

Welcome!

We will begin in a few moments.

710 Task Force

Zero-Emission Truck Working Group

Meeting #8

July 19, 2022



Metro

We're developing a new vision for the 710 corridor.

710 Task Force



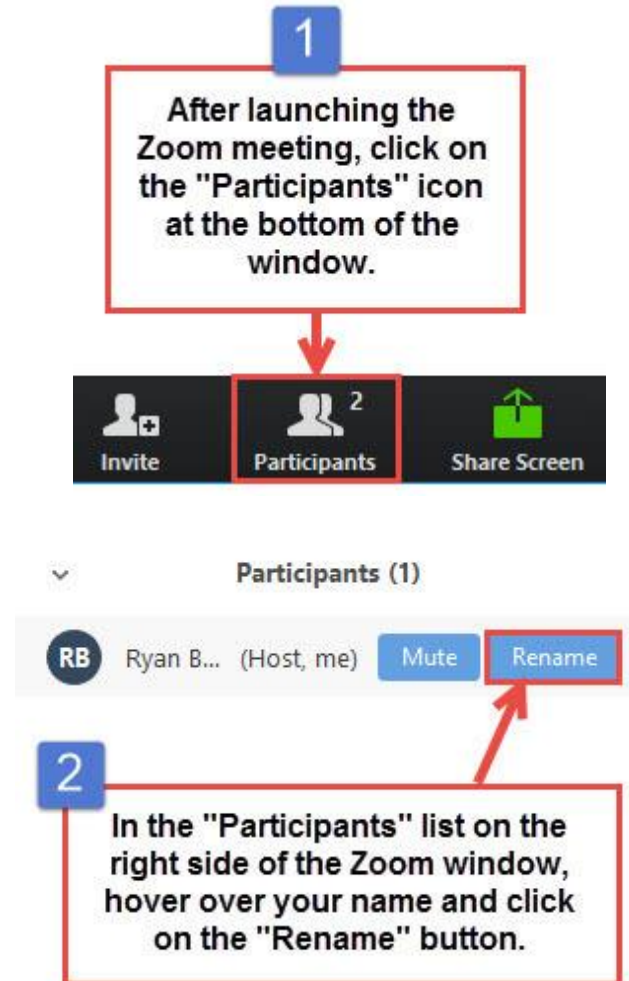
Facilitator



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member, CLC Member, and Participant Identification

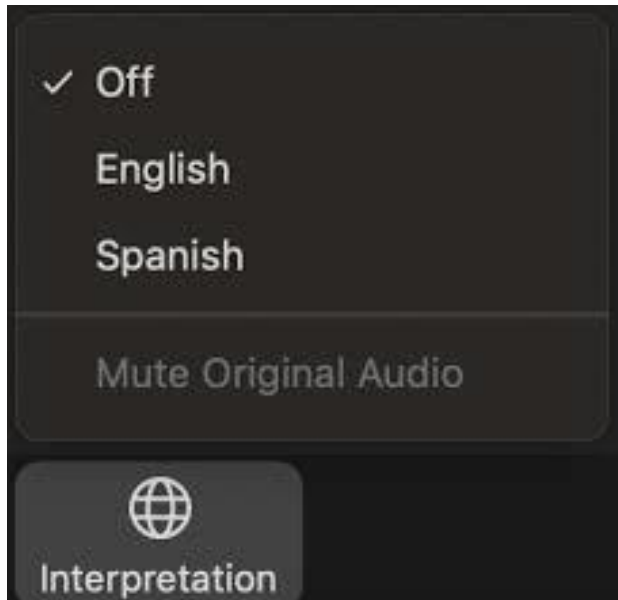
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Interpretation/ *Interpretación*



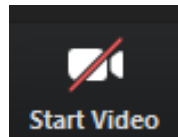
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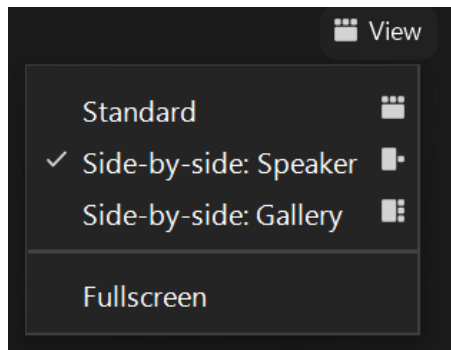
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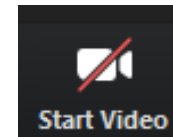
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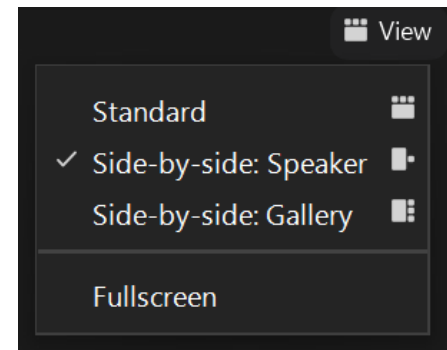
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Welcome!

