



**I-710 SOUTH CORRIDOR PROJECT**  
**Zero-Emission Truck Working Group Summary**

February 24, 2022



## **ATTENDEES:**

### **TASK FORCE**

- Adrian Martinez, Senior Attorney, EarthJustice
- Tony Gioiello, Deputy Executive Director of Development, Port of Los Angeles
- Matt Schrap, Chief Executive Officer, Harbor Trucking Association
- Luke Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, District 4
- Ali Saleh, Councilmember, City of Bell
- Joe Lyou, President and CEO, Coalition for Clean Air
- Matt Miyasato, Deputy Executive Officer, Science & Technology Advancement, South Coast Air Quality Management District
- Christopher Chavez, Deputy Policy Director, Coalition for Clean Air
- David Huang, Planning Manager, Metrolink-Southern CA Regional Rail Authority
- Michele Grubbs, Vice President, Pacific Merchant Shipping Association
- Niki Okuk, Deputy Director, CALSTART
- Sharon Weissman, Vice President, Long Beach Board of Harbor Commissioners
- Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority
- Randy Johnson, Director of Government Affairs & Outreach, Access Services, Inc.
- Viviana Gomez, Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, District 4

### **EX-OFFICIO**

- Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency, Region 9
- Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments

### **WORKING GROUP PARTNERS**

- Karina O'Connor, Environmental Engineer, U.S. Environmental Protection Agency, Region 9
- George Payba, Environmental Affairs Officer, Los Angeles Department of Water and Power
- Damon Hannaman, Senior Advisor, Key Accounts, Southern California Edison
- Sue Dexter, Researcher and Ph.D. Candidate, University of Southern California
- Matt Arms, Director of Environmental Planning, Port of Long Beach
- Jason Groves, Business Development Transportation Electrification, Southern California Edison
- Jack Symington, Program Manager, Transportation, Los Angeles Cleantech Incubator
- Jose Maria Paz, Electrical Engineering Associate, Los Angeles Department of Water and Power

## PROJECT TEAM:

- Michael Cano, Executive Officer (interim), Countywide Planning, Metro
- Daniel Lamere, Transportation Associate, Countywide Planning, Metro
- Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7
- James Shankel, Senior Environmental Planner, Caltrans District 7
- Susan DeSantis, Senior Project Manager, Arellano Associates
- Nora Casillas, Senior Project Coordinator, Arellano Associates
- Nancy Verduzco, Project Coordinator, Arellano Associates
- Erika Morales, Facilitator, Morales + Morales Partners

## I. Introduction

Metro held a virtual meeting on Thursday, February 24, 2022, for the Clean (now Zero-Emission) Truck Working Group consisting of 710 Task Force members and additional industry experts. The purpose of this meeting was to present successful Zero-Emission Truck Program Options and work towards consensus on the Zero-Emission Truck Program priorities, goals, considerations, and next steps.

Below is a comprehensive summary of the meeting, as well as the key topics discussed.

*Please see **Appendix A** for the Meeting Agenda, **Appendix B-D** for Meeting materials, **Appendix E** for the Meeting Presentation, and **Appendix F** for the Detailed Comments.*

## II. Project Team Presentation

Michael Cano (Metro) provided an overview of the last working group meeting (***Appendix B***), objectives for this meeting, an update and SB 671 Joint Letter of Support (***Appendix C***), and the request to change the name of the working group to Zero-Emission Truck to keep in line with the Metro Board motion made by Directors Hahn and Dutra.

## III. Successful Zero-Emission Truck Program Options

Task Force Member Alycia Gilde and colleague Tom Brotherton from CALSTART gave a presentation on the best practices and key considerations for truck infrastructure including hybrid and other zero-emission freight incentives (***Appendix D***). Some highlights include the following:

Mr. Brotherton provided an overview of Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) which provides vouchers towards the purchase of cleaner, more efficient trucks and buses. [\\$478 million in incentive funding will be available in late March](#). The latest information and updates can be found on [www.californiahvip.org](http://www.californiahvip.org)

Ms. Gilde provided an overview of EnergIIZE Commercial Vehicles, a new incentive project for commercial zero-emission infrastructure to support the deployment of medium and heavy-duty infrastructure for electric and hydrogen vehicle charging. EnergIIZE's first-come-first-served funding lane \$16 million Electric Vehicle Fast Track opens on March 23, 2022, at 9 a.m. PST. More information on this funding opportunity can be found at [www.EnergIIZE.org](http://www.EnergIIZE.org).

Ms. Gilde shared an overview of how zero-emissions freight incentive programs (Truck, Infrastructure, or Hybrid Incentive Project Approach, Innovative Small e-Fleet, and [Zero-Emission Planning Partnerships](#)) meet the biggest barriers to adoption and recommended considering a combination of innovative approaches.

Mr. Brotherton recommended better coordination amongst funders through a Funders Forum and a funding portal where funding partners can share their ideas on their interests, their funding priorities, and facilitate better coordination. This will allow for leveraging of funding across incentive projects.

Ms. Gilde and Mr. Brotherton closed the segment by inviting members to attend the upcoming [California Energy Commission workshop](#) to gather stakeholder feedback on potential medium-and heavy-duty zero-emission vehicles infrastructure projects on February 28.

#### **IV. Group Discussion**

Ms. Gilde facilitated a conversation with Peter Christensen from the California Air Resources Board and Michelle Vater from the California Energy Commission to discuss how both entities can contribute their expertise and a role into the Zero-Emissions Program.

The following Task Force members made comments:

- Nancy Pfeffer – Gateway Cities Council of Governments
- James Shankel – California Department of Transportation
- Jack Symington – Los Angeles Cleantech Incubator

Detailed comments can be found in [Appendix F](#).

*Comments made:*

- Clarification as to whether the Coalition for Environmental Health and Justice (CEHAJ) is another partner that ensures input on recommendations for infrastructure.

*Recommendations made:*

- Share information on the LACI (Los Angeles Cleantech Incubator) partnership with CEHAJ in terms of reaching the audiences that need to be reached.
- Share information on how someone qualifies for disadvantaged communities. Clarification as to whether funding is for those living in disadvantaged communities or driving through disadvantaged communities.
- Provide information about other funding opportunities to purchase zero-emission trucks and whether they will be operated within the corridor.
- Ms. Vater mentioned that the California Energy Commission invests \$100 million annually in a broad portfolio of transportation and fuel transportation projects throughout the state's [Clean Transportation Program](#).
- Mr. Brotherton shared the Deployed Vehicle Mapping Tool from the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project <https://californiahvip.org/purchasers/deployed-vehicle-mapping-tool/>

**V. Stakeholder Discussion**

Ms. Morales invited members to participate in the stakeholder discussion for feedback regarding the information from the presentations.

The following Task Force members made comments:

- Sue Dexter – University of Southern California
- Eric Tate – Teamsters Local 848
- Sharon Weissman – Port of Long Beach
- Chris Chavez – Coalition for Clean Air
- Fernando Gaytan – EarthJustice
- Nancy Pfeffer – Gateway Cities Council of Governments
- Jack Symington – Los Angeles Cleantech Incubator
- Ryan Snyder – California Department of Transportation, District 7
- Matt Miyasato – South Coast Air Quality Management District
- James Shankel – California Department of Transportation

*Comments made:*

- Clarification on the timing of the Measure R \$50 million funding and deadlines for infrastructure deployment and when emissions reductions would be realized.
- Clarification on whether Measure R funding will be extended to trucking companies with owner operators, and whether trucking companies can sell trucks to owner operators and seize trucks and resell the trucks if owner operators cannot make payments, as was done previously.

- We are missing stakeholder engagement informed development, as defined in the top 10 incentive project-based practices. The formation of the CLC will be very important to hear more ideas about this.
- How does an applicant qualify for disadvantaged communities? Does disadvantaged communities refer to people living in disadvantaged communities, or driving through disadvantaged communities?

*Recommendations made:*

- Anyone eligible for funding must be in compliance with labor laws.
- Funded vehicles should continue to conduct drayage in the region.
- Ensure drayage trucks are still active in the port registry is one way to ensure control over funded vehicles still conducting drayage in the region.
- Devise a mechanism for claw-back of funds if zero-emissions trucks leave the Southern California drayage area.
- Make a requirement to scrap used trucks to avoid continued use of used trucks in this area.
- Provide technical assistance to underserved communities on funding applications.
- There needs to be a more realistic timeframe for deployment. South Coast Air Quality Management District is not on track to meet 2023 air quality standards.
- We will not reach our 2031 and 2037 goal of air quality standards. Target funding to owner-operators or fleets that have a limited range daily.
- Provide information on the volume of truck traffic along the 710 S Corridor.
- The definition of “small fleet” has various definitions among different agencies which may be difficult to associate with funding opportunities.
- Provide information on who has applied and has been granted funds through HVIP and EnerGIZE, and all related incentive programs.
- Leveraging existing funding programs is a smart way to go about developing this program.
- Consider extending the collaboration to the Inland Empire.
- Access to the manufacturing and model information of drayage trucks that have been ordered under Project 800.
- Focus on equity to maximize benefits for impacted communities.
- Make previous working group meeting recordings available.

