



I-710 SOUTH CORRIDOR PROJECT

Zero Emission Truck Working Group Meeting #6 Meeting Summary

Table of Contents

Zero Emission Truck Working Group Meeting #6 Summary Report

Appendix A – Meeting Agenda

Appendix B – Breakout Room Report Outs

Appendix C – Mentimeter Poll

Appendix D – Detailed Comments

Appendix E – Meeting Presentation



I-710 SOUTH CORRIDOR PROJECT

Zero-Emission Truck Working Group Meeting #6 Summary

May 17, 2022



Zero-Emission Truck Meeting #6 Summary

ATTENDEES

TASK FORCE MEMBERS

Labor and Economic / Workforce Development

Eric Tate, Secretary-Treasurer, International Brotherhood of Teamsters, Local Union 848
(Teamsters)

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

Ambar Rivera, Researcher, Communities for a Better Environment (CBE)

Freight and Logistics Industry

David Libatique, Deputy Executive Director, Stakeholder Engagement, Port of Los Angeles (POLA)

Sharon Weissman, Vice President of the Long Beach Board of Harbor Commissioners, Port of Long
Beach (POLB)

Lena Kent, General Director Public Affairs, Burlington Northern Santa Fe (BNSF) Railway

Thomas Jelenić, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Fernando Gaytan, Senior Attorney, Earthjustice

Natalia Ospina, Project Attorney of Environmental Justice, Natural Resources Defense Council
(NRDC)

Academic / Research / Policy / Foundations

Niki Okuk, Deputy Director, Calstart

Sue Dexter, METRANS Researcher, METRANS Transportation Consortium

Local Jurisdictions

Viviana Gomez, Transportation Deputy, Los Angeles County Supervisorial District 4

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

Community Leadership Committee (CLC)

Miyuki Gomez, East LA

Phyllis Ollison, Compton

Tiesha Davis, San Pedro

Zero-Emission Truck Meeting #6 Summary

Ex-Officio Working Group Members

Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments (GCCOG)
Nancy Pfeffer, Executive Director/VP, Finance and Budget, Gateway Cities Council of Governments (GCCOG)
Norman Emerson, Gateway Cities Council of Governments (GCCOG)
Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9 (EPA Region 9)

Additional Working Group Members

James Shankel, Senior Environmental Planner, Caltrans District 7
Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7
Tim DeMoss
Jack Symington, Project Manager, Los Angeles Cleantech Incubator (LACI)
Lynda Bybee, Associate/Business Development Manager, LSA Associates
Kekoa Anderson, Koa Consulting
Krystal Swinton, Senior Manager, Southern California Edison (SCE)

Project Team

Michael Cano, Executive Officer of Countywide Planning & Development, Metro
Carlos Montez, Project Manager of Highway Programs, Metro
Jessica Medina, Manager of Equity and Race, Metro
Akiko Yamagami, Transportation Manager of Countrywide Planning & Development, Metro
Dominica Smith, Manager of Transportation Planning, State/Federal Policy and Programming, Metro
Susan Ambrosini, Principal, AECOM
Julie Rush, Planning Senior Manager, AECOM
Aryeh Cohen, Urban Planner, AECOM
Maya Pogoda, Senior Executive, GF Bunting + Co.
Erika Morales, Facilitator, Morales-Partners
Susan DeSantis, Project Manager, Arellano Associates
Laura Herrera, Deputy Project Manager, Arellano Associates
Nora Casillas, Senior Project Coordinator, Arellano Associates
Nancy Verduzco, Tech Coordinator, Arellano Associates
Xochitl Medrano, Project Coordinator, Arellano Associates
Thomas Grogan, Assistant Project Coordinator, Arellano Associates
Allison Crook, Assistant Project Intern, Arellano Associates

Introduction

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

Zero-Emission Truck Meeting #6 Summary

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 Meeting #6 was held virtually on Tuesday, May 17, 2022. The intent of this meeting was to prepare for the June Board Report on ZET Program, conduct an interactive discussion on the various elements to consider for the ZET Program, and test for consensus on the ZET Program recommendation. Spanish interpretation was provided simultaneously for this meeting.

Prior to the meeting, the 710 Zero-Emission Truck Working Group received the agenda (**Appendix A**), presentation (**Appendix F**), and meeting materials (**Appendix B-E**).