**Welcome, Agenda Review, and purpose of the
I-710 South Corridor Zero-Emission Truck (ZET)
Working Group**

Meeting Objectives

- ✓ Presentation of project team recommendation on ZET Program Principles
- ✓ Consensus check and possible vote on the ZET Program Principles
- ✓ Presentation and discussion of ZET Program Strategies and Scope of Work
- ✓ Discuss Metro's Board action in May (Motion 9) calling for the Pre-Investment Plan Opportunity by September 2022

Detailed Agenda

1:00 pm **Welcome, Agenda Review, and purpose of the Zero-Emission Truck (ZET) Working Group** (10 minutes)

1:10 pm **Agenda Item #1: Metro Update** (10 min)
1.1 ZET Program – Metro Board Direction (5 minutes)
1.2 ZET Program Development Timeline (5 minutes)

1:20 pm **Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles** (75 minutes)
2.1 Introduction and Overview (10 minutes)
2.2 Principles (30 minutes)
 a) Test for Consensus (15 minutes)
 b) Discussion (15 minutes)
 c) Vote (5 minutes)

2:35 pm **Agenda Item #3: Strategies and Scope of Work** (15 minutes)
3.1 Highlights (10 minutes)
 a) Discussion (5 minutes)

2:50 pm **Agenda Item #4: Pre-Investment Plan Opportunity** (5 minutes)

2:55 pm **Closing Remarks and Next Steps Adjourn** (5 minutes)

Agenda Item #1: Metro Update

Agenda Item #1.1:
I-710 South Corridor ZET Program Recap
Metro Board Direction

ZET Program Recap – Metro Board Direction

> **Metro Board Direction and desired outcomes**

- \$200 million minimum funding target
- Leverage \$50 million local matches with private, regional, state, and federal funding
- ZE deployment in the I-710 South Corridor
- Collaboration with regional stakeholders