A brief overview of the California Energy Commission Blueprint Grant that the Los Angeles Cleantech Incubator (LACI) received to look at where truck traffic is going in the region, where the grid is strong or might need to be upgraded in the region, and how truck traffic is affecting local communities. LACI will use this information to make recommendations on where charging stations should be located was shared.

Information regarding [Southern California Edison’s Charge Ready Transport Program](#) was shared.

## **VI. Closing Comments, Next Steps, and Thank You**

Mr. Cano provided reminded members to respond to the Vision & Goals survey, and to share the survey with 710 contacts, especially residents. He also highlighted information for the upcoming 710 Task Force meetings.

Mr. Cano will send out further information on the recommendation to change the name of this working group to “Zero-Emission Truck Working Group” or something similar.

Mr. Cano shared his contact information and project information.

Meeting was adjourned at 2:41 pm.



## 710 Task Force

### Clean Truck Working Group Meeting #3

**Date and Time:** Thursday, February 24, 1-2:30pm

**Location:** Held Virtually via Zoom

**Meeting Link:** <https://tinyurl.com/710-CleanTruckWorkingGroup1>

**Meeting ID:** 896 0846 2523

**Passcode:** 5851

**Call-In:** 213.338.8477

### 710 Task Force Purpose and Timeline

The 710 Task Force was initiated in September 2021 and will meet monthly to re-evaluate the goals and needs of the corridor, develop multi-modal strategies to meet these goals and needs, identify potential projects and programs in the short and long term based on those strategies, and create a prioritized Investment Plan. The Task Force is expected to present the Investment Plan to the Metro Board for consideration by the end of 2022.

### Working Groups

Members of the 710 Task Force may also serve on working groups of the Task Force that will meet as needed to research and analyze specific issues of interest to the project and to develop proposals for the Task Force to consider.

### Meeting Objectives and Agenda

#### Objectives

During this meeting, the working group will:

- ✓ Present Clean Truck Program options
- ✓ Work towards a consensus on a Clean Truck Program approach and next steps
- ✓ Explore Grant funding opportunities

## Agenda Overview (90 minutes)

Time	Agenda Item
1–1:05pm (5 min)	Welcome, Introductions, Agenda, and Purpose of the Clean Truck Working Group
1:05-1:10pm (5 min)	Agenda Item #1: Project Team Presentation <ul style="list-style-type: none"> <li>• Clean Truck Working Group #2 Highlights</li> <li>• Objectives for Clean Truck Working Group Meeting #3</li> <li>• SB 671 Update and Next Steps</li> </ul>
1:10-1:55pm (45 in)	Agenda Item #2: Clean Truck Program Presentation – Examples of Successful Clean Truck Programs (Infrastructure-based, truck-based, hybrid, other considerations)  <i>Alycia Gilde, Vice President, Clean Fuel &amp; Infrastructure, CALSTART</i> <i>Tom Brotherton, Director, Market Acceleration, CALSTART</i> <i>California Energy Commission (invited)</i> <i>California Air Resources Board (invited)</i>
1:55-2:05p (10 min)	Discussion #2 <ul style="list-style-type: none"> <li>• Clean Truck Program scope, priorities, partnerships, goals, and next steps</li> </ul>
2:05-2:15pm (10 min)	Agenda Item #3: Grant Funding Opportunities  <i>Andrew Wishnia, Deputy Assistant Secretary for Climate Policy, US Department of Transportation (invited)</i> <i>Charles Small, Deputy Assistant Director for Intergovernmental Affairs (invited)</i> <i>Peter Christensen, Air Resources Supervisor California Air Resources Board</i>
2:15-2:25pm (10 min)	Discussion #3
2:25-2:30pm (5 min)	Closing Comments, Next Steps, and Thank You

### Pre-Work: Meeting Materials and Handouts

To prepare for this working meeting, Task Force Members should read and review the following materials and, time permitting, independently research topics related to the meeting objectives and agenda (*above*). Materials are available [here](#).

- A. Clean Truck Working Group Meeting #2 Summary
- B. SB 671 Letter and Nomination Form



**I-710 SOUTH CORRIDOR PROJECT**  
**Clean Truck Working Group Summary**

January 25, 2022



**TASK FORCE MEMBERS:**

- Ali Saleh, Councilmember, City of Bell
- Viviana Gomez, Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, District 4
- Joe Lyou, President and CEO, Coalition for Clean Air
- Tony Gioelle, Deputy Executive Director of Development, Port of Los Angeles
- George Payba, Environmental Affairs Officer, Los Angeles Department of Water and Power
- Niki Okuk, Deputy Director, CALSTART
- Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency, Region 9
- Mathew Schrap, Chief Executive Officer, Harbor Trucking Association
- Luke Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, District 4
- Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments
- Randy Johnson, Director of Government Affairs & Outreach, Access Services
- David Huang, Planning Manager, Metrolink (Southern CA Regional Rail Authority)
- Matt Miyasato, Deputy Executive Officer, Science & Technology Advancement, South Coast Air Quality Management District
- Adrian Martinez, Senior Attorney, EarthJustice
- Michele Grubbs, Vice President, Pacific Merchant Shipping Association
- Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority
- Christopher Chavez, Deputy Policy Director, Coalition for Clean Air
- Sharon Weissman, Vice President, Long Beach Board of Harbor Commissioners

**ATTENDEES:**

- Karina O'Connor, Environmental Engineer, U.S. Environmental Protection Agency, Region 9
- Damon Hannaman, Senior Advisor, Key Accounts, Southern California Edison
- Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7
- James Shankel, Senior Environmental Planner, Caltrans District 7
- Sue Dexter, Researcher and Ph.D. Candidate, University of Southern California
- Matt Arms, Director of Environmental Planning, Port of Long Beach
- Jason Groves, Business Development Transportation Electrification, Southern California Edison
- Jack Symington, Program Manager, Transportation, Los Angeles Cleantech Incubator
- Jose Maria Paz, Electrical Engineering Associate, Los Angeles Department of Water and Power

**PROJECT TEAM:**

- Michael Cano, Deputy Executive Officer, Countywide Planning, Metro
- Daniel Lamere, Transportation Associate, Countywide Planning, Metro
- Erika Morales, Facilitator, Morales + Morales Partners
- Susan DeSantis, Senior Project Manager, Arellano Associates
- Nancy Verduzco, Project Coordinator, Arellano Associates
- Nora Casillas, Senior Project Coordinator, Arellano Associates

**I. Introduction**

Metro held a virtual meeting on Tuesday, January 25, 2022, for the Clean Truck Working Group consisting of members of the I-710 South Corridor Task Force (710 Task Force) and other attendees from the industry. The purpose of this meeting was to:

- > Understand and discuss the federal regulatory approach to curbing emissions within the I-710 South Corridor
- > Understand and discuss what is needed to meet standards and mandates at the federal level
- > Receive information on and discuss state-level funding and opportunities
- > Formulate key questions to consider for developing the Clean Truck Program

Below is a comprehensive summary of the meeting, as well as the key topics discussed.

Please see **Appendix A** for the Meeting Agenda, **Appendix B and C** for meeting materials, and **Appendix D** for the Meeting Presentation.

**II. Project Team Presentation**

Michael Cano provided an update on Senate Bill 671. At the last meeting, the Task Force approved the submittal of a joint letter of support for nominating the I-710 South Corridor as a priority freight corridor for the California Transportation Commission (CTC) SB 671 Clean Freight Corridor Efficiency Assessment. The draft application and letter will be shared with the full Task Force for review prior to submission in February 2022.

*Comment made:*

- > The Trade Corridor Enhancement Program (TCEP) has \$1 billion in funding. It is clamoring for projects in the zero-emissions field.

### III. Environmental Protection Agency Presentation

Task Force Member Morgan Capilla and colleague Karina O'Connor of the U.S. Environmental Protection Agency gave a presentation on the "Air Quality and Environmental Justice Challenges and Opportunities for the I-710 South Corridor" (**Appendix E**).

*Comments made:*

- > The particulate matter levels in south Long Beach and along the I-710 South Corridor are registering at the highest levels. It is concerning that industry insiders are saying this is the new normal. There are huge environmental justice implications of this.
- > The corridor has elevated levels of PM 2.5 to begin with, any project that adds emissions will not move forward.

*Recommendations made:*

- > Invite representatives of the Department of Transportation and the Environmental Protection Agency to share information on grant funding ([Targeted Airshed Grants](#), [Diesel Emissions Reduction Act grants](#), [Build Back Better](#) Infrastructure bill).
- > Consider adding vegetation as a source of trapping diesel particulate matter.
- > Caltrans and California Transportation Commission have grant funding for charging infrastructure. Work with Caltrans District 7 and Metro to develop your proposals.
- > Provide a reference to the Working Group for the Clean Air Act transportation conformity requirements, and why this is an issue for the 710 freeway.
- > Ensure that EPA is a regular participant in the 710 Task Force process.
- > Share an example of a successful Clean Truck program.

