



I-710 SOUTH CORRIDOR PROJECT

Zero Emission Truck Working Group Meeting #8 Meeting Summary

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I-710 SOUTH CORRIDOR PROJECT

Zero-Emission Truck Working Group Meeting #8 Summary

July 19, 2022



Zero-Emission Truck Working Group Meeting #8 Summary

ATTENDEES

TASK FORCE MEMBERS

Transportation Agencies

Alison Linder, Sustainability and Transportation Planning, Southern California Association of Governments (SCAG)
Michael Leue, Chief Executive Officer, Alameda Corridor (ACTA)

Community-Based Organizations and Advocacy Groups

Taylor Thomas, Co-Director, East Yard Communities for Environmental Justice (EYCEJ)
Ambar Rivera, Researcher, Communities for a Better Environment (CBE)

Freight and Logistics Industry

Sharon Weissman, Long Beach Board of Harbor Commissioners, Port of Long Beach (POLB)
Lena Kent, General Director of Public Affairs, Burlington Northern Santa Fe (BNSF) Railway
Matt Schrap, Chief Executive Officer, Harbor Trucking Association
Thomas Jelenić, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Christopher Chavez, Deputy Policy Director, Coalition for Clean Air (CCA)
Fernando Gaytan, Senior Attorney, Earthjustice
Kala Babu, National Resources Defense Council (NRDC)
Natalia Ospina, Project Attorney of Environmental Justice, Natural Resources Defense Council (NRDC)

Academic / Research / Policy / Foundations

Niki Okuk, Deputy Director, CALSTART

Regulatory Agencies

Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9

Local Jurisdictions

Luke Klipp, Senior Transportation Deputy, Los Angeles County Supervisorial District 4
Viviana Gomez, Transportation Deputy, Los Angeles County Supervisorial District 4

Community Leadership Committee (CLC)

Kathleen Barajas, East LA
Jamila Cervantes, Maywood
Tiesha Davis, San Pedro

Ex-Officio

Karen Heit, Gateway Cities Council of Governments (GCCOG)
Norman Emerson, Gateway Cities Council of Governments (GCCOG)
Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency (EPA), Region 9

ZETWG

Jack Symington, Project Manager, Los Angeles Cleantech Incubator (LACI)
George Payba, Los Angeles Department of Water and Power
Lynda Bybee, Associate/Business Development Manager, LSA Associates
Leela Rao, Environmental Specialist, Port of Long Beach (POLB)
Teresa Pisano, Port of Long Beach (POLB)
Amber Coluso, Environmental Management, Port of Los Angeles (POLA)
Sue Dexter, METRANS Researcher, USC

Project Team

Metro

Michael Cano, Executive Officer of Countywide Planning & Development
Akiko Yamagami, Transportation Manager of Countrywide Planning & Development
Dominica Smith, Manager of Transportation Planning, State Policy and Programming
Maria Hsin, Transportation Planner

Arellano Associates

Susan DeSantis, Senior Project Manager
Nora Casillas, Senior Project Coordinator
Sasha Cheechov, Tech Coordinator
Thomas Grogan, Project Coordinator
Xochitl Medrano, Project Coordinator
Eric Davidian, Assistant Project Coordinator

Cal Strategic Management

Robert Calix

Caltrans District 7

James Shankel, Senior Environmental Planner
Paul Marquez, Deputy District Director of Planning

Morales-Partners

Erika Morales, Facilitator, Morales-Partners

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) District 7 initiated the I-710 South Corridor Task Force

Zero-Emission Truck Working Group Meeting #8 Summary

(710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. The 710 Task Force will review and assess the purpose and need for investment in the I-710 corridor, develop multi-modal improvement strategies, identify programs and projects to advance these strategies, create an investment and implementation plan, and provide recommendations to the Metro Board in 2022.

The 710 Zero-Emission Truck Working Group Meeting #8 was held virtually on Tuesday, July 19, 2022. The intent of this meeting was to:

- 1) Present the project team recommendation on the ZET Program Principles
- 2) Consensus check and possible vote on the ZET Program Principles
- 3) Present and discuss the ZET Program Strategies and Scope of Work, and
- 4) Discuss Metro's Board action in May (Motion 9) calling for the Pre-Investment Plan Opportunity by September 2022.

Spanish interpretation was provided simultaneously for this meeting. Prior to the meeting, the 710 Zero-Emission Truck Working Group received the agenda (**Appendix A**), meeting materials (**Appendix B**), and presentation (**Appendix C**).