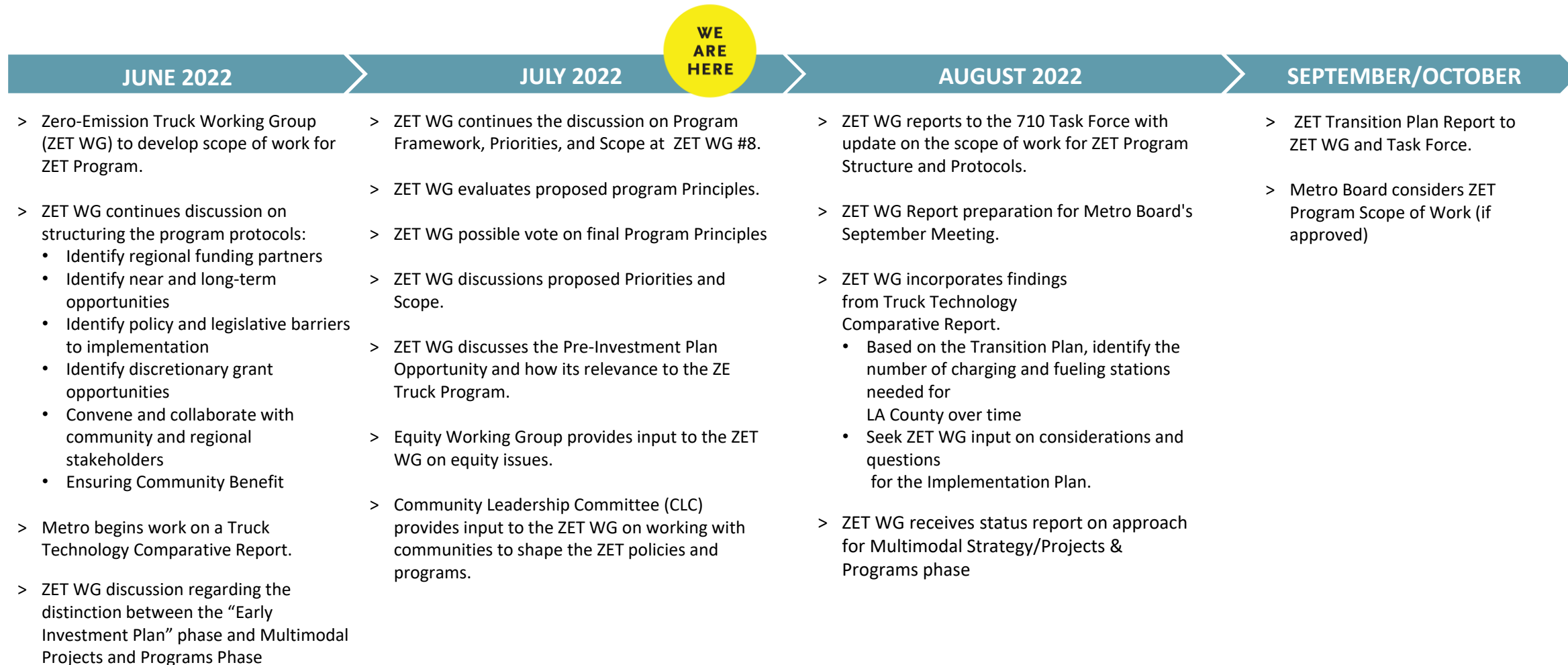
> **Strategies to accomplish outcomes**

- Identify discretionary grant opportunities
- Convene and collaborate with community and regional stakeholders
- Develop a scope of work for the ZET Program
- Identify regional funding partners
- Identify near and long-term opportunities
- Identify policy and legislative barriers to implementation

Agenda Item #1.2:
I-710 South Corridor ZET Program
Development Timeline

Zero-Emission Truck Program Development Timeline

This sixteen-week timeline shows key activities and dates for the Zero-Emission Truck Program Development.



Agenda Item #2:
I-710 South Corridor ZET Program
Proposed Principles

Agenda Item #2.1:
I-710 South Corridor ZET Program Proposed Principles
Introduction and Overview

ZET Program Principles – Introduction and Overview

- > Metro Board action in October 2021 (Motion 16) committed \$50 million as seed funding for an I-710 South Zero Emission (ZE) Truck program to support the deployment of zero-emission trucks and supporting zero-emission truck infrastructure.
- > The ZET Program Framework and Principles incorporate these fundamental elements and seek to leverage and amplify that \$50 million seed funding.
- > The Program Framework and Principles for the Zero-Emission Truck Program were developed through collaboration with the 710 Zero-Emission Truck Working Group. Five major themes were brought forward through discussions with the Working Group for consideration:
 - Community Engagement
 - Strategic partnerships and funding opportunities
 - Legislative and policy initiatives
 - Truck subsidies
 - Environmental impacts and equitable outcomes

Agenda Item 2.2:
I-710 South Corridor ZET Program
Proposed Principles

Principle 1 – Maximize Leverage of Seed Funding

Maximize leverage of seed funding by collaborating with regional partners and funding agencies.

The ZE Truck Program will utilize \$50 million of seed funding provided by LA Metro. This seed funding will be leveraged by pursuing additional discretionary regional, state, and federal funding to reach a minimum funding target of \$200 million.

- > To leverage the \$50 million most effectively and to eliminate bottlenecks for the deployment of ZE technology, the ZE Truck Working Group will identify a minimum of **\$45 million** to serve as seed funding to leverage investment in regionally significant infrastructure projects
 - The remaining funds (\leq **\$5 million**) will be eligible to support other objectives, including a targeted grant assistance program for corridor-based owner-operators to secure subsidies for conversion from diesel to ZE truck technology.
- > The ZE Truck Program will work with the Ports of LA and Long Beach Clean Truck Fund Rate Program, SCAG's ZE Truck Study, and others to maximize funding impact.
- > The ZE Truck Program will focus on regionally significant ZE infrastructure within the study area that will complement existing efforts to deploy domicile-based ZE infrastructure within the study area.

Principle 2 – Community Engagement

Employ a transparent community engagement framework that centers corridor residents and stakeholders throughout the development process and ensures community benefits

The ZE Truck WG will work with the 710 Task Force, Community Leadership Committee, and Equity Working Group to identify equitable outcomes and participate in discussions on how to integrate community benefits into every aspect of planning, development, and implementation of the ZE Truck Program.