710 Zero-Emission Truck Working Group #6 Virtual Meeting

1. Introductions, Welcome, Agenda Review, Meeting Objectives

- > 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: Project Team Update

Metro Board Direction

- > Michael Cano, Executive Officer (interim), Federal/State Policy & Programming Countywide Planning & Development LA Metro E, provided an overview of Metro Board Direction and Strategic Objectives and **desired outcomes**:
 - \$200 million 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

Zero-Emission Truck Working Group Meeting #5 – Report Out

- > Mr. Cano provided a brief overview of the topics covered at the previous six Zero-Emission Truck Working Group meetings.

3. Agenda Item #2: ZET Program Recommendation

- > Mr. Cano shared current funding opportunities and partnerships that meet the Metro Board direction and desired outcomes.

Breakout Room Format and Report Outs

- > Ms. Morales provided instructions on the breakout room assignments, the discussion topics, and the process for report-outs.
- > The five breakout rooms were focused on the following topics:
 - #1 – Community Engagement, Community Benefits, Equity Considerations, ZE Infrastructure Siting, and Program Outcomes
 - #2 – Strategic Partnerships and Funding Opportunities
 - #3 – Legislative and Policy Initiatives
 - #4 – Strategic Set-Aside for Vehicle Subsidies
 - #5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes
- > The discussion topics included:
 - Overall Goals, Objectives, and Strategies for community engagement
 - Community Benefits
 - Evaluate Outcomes
 - Next Steps
- > The takeaways and highlights from each break room are available in [**Appendix B**](#).
- > A full report from each breakout room can be found in [**Appendix C**](#).

4. Agenda Item #3: Test and confirm consensus on the ZET Program Recommendation

- > Mr. Cano shared the staff recommendation for the 710 Zero-Emission Truck program:
“Metro should leverage its \$50 million to implement ZE Infrastructure with a small set-aside for strategic funding opportunities targeted to ZE truck subsidies.”
- > Ms. Morales led the group in a Test for Consensus on the staff recommendation and invited working group members to respond to the poll question, “Metro should leverage its \$50 million to implement ZE Infrastructure with a small set-aside for strategic funding opportunities targeted to ZE truck subsidies?”
- > Thirteen (13) working group members participated in the poll. Five (5) Working Group members, or 38%, indicated that they “Support the proposal”, eight (8) working group members, or 62% indicated that they “Can live with the proposal”.

Zero-Emission Truck Meeting #6 Summary

- > A visual image of the Mentimeter Poll results is available in **Appendix D**.
- > Detailed comments made during the working group discussion can be found in **Appendix E**.

5. Upcoming Meetings and Adjournment

- > 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 3:04 pm.

Meeting Format Logistics

- Meeting Format: Meeting
- Participants: Task Force and Working Group
- Interactive Tools Used: Mentimeter Poll and Zoom Breakout Rooms



710 Task Force

Zero-Emission Working Group Meeting #6

Date and Time: Tuesday, May 17, 1-3pm

Location: Held Virtually via Zoom

Meeting Link: <https://tinyurl.com/ZeroEmissionWG-6>

Meeting ID: 828 2757 7604

Passcode: 5851

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:

- ✓ Prepare for the June Board Report on ZET Program.
- ✓ Conduct Interactive discussion to refine priorities, strategies to accomplish outcomes, considerations & next steps.
- ✓ Test/confirm consensus on the ZET Program recommendation.

Agenda Overview (120 minutes)

Time	Agenda Item
1:00–1:10pm (10 min)	Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group
1:10-1:20pm (10 min)	Agenda Item #1: Project Team Update
1:20-2:45pm (1 hour 25 min)	Agenda Item #2: ZET Program Recommendation – Interactive Discussion with Breakout Rooms followed by Report Outs and Plenary Discussions

	1:20-1:25pm Introduction to Breakout Room Discussion topics and protocols; what we intend to accomplish 1:25-1:55pm Breakout Room Discussions 1:55-2:45pm Breakout Room Report Outs (5 mins each) followed by Plenary Discussions (5 mins each)
2:45-2:55pm (10 min)	Agenda Item #3: Test and confirm consensus on the ZET Program Recommendation
2:55-3:00pm (5 min)	Closing Comments, Upcoming Meetings, 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 listed below are [available here](#).