710 Zero-Emission Truck Working Group #8 Virtual Meeting

1. Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group

- > Erika Morales, 710 South Corridor Task Force Facilitator, opened the meeting and reminded attendees that all project materials can be found on the Metro website at <https://www.metro.net/projects/i-710-corridor/#documents>

2. Agenda Item #1: Metro Update

ZET Metro Board Direction

- > Michael Cano provided an overview of the ZET Program Metro Board Direction and the Development timeline.

3. Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles Proposed Principles

- > Mr. Cano introduced the ZET Program Framework and Principles, based on feedback from the work group in the previous working group meetings, which aims to incorporate these

elements to leverage and amplify that \$50 million seed funding. The common themes that were mentioned are:

1. Community Engagement
2. Strategic partnerships and funding opportunities
3. Legislative and policy initiatives
4. Truck subsidies
5. Environmental impacts and equitable outcomes

> The proposed Principles and a summary of input include:

- ***Principle 1 – Maximize Leverage of Seed Funding***

- Consider replacing "owner/operator" as a term because the model is in flux. We should not pin funding priorities to "owner/operator" because they may not exist as we know them today.
- Add a mobile source pollution reduction review committee
- Encourage support for domicile and public charging, where there are not many resources currently available
- Need greater clarity on specific areas of infrastructure development (e.g., trucking stations, ports, garages, homes)

- ***Principle 2 – Community Engagement***

- Education around ZE truck and infrastructure deployment, operations, and impact is important for community buy-in
- Consider community events and opportunities for the trucking industry to interact with community members to build understanding

- ***Principle 3 – Corridor Community Benefits***

- Where will funding for other benefits come from? How will additional infrastructure be paid for?
- Some infrastructure may be simple
- Would like to see specific targets and measurable performance indicators
- Will the Task Force and CLC vote on these principles?

- ***Principle 4 – Coordination***

- Will require a concerted effort from many agencies to execute this effort. Must continue working together on these topics

- ***Principle 5 – Workforce Development***

- Increase knowledge regarding ZE infrastructure, carbon reduction goals, etc.
- Need to consider implications and performance metrics for old hires vs. new hires, employment retention, and minimizing job loss
- It is important to frame this effort as a community benefit that creates jobs and develops new skills in the workforce

- **Principle 6 – Equitable Outcomes**
 - Limit the number of metrics to a handful of truly meaningful ones
 - Celebrate equitable outcomes
 - Measure job growth, education, and community involvement levels

- **Principle 7 – Legislative Platform**
 - Board and Supervisors need to drive as a priority
 - Partner with legislators
 - Provide a no-interest loan to the ports so they can accelerate their programs.
 - Public investment should catalyze not replace existing private investments.
 - Include the decision-making process for this principle as there can be a risk of catering to special interests.

- > Detailed comments are available in **Appendix B.**
- > Mr. Cano reminded the Working Group that the Project Team is documenting all input, and questions, and will refine the Principles for discussion at the next Working Group meeting.
- > Mr. Cano said that the decision-making process will also be further refined and shared with the Working Group for further input.

4. Agenda Item #3: Proposed Preliminary Tasks

- > Mr. Cano introduced the five preliminary tasks which are:
 - Task 1: Identify physical infrastructure needs to support the full deployment of ZE heavy-duty trucks along the I-710 South Corridor.
 - Task 2: Create a mechanism to assist small trucking businesses to access ZE trucks in a timely manner
 - Task 3: Ensure LA County has a skilled workforce to support large-scale ZE Truck deployment
 - Task 4: Develop a full funding strategy to realize the ZE drayage deployment along I 710
 - Task 5: Develop performance measures and establish monitoring processes

- > Ms. Morales invited meeting attendees to provide input on each of the tasks.
- > Detailed comments are available in **Appendix B**.

5. Agenda Item #4: Pre-Investment Plan Opportunity

- > Mr. Cano provided an update on the Pre-Investment Plan Opportunity. 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.
- > 21 project nominations have been received. Mr. Cano highlighted the zero-emission-related projects:
 - Build Back Better Regional Challenge
 - Medium/Heavy Duty ZEV Infrastructure
 - ZET Program (this working group’s program)

6. Closing Comments, Upcoming Meetings, Thank you

- > Ms. Morales reviewed the upcoming Task Force meeting information and other key dates.
- > Ms. Morales encouraged Task Force members and members of the public to contact Michael Cano should they have any questions or concerns.
- > The meeting adjourned at 2:59 pm.