As the ZE Truck Program identifies potential ZE infrastructure sites, The ZE Truck Program will engage and collaborate with the communities directly impacted by the selected sites throughout the planning and implementation process.

Principle 3 – Corridor Community Benefits

Ensure and create corridor community benefits delivered through the ZE Truck Program

Deploying zero-emission (ZE) heavy-duty truck technology and supporting infrastructure within the corridor to displace diesel trucks will play a critical role in reducing harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents.

The ZE Truck Program is intended to reflect and address the needs of our local communities, many of which are minority and disadvantaged economically, that are adjacent to the I-710 South Freeway and have borne for many years the myriad impacts associated with the movement of people and goods through the corridor.

The ZE Truck Program will provide and protect corridor community benefits at the outset and throughout all phases of the project by creating economic opportunities through job training and workforce development associated with ZE infrastructure development.

Principle 4 – Coordination

Coordinate ZE Truck Infrastructure Deployment and ZE Truck subsidies with the I-710 South Corridor Investment Plan process

The ZE Truck Working Group brings together approximately 50 stakeholder organizations to develop a ZE Truck Program to be considered by the Metro Board of Directors upon completion.

The ZE Truck Working Group will coordinate with funding partners, regional agencies and local communities to identify a set of projects that will advance the deployment of ZE Class 8 truck technology within the I-710 South Corridor study area that is coordinated with other efforts within the region and study area.

The ZE Truck Working Group will develop the ZE Truck Program to be aligned with and able to secure funding from discretionary program opportunities at the regional, state, and federal level

Principle 5 – Workforce Development

Work with regional partners to prioritize workforce development efforts that ensure community benefits in support of ZE truck and infrastructure deployment

The ZE Truck Program will continue to work with its regional partners and community members to understand the job training and workforce needs to meet the increasing demand for new technology-based vehicles and infrastructure maintenance and operations.

The ZE Truck Program will work with labor partners to pursue local hire opportunities for the implementation of ZE infrastructure. These efforts will bolster community access to quality job opportunities that support families, pay living wages, and support economic empowerment. This is a significant initiative of the Metro Goods Movement Strategic Plan and as well as the 710 Task Force to ensure community benefit.

Principle 6 – Equitable Outcomes and Community Benefits

Develop performance metrics and evaluate outcomes of the ZE Truck Program that ensure community and corridor benefits

The ZE Truck Program, through collaboration with regional partners, will work together to develop a variety of performance metrics to measure improvements in air quality, the movement of people and goods, safety, and quality of life for residents along the corridor.

These metrics will be used to monitor performance, evaluate sustainable outcomes, and identify potential areas of improvement that reduce disparities and maximize benefits for local communities.

I-710 South Corridor ZE Truck Program Principles

I support the I-710 South Corridor ZE Truck Program Principles.



I-710 South Corridor ZE Truck Program Principles

I support the I-710 Southh Corridor
ZE Truck Program Principles.

VOTE

- Yes
- No
- Abstain

Agenda Item 3:
**Discussion – Proposed Preliminary Tasks
and Scope of Work**

Preliminary Tasks

Task 1: Identify physical infrastructure needs to support the full deployment of ZE heavy duty trucks along I-710 South.

- 1.1 Estimate the number of charging and fueling stations to support the number of ZE drayage trucks over the next 10 years, both regional and small in scope.
- 1.2 Develop an energy supply plan to ensure that sufficient energy will be provided without compromising other energy uses along the corridor.
- 1.3 Develop a methodology and evaluation criteria for ZE charging/fueling site selection
- 1.4 Identify existing legislative and regulatory barriers that hinder the deployment of physical support infrastructure
- 1.5 Collaborate with regional partners to chart a regional path for ZE infrastructure development

Preliminary Tasks

Task 2: Create a mechanism to assist small trucking businesses to access ZE trucks in a timely manner

- 2.1 Draft a mechanism for Metro to provide technical assistance focused on supporting independent owner/operators in transitioning to Class 8 ZE trucks
- 2.2 Partner with CARB to design and roll out a pilot program that is specifically aimed at leasing Class 8 ZE trucks to small business owners so that they can test the concept and provide real user feedback
- 2.3 Explore additional funding and incentive opportunities to cover the cost differential between a new Class 8 ZE truck and a used diesel Class 8 truck
- 2.4 Establish a multi-year technical assistance service aimed at helping small businesses with vehicle and charging infrastructure installation from beginning to end, focusing on those businesses within the I-710 South Corridor study area.