Mr. Cano closed the segment by reinforcing that as the Task Force develops the Investment Plan, there will be an emphasis on ensuring that recommendations will satisfy the environmental process requirements.

### IV. South Coast Air Quality Management District Presentation

Task Force Member Dr. Matt Miyasato, representing South Coast Air Quality Management District (AQMD), gave a presentation titled "South Coast Air Quality Management District Air Quality and Call to Action".

*Comments made:*

- > AQMD has legal requirements to meet the Clean Air Act. Should we not meet the legal requirements, there is potential for federal sanctions. This could result

- in withholding federal highway transportation dollars. The worst-case scenario is the federal government coming in and implementing policies for our region.
- > It is estimated that the full saturation of electric vehicle trucks will occur over 5-7 years.

Mr. Cano shared that Metro received significant feedback regarding the particulate matter data that was shared as part of the “I-710 South Corridor Existing Conditions” video and presentation given at Task Force Meeting #4. Concerns regarding the health impacts of the residents living along the corridor are of great concern. While the focus of the Clean Truck Working Group is guided by the motion of zero-emission deployment, there will be a discussion of how we will address public health. The ultimate goal is to serve the residents of the I-710 South Corridor.

#### **V. Governor’s Budget – Prospects for 2022 for Clean Truck/Infrastructure Funding**

Michael Turner, Deputy Executive Officer of Government Relations, Metro provided an overview of the Governor’s 2022 budget proposal for zero-emission funding.

Mr. Turner shared that there are significant opportunities in state government funding totaling \$10 billion for zero-emission vehicles that include passenger vehicles, transit buses, and trucks.

##### *Comments made:*

- > We need a better understanding of what we are trying to achieve. Is it interim emissions reductions and community protection? Is it longer-term investments in zero-emissions infrastructure? Is it both?
- > In our region, we continue to have venues where we should be talking about zero emissions, but the conversation turns to natural gas infrastructure. This Metro motion is for a zero-emissions Clean Truck Program.
- > Supervisor Hahn’s motion is for zero-emissions, not near-zero-emissions investments.

##### *Recommendations made:*

- > There is a need to coordinate the access of local, state, and federal funds.
- > We need to focus on zero emissions, not natural gas. If you look at the funding opportunities, they are all in line with zero-emissions projects.
- > We need more information. How many electric vehicle chargers do we need to subsidize and at what cost? How many zero-emission trucks need to be purchased and the cost? Once we determine the expenditures that are needed to solve the problem and identify the available funding, we will be in a better position to answer the question of how to best spend the available funding to achieve the goals we would like to achieve.

- > The Long Beach Port is technology-neutral on zero-emissions trucks. It is not clear that a majority of the drayage trucks will be hydrogen or battery electric. Please keep this in mind with respect to charging stations.
- > The Port of LA ZE 2025 Initiative, which focuses on how to get trucks to do short-haul routes with the proper infrastructure, can be a priority in the near term.

Mr. Cano reaffirmed that the goal of this working group is how to identify how to best invest these funds to advance the zero-emissions technology deployment in the region.

Mr. Cano thanked the group for their focus and desire to move the Clean Truck Program forward.

**VI. Upcoming Meetings**

- > Task Force Meeting #5 on Thursday, February 17 at 5-7:30pm
- > Clean Truck Working Group Meeting on Thursday, February 24 from 1-2:30pm

# *[PLACEHOLDER FOR LOGOS]*

February 18, 2022

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**Re: 710 Task Force Joint Nomination of I-710 South Corridor for SB 671 Clean Freight Corridor Efficiency Assessment**

Dear Mr. Weiss:

The Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans District 7, the Gateway Cities Council of Governments (COG) and the 710 Task Force respectfully and jointly submit the I-710 South Corridor as our collective priority for the Senate Bill (SB) 671 (Gonzalez) Clean Freight Corridor Efficiency Assessment to be conducted by the California Transportation Commission (CTC).

The 710 Task Force comprises approximately 50 stakeholder organizations—from community representatives to regional government, freight industry to air quality regulators, transit operators to regional planners, and public health advocates to research institutions—that have come together to develop a strategic, multimodal Investment Plan for the I-710 South Corridor that will be considered by the Metro Board of Directors upon completion. This Investment Plan 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—including to public health as a result of toxic tailpipe emissions—associated with the movement of people and goods through the corridor.

The 710 Task Force members and partners clearly recognize that 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 disparities and harmful health impacts generated by diesel truck technology and suffered by our I-710 South Corridor residents. Over the past year our members have actively supported the deployment of ZE truck technology within the corridor, including the following highlights:

- Last August, the **South Coast Air Quality Management District (SCAQMD)** announced its Joint Electric Truck Scaling Initiative (JETSII), financed by the **California Air Resources Board (CARB)** and the **California Energy Commission (CEC)**, that serves as the largest deployment of battery-electric trucks in North America to date.
- Last September, **Metro** and the **COG** issued a joint request to CARB and CEC to establish a meaningful working relationship to address the existing air quality and public health crisis confronting the communities along the I-710 South Corridor
- Last October, the **Metro** Board approved \$50 million in seed funding to support the Task Force’s development of a I-710 South Clean Truck Program that will focus on expediting the delivery of ZE truck technology and infrastructure within the corridor.
- Last November, the **Ports of Long Beach and Los Angeles** approved a Clean Truck Fund (CTF) Rate to help speed the transition to ZE technology for heavy duty trucks that call on the ports. This CTF Rate will go into effect in April 2022.

The I-710 South Corridor, as defined by the 710 Task Force, includes the I-710 South Freeway between Long Beach and State Route 60, the adjacent communities and major arterial rail and highway transportation system, the Ports of Long Beach and Los Angeles, and the Alameda Corridor. This multimodal corridor serves as the most vital freight corridor in California, directly linking the Ports of Long Beach and Los Angeles—which handle approximately 85% of California’s containerized goods—to major freight intermodal yards, warehouses, transloading centers and logistics hubs that serve regional, statewide and national community and economic needs. The importance of this corridor has only been highlighted by the ongoing supply chain disruption and port congestion crisis that has impacted the flow of goods to every part of California.

The statewide freight importance of moving goods through the I-710 South Corridor in combination with the urgent need to reduce disparities for corridor communities that are caused by the operation of diesel trucks to move these same goods makes this freight corridor an excellent priority candidate for the deployment of ZE medium and heavy-duty vehicles, as SB 671 establishes.

Mitch Weiss, Executive Director  
California Transportation Commission  
Page 3

Metro, Caltrans District 7, the Gateway Cities Council of Governments and the 710 Task Force appreciate this opportunity to work with you, your staff and the Commissioners to support the expedited deployment of ZE truck technology and infrastructure along the I-710 South Corridor through this SB 671 process and other CTC discretionary grant programs. We have greatly appreciated our ongoing partnership with the CTC in securing new transportation funding sources (such as SB 1) and delivering vital projects to improve the movement of people and goods throughout LA County's multimodal transportation system.

If you have any questions about this request or the 710 Task Force, please do not hesitate to contact Michael Cano, Executive Officer, at [canom@metro.net](mailto:canom@metro.net)

With great appreciation,

Attachments:

710 Task Force Membership  
Joint Metro and Gateway COG letter to CARB and CEC

CC: Hilary Norton, Chair, California Transportation Commission  
Members of the California Transportation Commission  
Hannah Walter, Associate Deputy Director, California Transportation Commission  
Metro Board of Directors  
710 Task Force Members and Partners

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

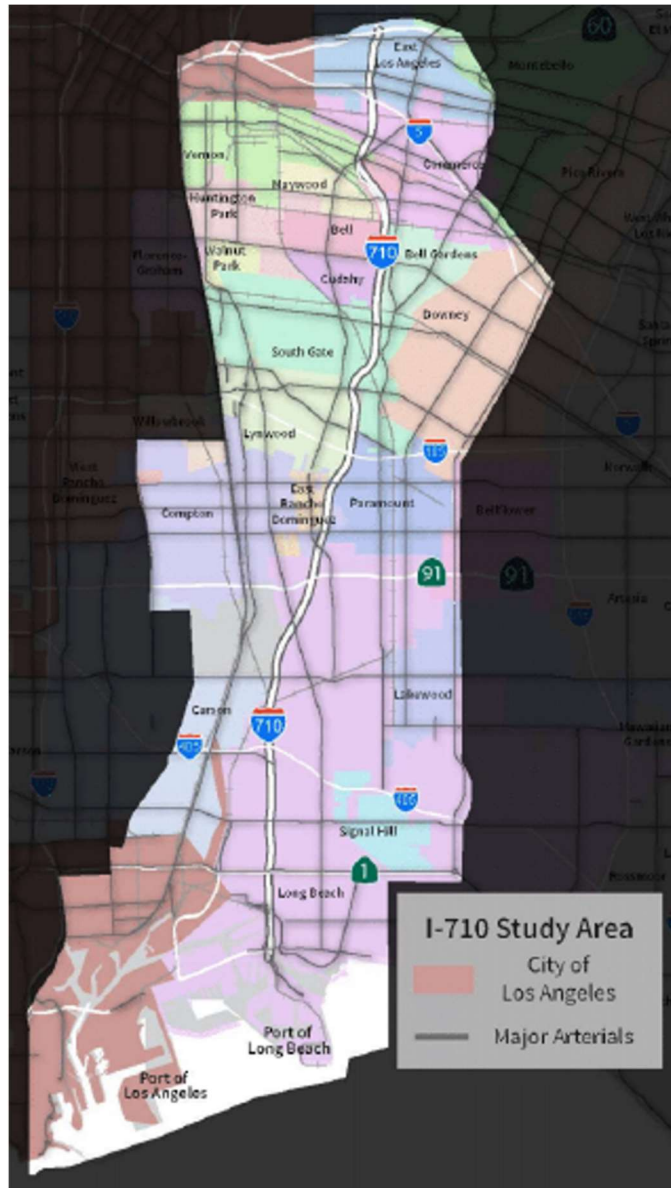
SB 671 Corridor Nomination  
LA Metro  
February 3, 2022