1. Presentation
2. ZET WG Meeting #5 Summary

WORKING GROUP MEETING #6

Breakout Session Highlights

Metro Board Direction, Desired Outcomes and Strategies

> **Metro Board Direction and desired outcomes**

- \$200 million 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

Breakout Room Topics and Assignments

#1 – Community Engagement, Community Benefits, Equity Considerations, ZE Infrastructure Siting, and Program Outcomes

- > Fernando Gaytan, Staff Attorney, EarthJustice
- > Christopher Chavez, Deputy Policy Director, Coalition for CleanAir
- > Ali Saleh, Councilmember, City of Bell
- > Ambar Rivera, Staff Researcher, Communities for a Better Environment
- > Alison Linder, Senior Regional Planner, Southern California Association of Governments
- > Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments

#2 – Strategic Partnerships and Funding Opportunities

- > Matt Miyasato, Deputy Executive Officer, Science & Technology Advancement, South Coast Air Quality Management District
- > Aaron Katzenstein, South Coast Air Quality Management District
- > Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority
- > Sharon Weissman, Vice President, Long Beach Board of Harbor Commissioners, Port of Long Beach
- > Theresa Dau-Ngo, Port of Long Beach
- > Tony Gioelle, Deputy Executive Director of Development, Port of Los Angeles
- > Jason Groves, Business Development Transportation Electrification, Southern California Edison
- > Jack Symington, Program Manager, Transportation, Los Angeles Cleantech Incubator
- > Damon Hannaman, Senior Advisor, Key Accounts, Southern California Edison
- > George Payba, Environmental Affairs Officer, Los Angeles Department of Water and Power
- > Jose Maria Paz, Electrical Engineering Associate, Los Angeles Department of Water and Power
- > Karina O'Connor, Environmental Engineer, U.S. Environmental Protection Agency, Region 9
- > Thomas Jelenic, Vice President, Pacific Merchant Shipping Association
- > Dr. Joe Lyou, President, CEO, Coalition for CleanAir

#3 – Legislative and Policy Initiatives

- > Luke Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, Dist. 4
- > Viviana Gomez, Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, Dist. 4
- > Randy Johnson, Director of Government Affairs & Outreach, AccessServices
- > Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments
- > Michele Grubbs, Vice President, Pacific Merchant Shipping Association
- > David Libatique, Senior Director of Government Affairs, Port of Los Angeles

#4 – Strategic Set-Aside for Vehicle Subsidies

- > Niki Okuk, Deputy Director, CALSTART
- > Mathew Schrap, Chief Executive Officer, Harbor Trucking Association
- > Norman Emerson, Member, Gateway Cities Council of Government
- > Eric Tate, Port Division Deputy Director, International Longshoremen Workers Union
- > Morgan Caswell, Manager of Air Quality Practices, Port of Long Beach
- > Sue Dexter, Equity Research Institute, USC

#5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes

- > Tim DeMoss, Environmental Affairs Officer, Port of Los Angeles
- > Chris Cannon, Director of Environmental Management, Port of Los Angeles
- > Adrian Martinez, Senior Attorney, EarthJustice
- > Connell Dunning, Environmental Scientist, Environmental Protection Agency
- > Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9
- > Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency, Region 9
- > Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7



If your name does not appear on this list, please contact Nora Casillas at ncasillas@arellanoassociates.com to be assigned a Breakout Room.

Breakout Room #1 – Community Engagement, Community Benefits, Equity Considerations, Infrastructure Siting

Who do we need to connect with?

- > Opinion leaders, Community-based orgs, City Halls
 - > Leverage existing connections to communities throughout the corridor
- > EV manufacturers
- > Labor Unions, Trucking Associations
 - > Core group familiar with how equipment works, and which places are effective sites
- > Community Colleges, Training Programs (e.g. Cal State Long Beach)
 - > Ensure that investment ties directly to those communities through high-road jobs, job training, commitment to local hire

What types of interactions are most effective?

- > Must have context for discussions, be clear about intentions

Where/When should we be having these conversations?

- > Depends on where these sites land to determine where this kind of outreach occurs
- > Walk-up centers

Breakout Room #2 – Strategic Partnerships and Funding Opportunities

#1 – Review Board Direction and Strategic Objectives

- > Grant opportunities

#2 – Overall Goals, Objectives, and Strategies

What are the funding opportunities available to leverage local funding with state, federal and private funding sources to maximize investment in implementing the 710 Clean Truck Program?