Preliminary Tasks

Task 3: Ensure LA County has a skilled workforce to support large scale ZE Truck deployment

- 3.1 Evaluate various workforce efforts within LA County that are geared towards workers engaged in ZE heavy duty vehicles and infrastructure
- 3.2 Identify Metro's role in supporting workforce investment in support of ZE truck deployment and supporting infrastructure
- 3.3 Collaborate with partners to establish a workforce development outreach strategy

Preliminary Tasks

Task 4: Develop full-funding strategy to realize the ZE drayage deployment along I-710

4.1 identify regional partners and their programs that Metro could leverage

4.2 Identify immediate opportunities to support grant applications underway

4.3 Monitor and support near-term deployment programs

4.4 Develop or advocate for augmented or new revenue streams to support ongoing implementation of clean truck technology

Preliminary Tasks

Task 5: Develop performance measures and establish monitoring processes

- 5.1 Identify performance metrics and targets in consultation with corridor communities and freight industry
- 5.2 Examine mid- and long-term impacts associated with the operation of ZE infrastructure facilities
- 5.3 Develop a performance monitoring and reporting system
- 5.4 Coordinate the implementation and evaluation of the program with Metro's Highway Program and other teams, local communities, the Gateway Cities COG, public and private sector stakeholders (local, regional, state, and national), utilities, and supporting infrastructure providers
- 5.5 Identify lessons learned and recommend modifications to the Countywide Clean Truck Initiative and other clean truck programs developed by or coordinated with Metro
- 5.6 Collect, maintain, and distribute information on local, regional, state, and national truck programs (e.g., scope, eligibility, available funding) to impacted parties

Agenda Item #4: Pre-Investment Plan Opportunity

Pre-Investment Plan Opportunity

Metro Board Direction on “Pre-Investment Plan Opportunity” (PIPO)

- > At its May 26, 2022, Board Meeting, the Metro Board of Directors approved Motion #9 (submitted by Directors Hahn, Solis, Mitchell, and Dutra) that added tasks and conditions for the completion of the I-710 South Corridor Investment Plan that the Task Force is developing.
- > Among these conditions was the requirement to define and present to the Board by September 2022 an **“Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022.”**
- > The Metro Board understands that the Task Force is currently developing its multimodal, holistic, and community-focused Investment Plan for the I-710 South Corridor that will leverage the sales tax funding identified for the corridor in Measures R and M – and that this plan will be presented to the Board for consideration in 2023
- > As the Investment Plan is being developed, the Board wants to find ways to identify existing projects and programs within the I-710 South Corridor that partner agencies, local jurisdictions, and community-based organizations **were already planning to submit** for the record level of state and federal discretionary grant opportunities available in 2022.

PIPO Process and Goals - Task Force Milestones



Pre-Investment Plan Opportunity: Request for Nominations

Request for Nominations

- > Metro put out a request to local agencies, organizations, and Task Force committees and working groups to provide nominations of projects and programs on June 27th
- > Requirements:
 - *Existing projects that are already applying for grant funding for the 2022 cycle (up to March 31, 2023)*
 - *Projects must be located within the I-710 South Corridor Study Area*
 - *The organization should provide the name, description, features, readiness, benefits, costs, project fact sheet, contact information*
 - *Nominations from the Task Force were to be submitted to Metro by **Friday, July 1st***
 - *Nominations from the CLC were to be submitted to Metro by **Wednesday, July 6th***

Pre-Investment Plan Opportunity: Process

July 11 – Task Force Meeting #10	Inventory of projects and programs provided to the Task Force at Meeting #10 <ul style="list-style-type: none">> Complete with project description and information> Opportunity for feedback
July 18 – August 8	Inventory brought through the July Task Force committee cycle for review and input <ul style="list-style-type: none">> Community Leadership Committee (July 18, 2022)> Zero-Emission Truck Working Group (July 19, 2022)> Equity Working Group (July 28, 2022)
August 8 – Task Force Meeting #11	Staff presents to Task Force a list of projects/programs to support as the Pre-Investment Plan Opportunity <ul style="list-style-type: none">> Present recommendations based on support for adopted Vision Statement and Goals> Receive input on all projects/programs recommended> Decide whether to send letters of support for the Pre-Investment Plan Opportunity> Note: No match funds will be made available in advance of the final Investment Plan to be considered by the Metro Board in 2023
September 22 - Metro Board Meeting	Metro Board to receive a report from Metro CEO including Task Force recommendations for the Pre-Investment Plan Opportunity at the September Board Meeting