### • **What Corridor or Corridor Segment do you recommend?**

LA Metro, Caltrans District 7 and the 710 Task Force jointly recommend the Interstate 710 South Corridor in Los Angeles County. The Corridor area limits include the following elements:

- The I-710 South freeway between Ocean Blvd. in Long Beach (Southern limit) and State Route 60 (SR-60) as a Northern limit.
- At the freeway-to-freeway interchanges, the Corridor area extends east and west of the I-710 mainline for the I-405, State Route 91 (SR-91), Interstate 105 (I-105), and I-5 interchanges.
- The Corridor area includes the Port of Los Angeles and Port of Long Beach
- The Corridor area also includes the Alameda Corridor, a 20-mile dedicated freight rail corridor that directly connects the Ports of Los Angeles and Long Beach to intermodal railyards just south of downtown Los Angeles.
- See Exhibit A for the corridor area limits.

Senate Bill 671 – Corridor/Corridor Segment Recommendation Form



**Exhibit A**  
**I-710 South Corridor Study Area**

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

- Describe why we should focus on this corridor.

Use the selection criteria in your discussion:

- **Significant freight route**

The I-710 South Corridor (Corridor) is the nation's principal goods movement corridor directly connecting Southern California to the rest of the world through the Port of Long Beach/Port of Los Angeles (POLB/POLA), also called the San Pedro Bay (SPB) Port Complex. The Corridor also provides a direct connection to the BNSF Railway (BNSF) and UP Railroad (UP) intermodal rail yards located about 20 miles north of the ports.

The SPB Port Complex is the nation's largest container port complex, handling nearly 40 percent of all imported goods and approximately 25 percent of all exported goods. Combined, both ports handled over 17 million twenty-foot equivalent units (TEUs) in 2020 despite mounting challenges posed by the COVID-19 pandemic. The newly replaced Gerald Desmond Bridge connects several port terminals directly to the southern terminus of the I-710 South Corridor, further highlighting the national significance of the Corridor as a nation's backbone for robust commerce.

The Corridor's direct connection to the intermodal rail yards operated by BNSF and UP in the Cities of Vernon and Commerce provides intermodal freight movement to destinations throughout the United States. BNSF's Hobart Yard is one of the largest intermodal facilities that BNSF operates.

The Corridor also provides key interstate commerce connections to east-west freeways (I-405, SR-91, I-105, I-5, SR-60, and I-10) to serve regional, statewide and national demand for goods. These east-west freeways play a critical role in connecting export producers in Southern California and Midwest that depend on reliable connections to the seaports to export their products.

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

- **Grid capacity/ hydrogen capacity**

In October 2021 the Metro Board approved \$50 million in seed funding to launch a regional commitment to deploying zero-emission (ZE) goods movement trucks with the creation of the I-710 South Corridor Clean Truck Program (CTP). The CTP is intended to focus on ZE technology—both trucks and infrastructure—to support the operation of Class 8 Heavy Duty trucks within the I-710 South Corridor. ZE technology includes both battery-electric and hydrogen-powered fuel cell electric vehicles (FCEV) and their associated infrastructure needs.

Metro, Caltrans District 7 and the 710 Task Force will develop detailed analysis and feasibility assessments to evaluate the grid capacity and the hydrogen capacity needs for the I-710 South Corridor through the 710 Task Force’s CTP. Additionally, Metro will leverage existing relationships with regional partners like the Ports and utilities, as well as public and private sector teams across vehicle fleets (i.e., transit bus), to understand the infrastructure needs and develop plans to support both electric grid and hydrogen capacity future demands.

- **Infrastructure plans or investments being made**

The Metro Board approved \$50 million in seed funding for the I-710 South Corridor Project, to be re-envisioned through the work of the 710 Task Force and approved by the Metro Board, in October 2021. These funds are meant to be leveraged in partnership with regional entities such as the SPB Ports (through their truck fees), SCAQMD and SCAG; as well as state (CARB, CEC, CTC, etc.) and federal (USDOT, DOE, etc.) partners and funding opportunities.

This commitment comes at a time when Metro’s partner agencies are also making investment decisions to support the transition to ZE Heavy Duty vehicle deployment.

Recently, the Ports of Los Angeles and Long Beach implemented a Clean Truck Fund rate that will commence in April 2022. This program will assess a \$10 fee on cargo owners for containers borne by non-ZE port drayage trucks, in general, with the goal to use these funds to incentivize the deployment of (mostly) ZE port drayage trucks to call on the two ports. The Ports estimate that this fund will generate nearly \$90 million per year for this purpose.

In June 2021, the Port of Los Angeles and its partners launched a 12-months demonstration project with the debut of five new hydrogen-powered fuel cell electric vehicles (FCEV) and the grand opening of two hydrogen fueling stations. Under the \$82.5 million Shore-to-Store (S2S) project, the project will pilot the zero-emissions Class 8 trucks and will expand the project to include five more hydrogen-fueled heavy-duty trucks, two battery-electric yard tractors, and two battery-electric forklifts. The project is designed to advance the Port’s Clean Air Action Plan (CAAP) goals and help California achieve statewide climate change, air quality improvement and sustainability targets for reducing greenhouse gases and toxic air emissions<sup>1</sup>.

The Port of Long Beach, as part of the 2017 CAAP Update, developed jointly with the Port of Los Angeles, has set a goal to transition to a 100% zero-emission drayage truck fleet by 2035. To meet

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<sup>1</sup> Port of Los Angeles Rolls Out Hydrogen Fuel Cell Electric Freight Demonstration, [https://www.portoflosangeles.org/references/2021-news-releases/news\\_060721\\_zanzeff](https://www.portoflosangeles.org/references/2021-news-releases/news_060721_zanzeff)

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

the 2035 goal, between 13,000 and 18,000 zero-emission drayage trucks will be needed. The California Air Resources Board (CARB) expects that 90% of those drayage trucks will be battery-electric (14,700 trucks) and 10% will be hydrogen fuel-cell (1,600 trucks)<sup>2</sup>.

Additionally, in 2021 the South Coast Air Quality Management District (SCAQMD) announced the deployment of 100 battery-electric regional haul and drayage trucks in partnership with NFI Industries and Schneider. This project, known as the Joint Electric Truck Scaling Initiative (JETSI) is the largest commercial deployment of battery-electric trucks in North America to date, and was jointly financed by CARB and the California Energy Commission (CEC). According to AQMD, the project is poised to reduce five tons of pollutants such as nitrogen oxides (NOx) and particulate matter (PM) annually along the I-710 corridor, as well as eliminate 8,247 metric tons of greenhouse gas emissions.

- **Critical location per HEVI-LOAD - Medium- & Heavy-duty Electric Vehicle Infrastructure Load, Operations and Deployment**

As a starting point to support the buildout of the ZE electric-battery vehicle network, two charging units at the Clean Trucks Program Center (off Anaheim Boulevard in Long Beach) and five charging units at Shippers Transport, a private trucking company that sits on land owned by the Port of Long Beach (immediately adjacent to the Clean Trucks Program Center) are currently in the design and permitting phase. For the foreseeable future, these five units are expected to be used exclusively by Shippers Transport for its own fleet, but they have the potential to become publicly accessible should there be changes to Shippers Transport's operations.

Metro intends to work closely with California Energy Commission, POLA/POLB and utility providers to accelerate the heavy-duty electric vehicle infrastructure planning and deployment on the I-710 Corridor. These efforts will support the HEVI-LOAD model's preliminary findings that 10,527 350 kW chargers and 67,367 50 kW chargers will be required statewide in 2030 (17% of which will be needed in Los Angeles County) to support the state's projected 133,808 medium- and heavy-duty Battery EVs.

- **Air pollution impacts**

The U.S. Environmental Protection Agency (EPA) has designated the South Coast Air Basin (Basin), which includes the Corridor area, as an extreme ozone non-attainment area and a nonattainment area for small airborne particulate matter less than 10 and 2.5 microns (PM10 and PM2.5). According to SCAQMD, the I-710 accounts for 20% of all PM emissions in Southern California. Exposure to ozone, PM10, and PM2.5 levels above the Federal health standards is associated with many adverse health effects—including decreased lung function, aggravated asthma, increased lung and heart disease symptoms, and chronic bronchitis. Elevated levels of nitrogen dioxide (NO<sub>2</sub>) and ultrafine particulates (UFPs) also occur very near roadways.