Meeting Format Logistics

- Meeting Format: Meeting
- Participants: Task Force, Working Group, and CLC
- Interactive Tools Used: Test for Consensus & Vote



710 Task Force

Zero-Emission Working Group Meeting #8

Date and Time: Tuesday, July 19 1-3pm

Location: Held Virtually via Zoom

Meeting Link: <https://tinyurl.com/ZE-Truck-WG-8>

Meeting ID: 862 7869 8551

Passcode: 5851

Meeting Objectives and Agenda

Objectives

During this meeting, the working group will:

- ✓ 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

Agenda Overview (120 minutes)

Time	Agenda Item
1:00–1:10pm (10 mins)	Welcome, Introductions, Agenda Review, and Purpose of the Zero–Emission Truck Working Group
1:10-1:20pm (10 mins)	Agenda Item #1: Metro Update 1.1 ZE Truck Program – Metro Board Direction (5 mins) 1.2 ZE Truck Program Development Timeline (5 mins)
1:20-2:35pm (1 hour 15 mins)	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.1 Introduction and Overview (10 mins) 2.2 Principles (30 mins) <ul style="list-style-type: none"> a. Test for Consensus (15 mins) b. Discussion (15 mins) c. Vote (5 mins)
2:35-2:50pm (15 mins)	Agenda Item #3: Strategies and Scope of Work 3.1 Highlights (10 mins) <ul style="list-style-type: none"> a. Discussion (5 mins)
2:50-2:55pm (5 mins)	Agenda Item #4: Pre-Investment Plan Opportunity
2:55-3:00pm (5 min)	Closing Comments, Upcoming Meetings, Thank you

Pre-Work: Meeting Materials and Handouts

To prepare for this working meeting, Working Group Members should read and review the following materials and, time permitting, independently research topics related to the meeting objectives and agenda (*above*). The materials are available here.

- [Presentation](#)
- [ZET Working Group Meeting #7 Summary](#)
- [Draft ZET Program Framework and Principles](#)

ZET Working Group Meeting #8
Tuesday, July 19, 2022 | 1:00-3:00pm

COMMENTS & QUESTIONS

AGENDA SECTION	NAME	QUESTION/COMMENT
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Matt Schrap, HTA	Principle 1 - Perhaps pin the owner operators as there is a risk they will no longer exist. As of June 30, the injunction has been lifted on AB 5.
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Tiesha Davis, CLC	Principle 1 - What are the areas? Trucking stations, ports, garages/storages and or home. What's the employment retention for installing at homes? What the areas that need work or updates
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Jack Symington, LACI	Principle 1 - Under 4th bullet, add mobile air review committee where they have some funding availability where we can maximize funding
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Niki Okuk-TF, CALSTART	Principle 1 - I have a similar comment to Tiesha..would like to add after
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Tiesha Davis, CLC	<p>Principle 1 - It was similar to what I was thinking. What is the purpose of spending money on EV charging at home if they lose their job, etc.? Will they have their own parking to charge so they can leave there?</p> <p>They need their own hub. Do they measure how much electricity they need to generate power? They need their own space to be taken seriously.</p>
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Niki Okuk-TF, CALSTART	<p>Principle - 1 Tiesha's comment about charging, the current language says we'll "complement" but I'm hearing "public charging". I would consider supporting small charging lots for overnight. The ones CALSTART has would not be ideal to maximize funding.</p> <p>Is the 45-5 split for programs and infrastructure? So the idea is we take the money to really focus on infrastructure?</p> <p>Yes, that is clear to me now.</p>
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Natalia Ospina, NRDC	Principle 1 - I echo Tiesha's question in the chat, is the same split going to apply to the larger bucket of money?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Kathleen Barajas, CLC	Principle 1 - If \$200MM is obtained, does the \$5 million (recommended allotment for ze vehicles) get increased as well
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Natalia Ospina, NRDC	Principle 1 - Who will ultimately carry out this program?

Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Tiesha Davis, CLC	Principle 1 - Beyond a trucking station will they have access to a local charging station in case of emergency
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Natalia Ospina, NRDC	Principle 1 - There could be an incentive to get Metro to get ev charging?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Tiesha Davis, CLC	Principle 2 - The first thing is truck education. The who, what, when, where and how. As a community member, all I see is a big slow truck holding up space. What's the significance, impact and responsibilities of the Truck along with the expectation?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Ambar Rivera, CBE	Principle 2 - We need more education outreach. These communities have been left out of this. We don't want to throw all this information as they may be unaware with EV.
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Tiesha Davis, CLC	Principle 2 - As a community, we don't appreciate trucks enough. We should accommodate by providing more education.
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Kala Babu, NRDC	Principle 3 - Can we go back to Principle 2 for a sec-looking to get clarification on the decision making structure between the ZET WG, CLC, Equity WG, and TF
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Thomas Jelenic, PMSA	Principle 3 - Where will funding for benefits come from? If were looking at pre-existing facilities, will we need to identify community benefits for each proposal?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Kala Babu, NRDC	Principle 2 - This principle only mentions the other working groups. How will the decision making process be for the Task Force?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Natalia Ospina, NRDC	Principle 3 - Will the Task Force vote on this Scope of Work? CLC?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Kala Babu, NRDC	Principle 2 - Are we writing down the decision making process and work out details later?
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Sue Dexter, USC	Principle 3 - I would like to see specific targets and how they are measured (by percentage). This will help with reporting.
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Tiesha Davis, CLC	Principle 4 - Just making sure it happens, some people do look forward to seeing it and if not let the people know with the same energy
Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles	Patricia Kwon, SCAQMD	Principle 4 - We look forward to the collaboration. It is a challenge to deploy ZE trucks in certain communities but we want to work with Metro to get on this.

<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Sue Dexter, USC</p>	<p>Principle 5 - Research in greenhouse gas emissions should be an area of focus in order to be a leader and to share the information with the community.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Sharon Weissman, POLB</p>	<p>Principle 5 - When is Metro accepting applications to look into building an infrasture where we can make the case that we want to use green energy in the project?</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Tiesha Davis, CLC</p>	<p>Principle 5 - It's just a tricky topic. New Hire vs. Old Hires employment retention and no job loss, a place for growth if there is a job boom and also adding new skills and responsibilities.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Tiesha Davis, CLC</p>	<p>Principle 6 - Education (workers), beautification, and community involvement (invite community to grand opening)</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Sue Dexter, USC</p>	<p>Principle 6 - I would urge to make sure there are not a million metrics but a handful of truly meaningful ones.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Tiesha Davis, CLC</p>	<p>Principle 7 - Again community involvement. Anniversary either 1, 5, 10 to state current and relevant.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Tiesha Davis, CLC</p>	<p>Principle 6 - Celebrating the progress can be equitable. Educate the workers, beautify the work, and celebrate the work by <u>inviting the workers.</u></p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Sharon Weissman, POLB</p>	<p>Principle 7 - No interest loan to the ports so they can accelerate their programs.</p>

<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Alison Linder, SCAG</p>	<p>Principle 7 - It is a great idea to have this be a principle. We need to advocate what is best for the region. But we should make this be more value/priority driven to keep it high level. Maybe include decision making process for this principle as there can be a risk to cater to special interests and remain unbiased.</p> <p>Advocacy should include that public investment should not replace existing investments.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Thomas Jelenic, PMSA</p>	<p>A general comment of principles, is that none of them focus on expediting ZE infrastructure. There is no path to accomplish that goal.</p> <p>I would make it a separate principle or a separate goal.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Luke Klipp, Office of Supervisor Hahn</p>	<p>Principle 7 - Looking at Measure M, that set number was clear in 2016 but the number will change as time goes on due to inflation. We should not tie ourselves to a number and lets not lose sight of that.</p>
<p>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Principles</p>	<p>Taylor Thomas</p>	<p>Principles - Getting the funding out for infrastructure and deployment as quickly as possible is important and we can support that, but getting all of this money out by the end of 2024 is unrealistic given how slowly planning and environmental review happens. I support including a goal to expedite funding.</p>
<p>Agenda Item #3:Proposed Preliminary Task 3.1 Highlights</p>	<p>Tiesha Davis, CLC</p>	<p>Don't forget the signs budget</p>
<p>Agenda Item #3:Proposed Preliminary Task 3.1 Highlights</p>	<p>Natalia Ospina, NRDC</p>	<p>Where do we find a full list of nominated projects? There were 22 as of the Task Force Meeting.</p>
<p>Agenda Item #4: Pre-Investment Plan Opportunity</p>	<p>Sharon Weissman, POLB</p>	<p>The board asks for a minimum of 3. If we can present more than 3, can we do that? Is this the only 3 for ZET and saving other nominations for something else?</p>
<p>Agenda Item #4: Pre-Investment Plan Opportunity</p>	<p>Sue Dexter, USC</p>	<p>There are no submitted Hydrogen generation and fueling and trucks. I would think to necessary to add to this list</p>
<p>Agenda Item #4: Pre-Investment Plan Opportunity</p>	<p>Natalia Ospina, NRDC</p>	<p>Can we get more information about each project?</p>