Pre-Investment Plan Opportunity – Update

25 nomination applications received to date from the following:

- > City of Bell (3)
- > City of Cudahy
- > City of Lakewood
- > City of Long Beach (6)
- > City of Paramount
- > City of South Gate
- > City of Maywood
- > City of Commerce (2)
- > Port of Los Angeles (4)
- > The Port of Los Angeles, Los Angeles County Economic Development Corporation (LACI), and Los Angeles Cleantech Incubator
- > Los Angeles Cleantech Incubator, East Yards Communities for Environmental Justice, AMPLY Power, Harbor Trucking Association, Los Angeles Department of Water and Power, and Southern California Edison
- > Los Angeles County Supervisor District 4 - Janice Hahn
- > Gateway Cities Council of Governments (2)

Pre-Investment Plan Opportunity: Zero-Emissions Infrastructure Nominations

#	Grant Program	Sponsoring Agency	Project/Program Name	Project/Program Description, Features	Project/Program Readiness (Current Status)	Project/Program Benefits	Approx. Cost, Funding Status, Level of Match	Agency/Organization
1	Build Back Better Regional Challenge	US Economic Development Administration	Goods-Movement Resiliency & Enhanced Energy Now (GREEN) Project	Public Charging on Port of LA-controlled property; 900 Alameda St. Wilmington CA 90744	Port of LA submitted this parcel to receive funding for public charging infrastructure; would need final engineering/design work	Up to 10 chargers for medium/heavy-duty trucks immediately adjacent to the Ports and the I-710 South Corridor	Grant application asked for approx. \$12M of US EDA funds with expectation of additional private funds to match	The Port of Los Angeles (POLA) and the Los Angeles Cleantech Incubator (LACI)
2	Medium/Heavy Duty ZEV Infrastructure Blueprint	California Energy Commission	Investment Blueprint for Drayage Truck Charging Depots on the I-710 Corridor	To identify priority locations along the I-710 South Corridor for BEV truck charging infrastructure. 14 sites are under consideration to receive site assessments projecting design and cost of truck charging depots. Potential co-funding agencies for implementation of Blueprint include: MSRC (2021-24 Work Program), POLA & POLB (Clean Truck Fund), CEC (2022-2023 Clean Transportation Program)	14 sites are under consideration to receive site assessments projecting design and cost of truck charging depots	At least 4 identified sites, (vetted for adequate traffic density, grid capacity, and community priority) with interest in deploying infrastructure; a design and cost estimate for each.	TBD, likely \$5-\$15M per site; Potential co-funding agencies for implementation of Blueprint include: MSRC (2021-24 Work Program), POLA & POLB (Clean Truck Fund), CEC (2022-2023 Clean Transportation Program)	LACI partnered with East Yards Communities for Environmental Justice, AMPLY Power, Harbor Trucking Association, LADWP, and SCE
3		LA Metro	Zero Emissions Truck Program	To provide Zero Emissions trucks along and near the 710 South Corridor. Early focus is the infrastructure necessary to support thousands of ZE trucks traveling along this corridor, especially for short-haul truck trips.		Transition to fully-ZE trucks will eliminate tailpipe emissions on a corridor where diesel emissions are a significant source of criteria pollutants.		LA County Supervisor Janice Hahn

Closing Remarks and Next Steps

Upcoming Meetings

Working Groups

- > **Community Engagement Strategy**
Monday, July 25, 5:30-7pm
- > **Equity Working Group #7**
Thursday, July 28, 5-7pm
- > **Zero-Emission Truck Working Group Meeting #9**
Tuesday, August 13, 1-3:00pm

Community Leadership Committee

- > Meeting #5
Monday, July 18, 5-7pm
- > Meeting #5.5
Thursday, July 21, 5-7pm

Coordinating Committee

- > *Wednesday, July 27, 3:30-5:00 pm*

Task Force

- > Task Force Meeting #12
Monday, August 5, 5-7:30 pm

Can't attend the meeting? Reach out to us!



Michael Cano, *Deputy Executive Officer,*
Countywide Planning & Development
Metro

One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012



213.922.4710



710corridor@metro.net



metro.net/projects/i-710-corridor



@metrolosangeles



losangelesmetro

Thank you!