Per the I-710 Corridor EIR/EIS, the highest levels of calculated cancer risk (approximately 1,400 in one million) in 2012 (the study analysis year) occur in the Corridor area, particularly near the Ports, the rail yards, and along the I-710 freeway. Diesel particulate matter emitted by diesel trucks using the freeway and roadway systems is the greatest contributor to air-quality-related cancer risk.

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<sup>2</sup> Fueling the Future Fleet: Assessment of Public Truck Charging and Fueling Near the Port of Long Beach, Port of Long Beach, September 2021

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

The majority of the communities along the I-710 Corridor are disadvantaged communities, many of which are low-income, non-white, and historically underserved neighborhoods. Members of these communities have suffered from long-term exposure to harmful criteria air pollutants, including Diesel PM and NOx from heavy-duty Class 8 trucks. More recent evidence demonstrates the linkage between COVID-19 mortality and prolonged exposure to ultrafine particulates, including Diesel PM. These pollutants not only affect public health, but also residents' ability to access education, training, and employment opportunities, further inhibiting their upward economic mobility. The current air quality impacts are compounding the dire public health consequences and societal injustices experienced by the community members.

- **Short trips**

I-710 Corridor directly connects POLA/POLB to intermodal rail facilities operated by both UP and BNSF. UP's near-dock facility, ICTF, is located just five miles north of the POLA/POLB complex, and its off-dock facilities, LATC (adjacent to LA Union Station) and Eastern Yard are located about 20 miles north of the port complex in the cities of Los Angeles and Commerce, respectively. BNSF operates Hobart Yard, its major off-dock facility, also in the city of Commerce.

In 2019 and 2020, about 5.3% and 4.5% (respectively) of total POLA/POLB inbound containerized throughput were handled at these off-dock yards. Drayage trucks carrying inbound containers to these rail yards traveled almost exclusively on the I-710.

Cities along the Corridor house many warehouses and transloading facilities that receive shipments from the Ports or send shipments to the next destinations. Drayage trucks accessing these facilities also travel on the I-710 in cities of Carson, Compton, Paramount, Vernon and Commerce that are located between the Ports and the off-dock rail yards.

The distances traveled by trucks serving these facilities range from about five miles to 20 miles per trip, depending on their destinations. The short distances traveled by the trucks make the I-710 South Corridor suitable for zero-emission infrastructure and vehicle deployment given the current known constraints on the driving range of zero-emission vehicles.

As we look toward the future, the containerized trade volume at the POLA/POLB complex is anticipated to increase to 34 million TEUs by 2045<sup>3</sup>. While both Ports are investing in increasing their on-dock rail capacity, given the containerized trade volume increase in absolute terms, the demand to dray inbound containers to both near- and off-dock rail yards is anticipated grow. The demand to dray inbound containers to nearby warehouses and transloading facilities will also continue to exist. Combined, these short trip demands to move containers on the I-710 to rail yards, warehouses and transloading facilities are reflected in the growth of the forecast drayage truck market to 18,000 trucks.

- **Starting point for network build out**

Metro will analyze and evaluate the logical starting point for the deployment of the I-710 South Corridor CTP in close coordination with its partner agencies and private industry, including the POLA, POLB, SCAQMD, Caltrans, Southern California Association of Governments, utilities, communities and technology developers.

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<sup>3</sup> Connect SoCal

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

POLA and POLB have been leading the San Pedro Bay Ports Clean Truck Program since 2007. Through their effort, several fueling stations and charging station implementation projects to support drayage trucks are currently underway. These include proposed hydrogen fueling stations by Shell at POLA and POLB, two charging stations at the Clean Trucks Program Center in Long Beach and five charging stations at Shippers Transport immediately adjacent to the Clean Trucks Program Center. To support the drayage operations, Shell’s proposed fueling station also includes a location in Ontario.

Given these leading efforts by POLA, POLB and private investments, Metro believes that building onto the existing efforts to realize the network build out makes the most sense. Metro commits to partnering with agencies and private investments to realize the full build out.

- **Potential for early implementation**

Since May 2021, Metro formed the 710 Task Force to more strongly engage community members to bring their highest priorities to the forefront of the project elements. The Task Force members expressed their strong support for accelerating the zero-emission technology deployment for the I-710 South as means to dramatically improve the air quality and public health impacts to adjacent communities.

Metro Board also supports the zero-emission technology deployment on the I-710 South as described in the Board motions mentioned above. Metro staff are actively engaging technology developers, utility providers, trucking industry and our partner agencies such as POLA, POLB, AQMD and LA Cleantech Incubator (LACI) to plan for infrastructure and energy needs, and secure funding to realize network buildout.

Combined, Metro is well positioned to aggressively pursue zero-emission deployment for the I-710. With plans in place and \$50 million in available funding support, some of the initial elements of the CTP will be ready for early implementation.

- **Land availability**

Land availability along the I-710 South Corridor is scarce as it is located within an urban setting and land is constrained between the Los Angeles River and the I-710 South freeway. While Metro does not have any available land to implement charging and/or fueling stations within the Corridor footprint, we recognize that available land is an important piece in the zero-emission corridor deployment. As such, Metro has initiated discussions with the Ports and AQMD and will engage a wider array of stakeholders—especially local communities—to identify land to support the zero-emission truck infrastructure deployment within the I-710 South Corridor.

Metro is keenly aware that the siting of any truck charging/fueling infrastructure—even if to support Zero-Emission truck technology—can cause additional disparities, impacts and displacement for disadvantaged communities located within the I-710 South Corridor. Metro supports the inclusion of a robust community engagement process as part of any discussion on land use availability for the development of zero-emission charging/fueling infrastructure in LA County and encourages the CTC to support this approach statewide.

Additionally, as part of the Southern California efforts towards zero emission heavy-duty truck future, SCAG will be conducting the *Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Trucks Study*, for which Metro will be a project participant. The scope for this study includes the

## **Senate Bill 671 – Corridor/Corridor Segment Recommendation Form**

assessment of suitable land for public zero-emission charging and fueling stations. Metro anticipates that findings from the study will inform the CTP and its build out strategy.

## Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

### • What potential projects could be implemented along this corridor?

The 710 Task Force is currently developing an I-710 South Corridor Investment Plan through a partnership with local communities and regional stakeholders. The potential projects to be developed through this process could include, but not be limited to, the following:

- Air quality improvements such as the clean truck program
- Noise reduction in the form of noise barriers
- Community health improvements
- Roadway and highway safety and efficiency improvements
- Workforce competency investment opportunities
- Transit service quality and connectivity improvements
- Complete streets concept treatments and local street connectivity
- Local streets beautification
- Cultural heritage recognition
- Active transportation elements such as bike lanes, and pedestrian safety, access, and experience improvements
- Pilot programs designed to create benefits for local communities within the I-710 South Corridor
- Additional projects will be identified by the 710 Task Force

# Truck and Infrastructure Incentive Program Design Best Practices and Key Considerations

710 Task Force Clean Truck Working Group  
Thursday, February 24, 2022



# Framing the discussion...

Significant incentives are needed to accelerate the market for zero-emission freight.

