation Plan.

DISCUSSION

Senate Bill 671 was introduced to establish the statewide Clean Freight Corridor Efficiency Program. The program would be jointly administered by the California Transportation Commission (CTC) and the California Air Resources Board (CARB). It would establish criteria for identifying qualifying freight corridors that would be candidates

for the Program, with the goal of achieving infrastructure ready zero-emission freight corridors. The bill would also identify California's five most used freight corridors and the primary objectives for improving each of those corridors, such as congestion and air pollution reduction. The bill would require the CTC and CARB to jointly issue a report with program recommendations and funding ideas by the end of 2023, and every five years afterwards. The bill would further require the reports findings and recommendations to be incorporated into the funding programs of both the CTC and CARB.

Existing law requires the CTC and CARB to coordinate on freight issues. While there is a requirement that these two agencies coordinate there is no specific emphasis or guidelines on how to implement clean freight technology and corridor designations. This bill aims to align the state's freight plans with the state's clean air and equity goals. Metro initiated work on the LA County Goods Movement Strategic Plan in November 2018 to create an action plan to develop, in partnership with goods movement stakeholders, a vision for investments and long-term planning. If the bill is enacted, Metro could serve as a partner to the state to provide perspectives regarding the clean freight and equity needs of the LA County region, specifically.

Emissions from the freight sector are a significant source of air pollution in the State. Those emissions are highly concentrated in Southern California. In Los Angeles County in particular existing freight corridors and the resulting emissions are also disproportionately located in disadvantaged communities. SB 671 would provide a key pathway for addressing the impacts of freight related emissions on disadvantaged communities.

A key portion of the bill would be to incorporate the new corridors and strategies into the funding programs of the CTC and CARB. Many transportation stakeholders have argued that the CTC funds in particular should be reserved for state of good repair and capacity expansion projects. While that is certainly one key aspect of the funding provided by SB 1, staff would suggest that expansion of these facilities should not come at the cost of exacerbating a significant existing health hazard.

Staff recommends that the Board adopt a SUPPORT position on Senate Bill 671 (Gonzalez).

DETERMINATION OF SAFETY IMPACT

The impact of this bill on safety is still being evaluated.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated. Enaction of a Clean Freight Corridor Efficiency Program could lead to greater state investment in clean vehicle infrastructure and technology to support Metro's Goods Movement Action Plan goals.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports Metro's Vision 2028 Strategic Plan goal #1.3: Manage transportation demand in a fair and equitable manner by managing congestion and reducing conflicts between the movement of goods and people on streets and highways. Increasing technology and efficiency along freight corridors will lead to decreased greenhouse gas emissions, decreased strain on local streets, and better public health and safety outcomes.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an OPPOSE or WORK WITH AUTHOR on the bill. However, an oppose position would be counter to the agency's Board-approved 2021 State Legislative Program Goal #14: Secure approval of key freight projects at the California Transportation Commission which includes supporting efforts to fund goods movement and freight projects through the CTC; and support for regional and statewide efforts to fund innovations in clean-freight technology.

NEXT STEPS

Should the Board approve the adoption of a SUPPORT position on the legislation; staff will communicate the Board's position to the author and work to ensure its passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.