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

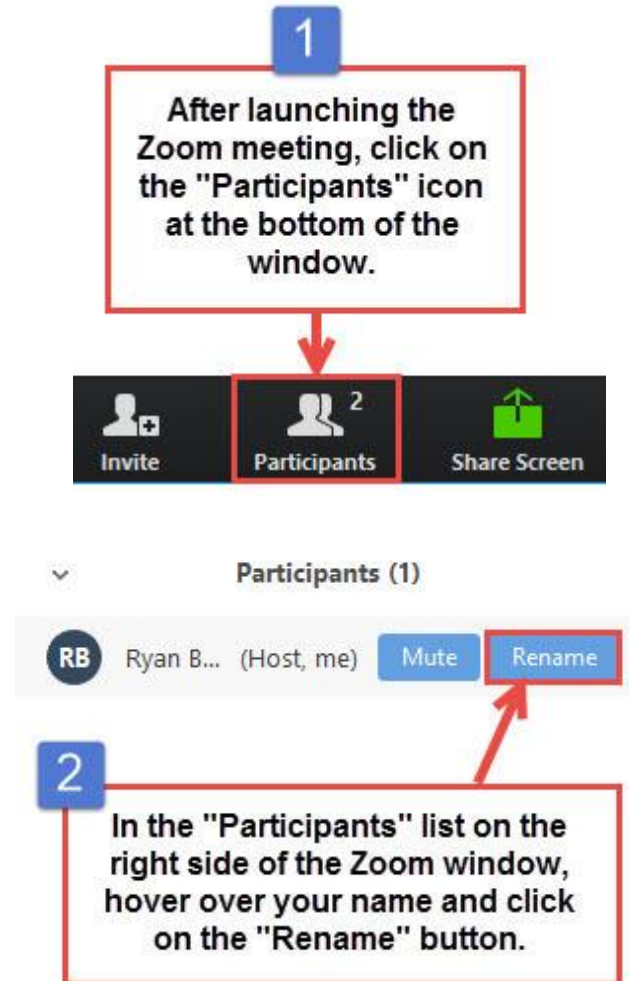
Facilitator



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member, CLC Member, and Participant Identification

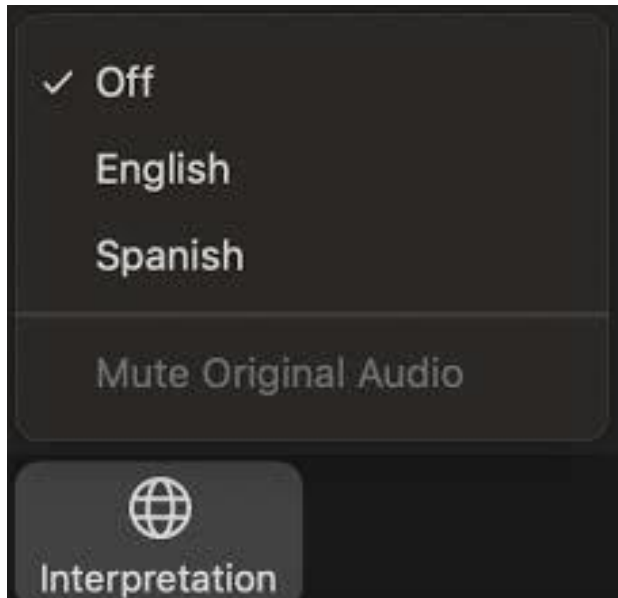
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Interpretation/ *Interpretación*



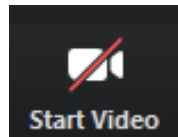
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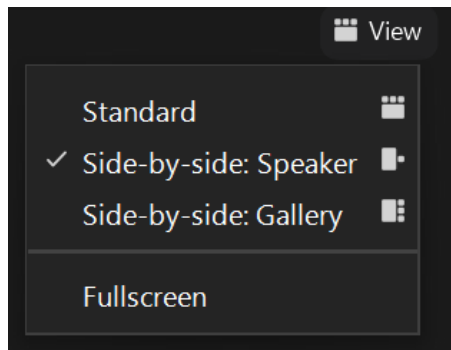
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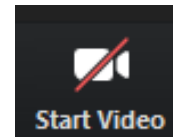
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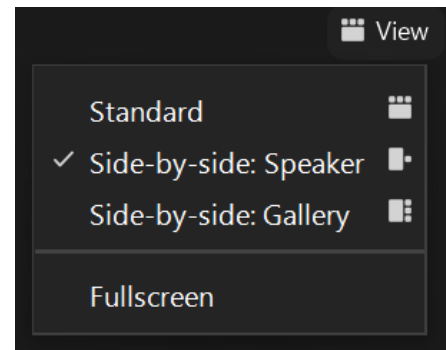
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- > *Para **iniciar** y **detener** su video, haga clic en el ícono de la cámara en la parte inferior izquierda de su panel de control*