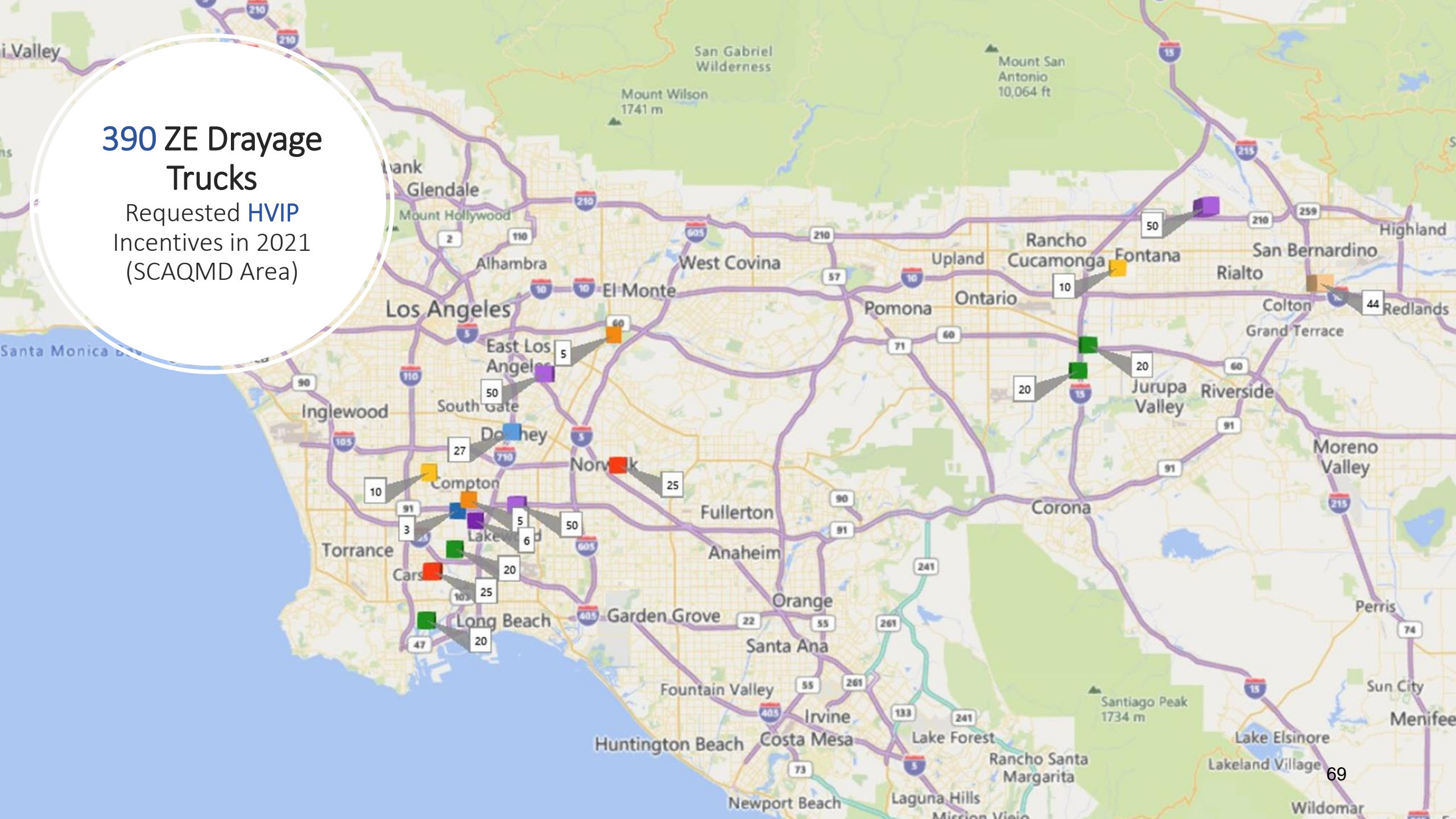
Prioritizing equity and community engagement are key to long-term success and public health benefits.

Tailoring program design to meet the biggest barriers to adoption considers a combination of innovative approaches.

Leveraging best practices, funding resources, and partnerships extend the reach of every incentive dollar.

# 390 ZE Drayage Trucks

Requested HVIP Incentives in 2021 (SCAQMD Area)



# Project 800

- CARB's **Project 800** initiative gathers drayage truck sales data from public incentive projects.
- **Project 800** supports Governor Newsom's Executive Order (N-79-20).



## 612 Drayage Trucks Funded in 2021

- HVIP
- VW
- CARB Pilots and Demo (Low Carbon Transportation Funding)
- EPA
- Prop 1B
- MSCR

# Agenda

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Overview of California Commercial Incentive Projects

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Incentive Project Best Practices

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Considerations for ZE Freight Incentives

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Discussion

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February 2022



# Voucher Incentive Project



# About HVIP

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The California Air Resources Board (CARB), in partnership with CALSTART, launched the **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)** in 2009 to accelerate the adoption of cleaner, more-efficient trucks and buses.

Vouchers apply directly at time of purchase!

9,000+

Clean Vehicles  
Funded

1,580+

Fleets Participating

20%

Average Savings per  
Vehicle



# HVIP Eligible Vehicles

Start by selecting a vehicle type below

[Approved Dealers](#)[Archived Vehicles](#)

ePTO



Heavy-Duty Bus



Medium-Duty Bus



Refuse



School Bus



Step & Panel Van



Straight Truck



Tractor



All vehicles

Search at [CaliforniaHVIP.org](https://CaliforniaHVIP.org)

# 2021 and 2022 HVIP Funding

- 2021 HVIP funding was rolled out in waves. \$165 million was released in two waves in June and August, and an additional \$60 million was released in wave 3 in October. Each time an HVIP wave opened, it closed the same day, and all funding has been reserved.
- HVIP 2022 voucher funding to be released in late March 2022.

Category	2022 Voucher Funding (in millions)
Traditional HVIP	\$197
HVIP – Transit	\$66
HVIP – School Buses	\$122
HVIP – Drayage	\$70
HVIP – Innovative Small e-Fleets	\$23
Total 2022 Voucher Funding	\$478



Check out [www.californiahvip.org](http://www.californiahvip.org) for the latest information and updates!

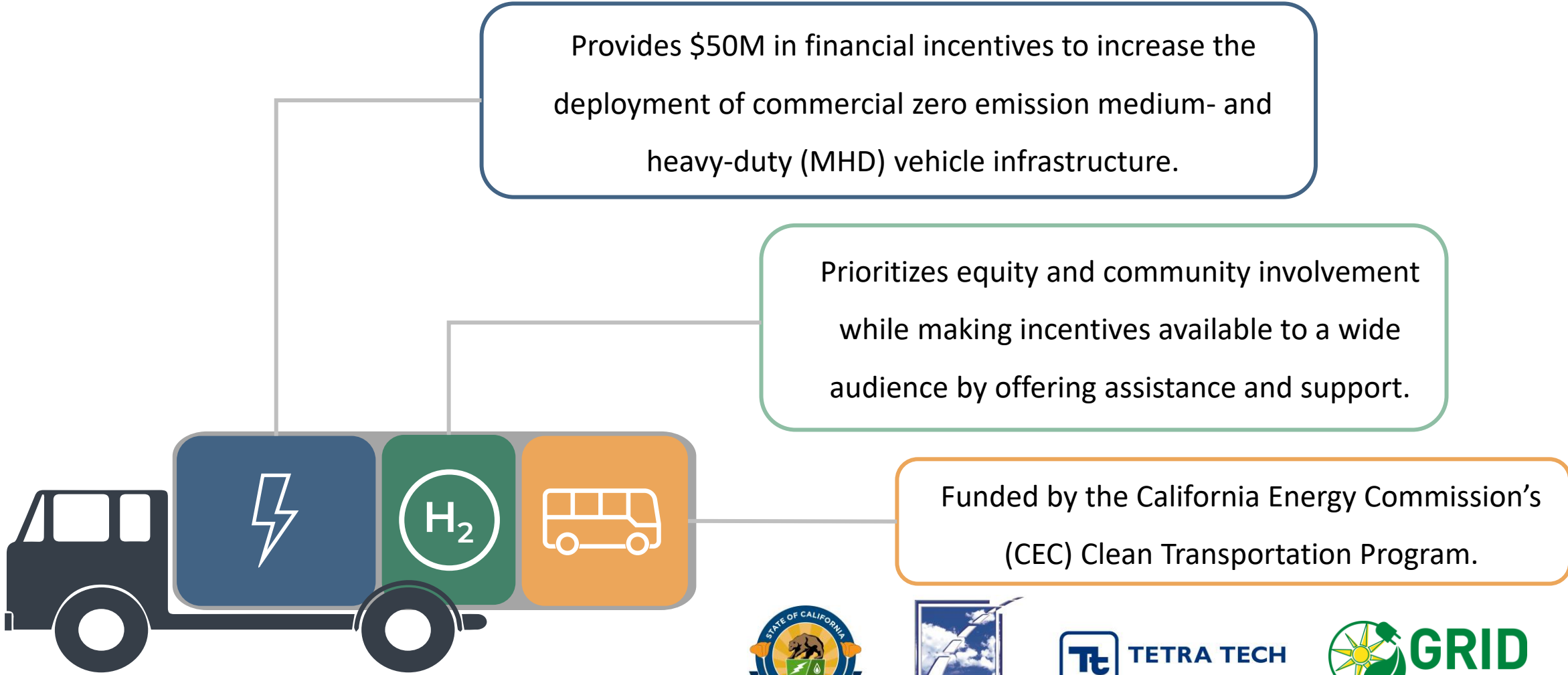


**Energize**  
COMMERCIAL VEHICLES

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# Overview of EnerglIZE

## Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles



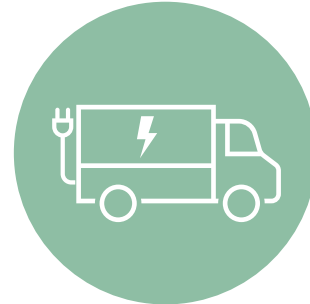
# Equipment Eligible for EnerGIZE Incentives:



*Eligible equipment is from customer side make-ready, where it is not currently offered by utilities, to the vehicle plug/nozzle.*



## EV



- Level 2 Electric Vehicle Supply Equipment (EVSE)
- DC Fast-Charge EVSE
- Charge Management Software

## Hydrogen







- Compressors
- Liquid and Gaseous Pumps
- Piping and Pipelines
- Dispenser with Hose and Nozzles
- High-Pressure Storage
- On-site Production
- Chillers

## Make Ready



- Switchgear
- Electrical Panel Upgrades
- Wiring and Conduit
- Meters

# Incentive Structure: Summary

Applicant Category	EV Fast Track	EV Jump Start	EV Public Charging Station	Hydrogen
Application	First Come, First Served	Competitive	Competitive	Competitive
Incentive Structure	50% of Hardware and Software Costs Incurred* 	75% of Hardware and Software Costs Incurred 	50% of Hardware and Software Costs Incurred* 	50% of Hardware and Software Costs Incurred* 
Project Cap	\$500k*	\$750k	\$500k*	\$2M*

*\*If an applicant participates during a funding lane other than Jump Start but meets one or more of the criteria outlined in Jump Start, that project is eligible for the incentive structure outlined under Jump Start. In which case, they are eligible for 75% of eligible costs and an increased project cap of \$750k (\$3M for hydrogen).*



# 2022 - 2023 EnerglIZE Funding

- EnerglIZE's first-come first-served funding lane **\$16M EV Fast Track** opens on March 23, 2022, at 9 a.m. PT

Category	Allocation (in millions)
Current Incentive Authority	\$50
Additional General Fund	\$113.1
EnerglIZE – School Buses	\$19
EnerglIZE – Drayage	\$81.6
EnerglIZE – Transit	\$12.3
Total Allocation	\$276

# Contact Us

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877-ENR-GIZE  
877-367-4493



[infrastructure@CALSTART.org](mailto:infrastructure@CALSTART.org)



[www.EnergIIZE.org](http://www.EnergIIZE.org)

48 S Chester Ave  
Pasadena, CA 91106

# Top 10 Incentive Project Best Practices



EQUITY TOP PRIORITY



STAKEHOLDER  
INFORMED  
DEVELOPMENT



DATA DRIVEN  
DECISION MAKING



MARKET ENABLING  
INCENTIVE STRUCTURE



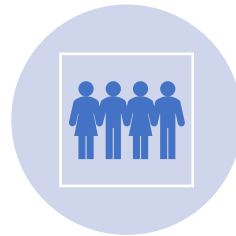
COMMERCIALY  
VIALE TECHNOLOGIES



TRAINED VENDOR  
NETWORK



STREAMLINED  
APPLICATION PROCESS



TARGETED AND  
INCLUSIVE OUTREACH



TECHNICAL  
ASSISTANCE



FUNDING COMMITTED  
AT FIRST STEP



## Considerations for ZE Freight Incentives Target Audience & Sector Needs

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- Significant composition of **drayage fleets** are small fleets and Independent Owner Operators (IOOs).
- **Equity in vehicle ownership** is a core value to owner/operators.
- **Culturally appropriate outreach** and technical assistance are key.
- **Convenient public charging** with amenities are needed to support ZEV transition.
- Work with communities and industry on **siting locations** for charging.
- **Incentives** should factor vehicle costs and public charging needs.

## Considerations for ZE Freight Incentives Combination of Innovative Approaches

Tailoring program design to meet the biggest barriers to adoption considers a combination of innovative approaches.

- **Truck, Infrastructure or Hybrid Incentive Project Approach** – determine biggest gaps and design project to accelerate growth.
- **Innovative Small e-Fleet (ISEF)** – demonstrate business models to support small fleets and IOOs (*flexible leases, truck as a service, increased incentive funding, etc.*)
- **ZE Corridor Planning Partnerships** – California Energy Commission’s Research Center for Electric Technologies in Truck Applications (RHETTA)





## Considerations for ZE Freight Incentives Funders Forum for Freight

- **Multiple partner interest** in ZE freight trucks and corridors.
- **Coordination needed between programs** for market evaluation, utility engagement, site host development, and industry/community outreach.
- **Big opportunity to leverage funding across incentive projects.**

# Important Dates:



California Energy Commission Staff **Workshop on Funding** Allocations for Future Medium- and Heavy-Duty Charging and Refueling Infrastructure Projects – Click [here](#) for more details.

Opening for **HVIP Incentives** - **\$478M** Available – Click [here](#) to learn more.

**Wed. 23 Mar.**

**Mon. 28 Feb.**

**Late March**

CEC's EnergIZE Commercial Vehicles Project **\$16M** Funding Wave "**EV Fast Track**" opens. Click [here](#) for more details.

# Group Discussion:

- *What is the California Air Resources Board's (CARB) perspective on accelerating zero-emission freight to meet goals of Governor Newsom's Executive Order? How critical do incentives across funders support these goals?*
- *What role is the California Energy Commission (CEC) serving in driving investments toward timely scaling of infrastructure to meet California's zero-emission commercial vehicle deployment goals?*
- *How do we prioritize equity to maximize community and public health benefits?*
- *What role can CARB and CEC play in supporting LA Metro's incentive project for ZE freight and corridor development?*

# Stakeholder Discussion:

- *What factors should be considered to determine the incentive approach for LA Metro and the 710 Task Force? (Approach: vehicle, infrastructure or hybrid-vehicle/infrastructure incentive project.)*
- *How can coordination between funders ramp up efforts to increase ZE drayage vehicle adoption and infrastructure deployment? What would that coordination look like?*
- *Is consideration given to vocational vehicles other than drayage (i.e., delivery vehicles) for incentives that serve the 710 corridor?*
- *What role should technical assistance and workforce development play in this partnership?*

# Welcome!

*We will begin in a few moments.*

**710 Task Force Meeting #3**  
**Clean Truck Working Group**  
February 24, 2022



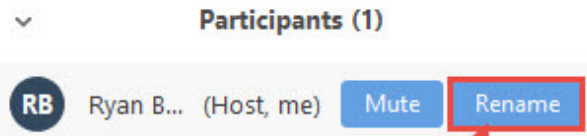
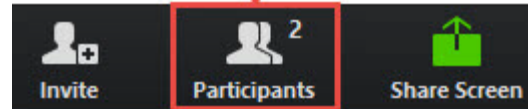
We're developing a new vision for the 710 corridor.

710 TASK FORCE

# Task Force Member Identification

1

After launching the Zoom meeting, click on the "Participants" icon at the bottom of the window.



2

In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.

Raise Hand 

**Welcome!**

# Facilitator



Partner, Morales + Morales Partners

# Agenda

**1:00 pm**      **Welcome, Introductions, Agenda Review, and Purpose of the Clean Truck Working Group**

**1:05 pm**      **Agenda Item #1: Project Team Presentation**

**1:15 pm**      **Agenda Item #2: Successful Clean Truck Program Options**

**1:45 pm**      **Agenda Item #2.1: Group Discussion**

**2:00 pm**      **Agenda Item #2.2: Stakeholder Group Discussion**

**2:25 pm**      **Closing Comments, Next Steps, Thank you**

# Agenda

**1:00 pm** **Welcome, Introductions, Agenda Review, and Purpose of the Clean Truck Working Group** (5 minutes)

**1:05 pm** **Agenda Item #1: Project Team Presentation** (10 minutes)

- Clean Truck Working Group #2 Highlights
- Objectives for Clean Truck Working Group Meeting #3
- SB 671 Update and Next Steps
- Community Involvement
- Re-naming this working group

**1:15 pm** **Agenda Item #2: Successful Clean Truck Program Options** (30 minutes)

(Infrastructure-based, truck-based, hybrid, other considerations)

*Alycia Gilde, Vice President, Clean Fuel & Infrastructure, CALSTART*

*Tom Brotherton, Director, Market Acceleration, CALSTART*

# Agenda Item #1: Project Team Presentation

# Clean Truck Working Group Meeting #2

## Highlights

- > Held virtually via Zoom on Tuesday, January 25<sup>th</sup>
- > 27 participants (17 Task Force Members, 10 Members of the Public)
- > Meeting topics included:
  - An overview and discussion of the federal regulatory approach to curbing emissions within the I-710 South Corridor
  - An overview and discussion of what is needed to meet standards and mandates at the federal level
  - A discussion on the impacts to emissions reduction goals, public health and meeting regulatory mandates caused by how long it will take to rollout ZE trucks at scale
  - State-level funding and opportunities
  - Key questions to consider for developing the Clean Truck Program

## Action Items

- ✓ Invite representatives of the Environmental Protection Agency (EPA), the Department of Transportation (DOT), and the California Air Resources Board (CARB) to discuss grant funding opportunities.
- ✓ Share an example of a successful Clean Truck Program.
- ✓ Set priorities for the local Clean Truck Program.
- ✓ Develop Clean Truck Program responsive to regional partners and state/federal goals and opportunities

## Objectives for Today's Clean Truck Working Group Meeting #3

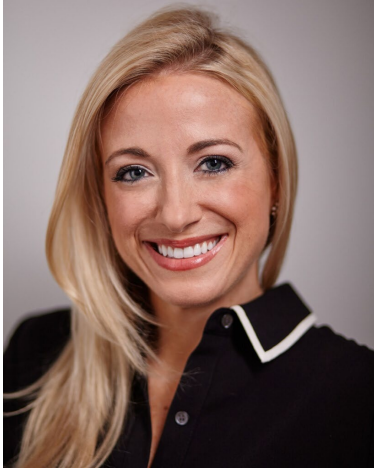
- ✓ Present Successful Clean Truck Program Options
- ✓ Work towards consensus on a Clean Truck Program priorities, goals, considerations, and next steps