- > *Para cambiar entre vistas durante la reunión, haga clic o toque **Estándar**, **Vista de orador en paralelo** y **Vista de Galería en Paralelo** en la esquina superior derecha de la pantalla de zoom*



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- > To lower your hand, click **Raise Hand** in your meeting controls.
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- > The **Chat** button is located on the control panel at the bottom of your screen.

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

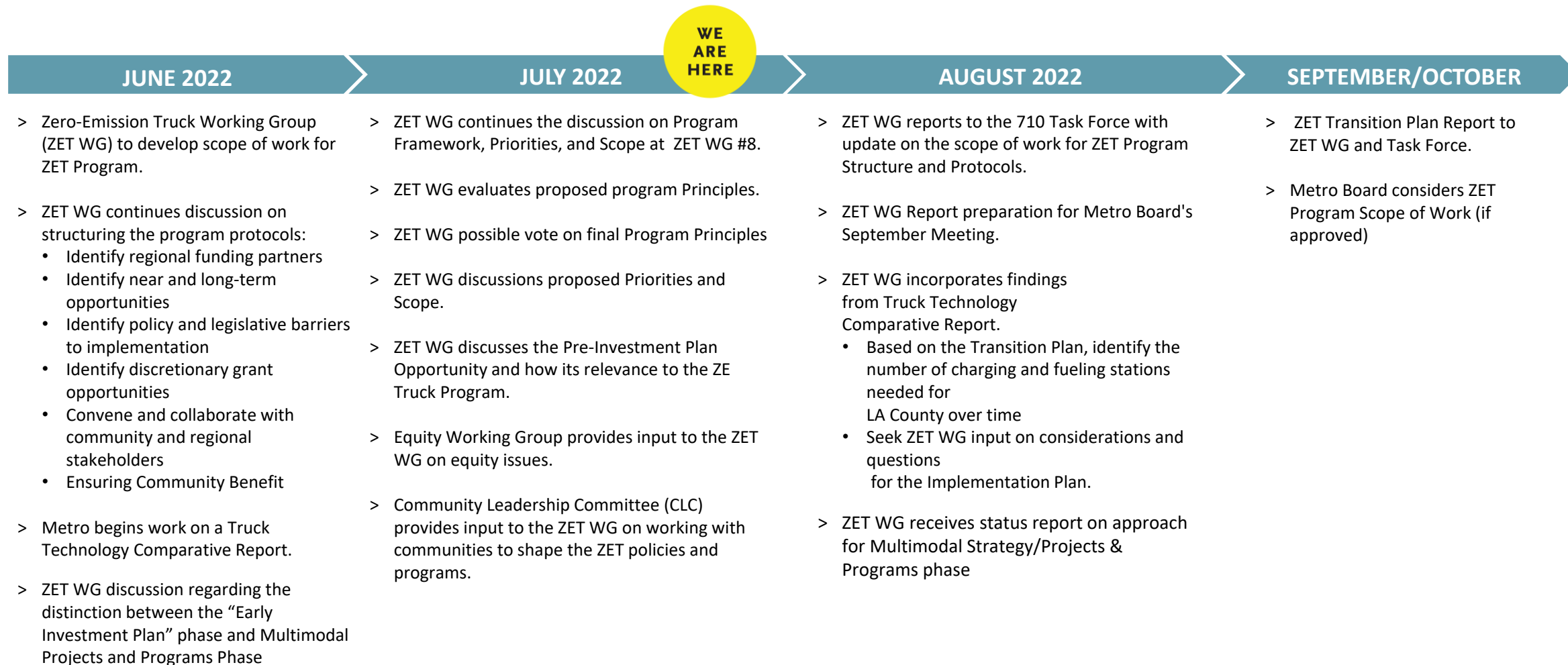
> **Strategies to accomplish outcomes**

- 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!