# Senate Bill 671 Update and Next Steps

- > 710 Task Force approved the submittal of a joint letter of support for nominating the I-710 South Corridor as a priority freight corridor for the CTC's SB 671 Clean Freight Corridor Efficiency Assessment
- > Corridor to be submitted includes:
  - I-710 S Freeway from Long Beach to SR-60
  - Ports of LA and Long Beach
  - Alameda Corridor
  - I-710 South Corridor Study Area
- > Other considerations:
  - Community engagement for both infrastructure development and siting
  - Priority for investment due to supply chain disruptions and need for investment in clean technology
- > CTC staff have allowed us more time to submit the nomination form and letter – by February 2022
- > Draft application and letter shared with full Task Force for review prior to submission

# Agenda Item #2: Successful Clean Truck Program Options

# Speakers



Vice President, Clean Fuel & Infrastructure  
CALSTART



**Tom Brotherton**  
Director, Market Acceleration  
CALSTART

## **Discussion #2:**

**Clean Truck Program scope, priorities, partnerships,  
goals, considerations, and next steps**

# Speakers



Air Resources Supervisor  
California Air Resources Board



**Michelle Vater**  
Freight and Transit Unit Supervisor  
California Energy Commission

# Closing Comments, Next Steps, and Thank You

## Survey

- > Released on Tuesday, February 22, 2022, to Task Force members and 710 South Corridor communities.
- > Open for response through Friday, March 25, 2022

## Working Group Meetings

- > Wednesday, February 23, 2022 – Community Engagement Strategy  
Objective: Discuss outreach strategy for Vision & Goals Survey and Public Workshop

## Public Workshop

- > Wednesday, March 23, 2022  
Objective: Obtain public comment on preliminary Vision & Goals Statement for 710 South Corridor

## Community Leadership Committee Meetings

- > March/April 2022 *To be determined*

## Task Force Meetings

- > March 14, 2022 Task Force Meeting #6 – Preliminary Survey Results
- > April 11, 2022 Task Force Meeting #7– Final Survey Results, Vote on Vision & Goals

# Upcoming Meetings

## Task Force Meetings

- > Task Force Meeting #6  
*Monday, March 14, 5-7:30pm*
- > Task Force Meeting #7  
*Monday, April 11, 5-7:30 pm*
- > Task Force Meeting #8  
*Monday, May 9, 5-7:30pm*

## Working Group Meetings

- > Community Engagement Strategy Working Group  
*Wednesday, March 23, 5:30-7:00pm*
- > Clean Truck Working Group  
*Tuesday, March 22, 1-2:30 pm – TOPIC: Grant Funding Opportunities*

## Public Workshop

- > *Wednesday, March 23, 5:30-7:00pm*

# 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*



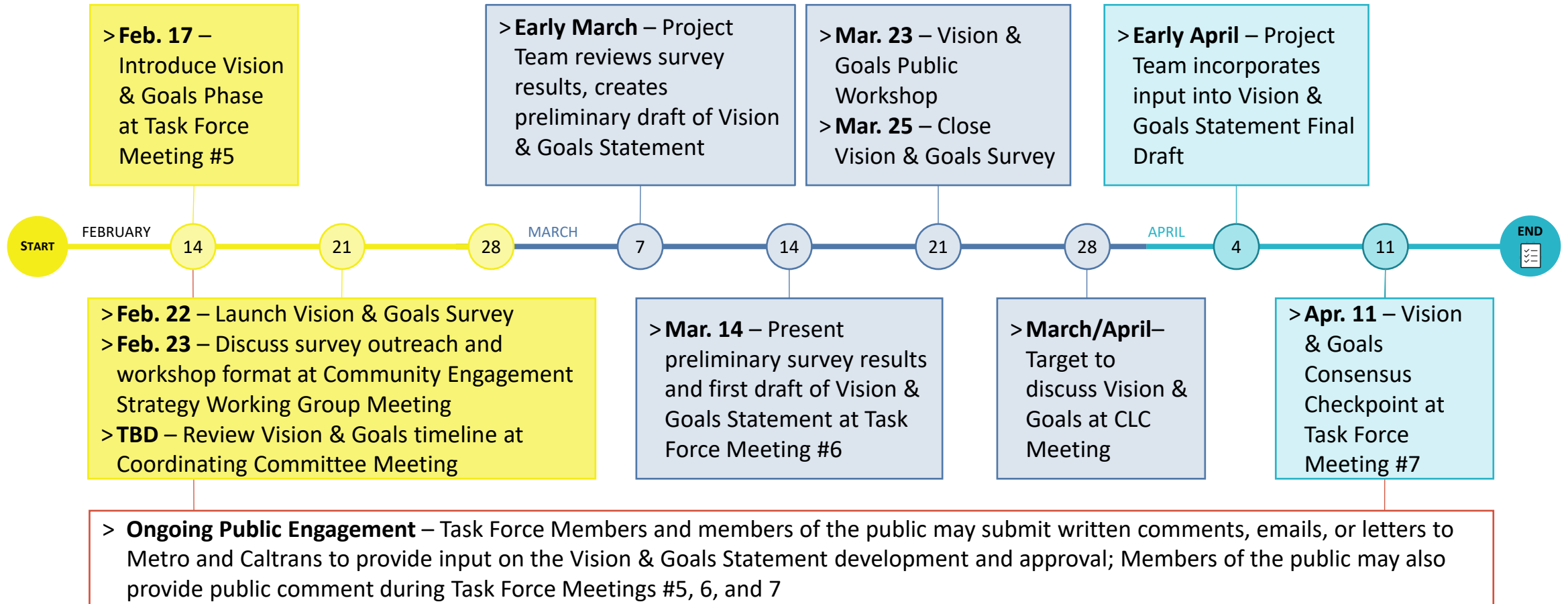
*@metrolosangeles*



*losangelesmetro*

# Vision & Goals Development: Eight-Week Timeline

This eight-week timeline shows key activities and dates for the Vision & Goals phase. The numbers on each circle indicate the first day of each week. The numbers in bold in each box indicate the specific target date for each key activity. The three colors represent each month from February to April.



## Appendix F - Detailed Comments

### Task Force Member Comments

#### **Nancy Pfeffer – Gateway Cities Council of Governments**

Is “small fleet” is defined the same way among agencies?

I would like to hear more about the LACI partnership with CEHAJ.

It is important to understand the definition of fleets among different agencies. Who do you expect to apply for these funding sources? It will help us track where funds have gone in the past and look for equitable outcomes.

I could not agree more about the need for coordination. Is this the Governor’s initiative from about a year ago?

#### **James Shankel – California Department of Transportation**

Are there other funding opportunities to purchase ZE trucks and where they will be operated to figure out where to develop?

I agree with the collaboration and suggest extending this to the Inland Empire.

#### **Jack Symington – Los Angeles Cleantech Incubator**

is CEHAJ another partner that ensures input on recommendations for infrastructure?

We are using the CEC blueprint to track truck traffic to understand how it is affecting the community. It would be helpful to discuss this further with updates. Leveraging existent funding programs is better than reinventing the wheel. I agree with Sharon Weissman to keep development within the corridor.

#### **Sue Dexter – University of Southern California**

How can we get access to the MFG model of drayage trucks that have been ordered under Project 800?

I echo Chris Chavez’s points about the limited deployment. How do we identify operators based on limited range?

Can someone to drop a link to the survey?

#### **Eric Tate – Teamsters Local 848**

My concern is supply with operators. Misclassification is a big issue in the ports. Is funding accessible to companies with their own operators? Another issue is getting the money to buy trucks and then reselling them.

#### **Sharon Weissman – Port of Long Beach**

Those who apply need to be compliance with labor laws. There needs to be regulation included for scrapping used trucks.

#### **Chris Chavez – Coalition for Clean Air**

I echo the issues with compliance. AB 794 which is hinging eligibility for incentives on following state labor laws. We need a realistic timeframe for deployment to access the whole situation. We will not reach our 2031 goal of air quality standards.

I strongly agree to focus on equity to maximize benefits for impacted communities.

**Fernando Gaytan – EarthJustice**

I really appreciate the top 10 incentive project-based programs. We're missing stakeholder engagement of forming a development. The formation of the CLC will be very important to hear more ideas about this.

Are the meeting recordings from the previous WG meetings available?

**Ryan Snyder – California Department of Transportation, District 7**

How does someone qualify for disadvantaged communities? Is it for people living in disadvantaged communities, or driving through disadvantaged communities?

**Matt Miyasato – South Coast Air Quality Management District**

What is the timing of funding? When is the deployment?

Public Comments

**Tarah Campi**

Learn more about CEC's infrastructure incentive program at [www.EnergIIZE.org](http://www.EnergIIZE.org), and more about CARB's vehicle incentive program at [www.CaliforniaHVIP.org](http://www.CaliforniaHVIP.org) both administered by CALSTART