- **URGENT/Near term; within the next 5 years?**
- **Do the grant guidelines for zero-emission funding programs through various state agencies align to help provide increased funding opportunities to support this program?**
- **Which funding opportunities would be the top priorities?**
 - While state gas tax funds that support most Senate Bill 1 programs are not eligible for clean truck subsidies due to Article XIX restrictions, programs like the Trade Corridor Enhancement Program, which also uses federal funding, could fund applications for clean truck subsidies and infrastructure using federal funds.
 - SCAQMD, CARB, and various state and regional agencies have funding opportunities available to match “seed funding” provided by Metro for an early phase of the 710 Clean Truck Program
- > Input on Funding opportunities
 - **Concern for Metro focusing more on infrastructure and Ports are looking more at trucks**
 - **May want to look on how to leverage funds**
 - Look at **Both- vehicle and infrastructure grant opportunities**

#3 – Developing an Action Plan

Breakout Room #3 – Legislative and Policy Initiatives

What existing policy and legislative barriers need to be modified to support the acceleration of ZE truck tech adoption?

- > Federal excise tax of 12%
- > Landlords: need to incentivize installation
- > Operators would need to self-insure
- > Leased properties—landowners won't allow for ZE infrastructure
- > Lack of clear policy framework, need to create a sustainable market for ZE trucks

What should our legislative priorities and goals be to support the ZET program?

- > A more clearly coordinated state-level approach
- > Permitting pathway to siting ZE infrastructure—not enough CalTrans right of way
- > City support for siting—incentives, assistance, work with school districts for clean school buses

Breakout Room #4 – Small Set-aside for Truck Subsidies

What should the aspirational goal be for leveraging Metro resources?

- > Invest where greatest needs are—small business, minority/female-owned, directly benefitting trucks on the corridor
- > Establish a working group for fleets to learn about the technical assistance process

What funding opportunities to invest in truck subsidies are available?

- > Potential partnership with Southern California Edison

What should Metro do to help?

- > Handholding individuals through the process, breaking down the jargon
- > Understand the industry—what they need, how to help
- > Technical assistance helping small businesses purchasing

Breakout Room #5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes

What are the objectives for the ZET Program from the environmental perspective?

- > Objectives should be quantitative and time-bound
 - E.g., target turnover of truck fleet by specific date
- > Goals/Strategies
 - Eliminate truck emissions (criteria pollutants) and reduce GHG, diesel particulate matter
 - Do not utilize eminent domain to site ZE infrastructure
 - Eliminate GHG emissions from electric and hydrogen production

What are the strategic considerations and key features we should build into the program in order to minimize potential impacts?

- > Traffic mitigation at charging stations
- > Use existing ROW where possible
- > Land-sharing between independent owner-operators and fleet operators (in-kind contribution of land to count as a funding match or provide car charging/fueling in the facilities)

How can we evaluate outcomes of the ZET program?

- > Mention the mitigations that benefit the public
- > Measure truck travelling (e.g., ZE truck trips, ZE truck VMT)
- > Use existing truck infrastructure for charging facilities

Ensuring Community Benefits

How do we ensure and create community benefits?

> Improve air quality along the 710 Corridor by deploying zero-emission charging facilities/infrastructure at key locations along the 710 Corridor

How do we measure air quality improvement?

- > Ensure that corridor residents have access to job opportunities
- > Look at the unemployment rate at the census tract level as a baseline; monitor the unemployment rate.
- > Work with LA County Workforce Development Board-America's Job Centers-
- > Ensure support for small and local businesses
- > Provide job training programs to support the Zero-Emission Truck (ZET) Program.
- > Prevent or mitigate additional community harm during the deployment or operation of zero-emission infrastructure.
- > Give preference to local companies doing business in the corridor to implement the ZET Program

How can we evaluate the outcomes of the Zero-Emission Truck (ZET) Program?

- > Reduce diesel truck emissions along the corridor including those caused by tires, brakes, and idling trucks
- > Evaluate the change in travel patterns related to zero-emission truck charging locations.
- > Evaluate changes (positive or negative) in public health due to the ZET Program

Evaluating Outcomes

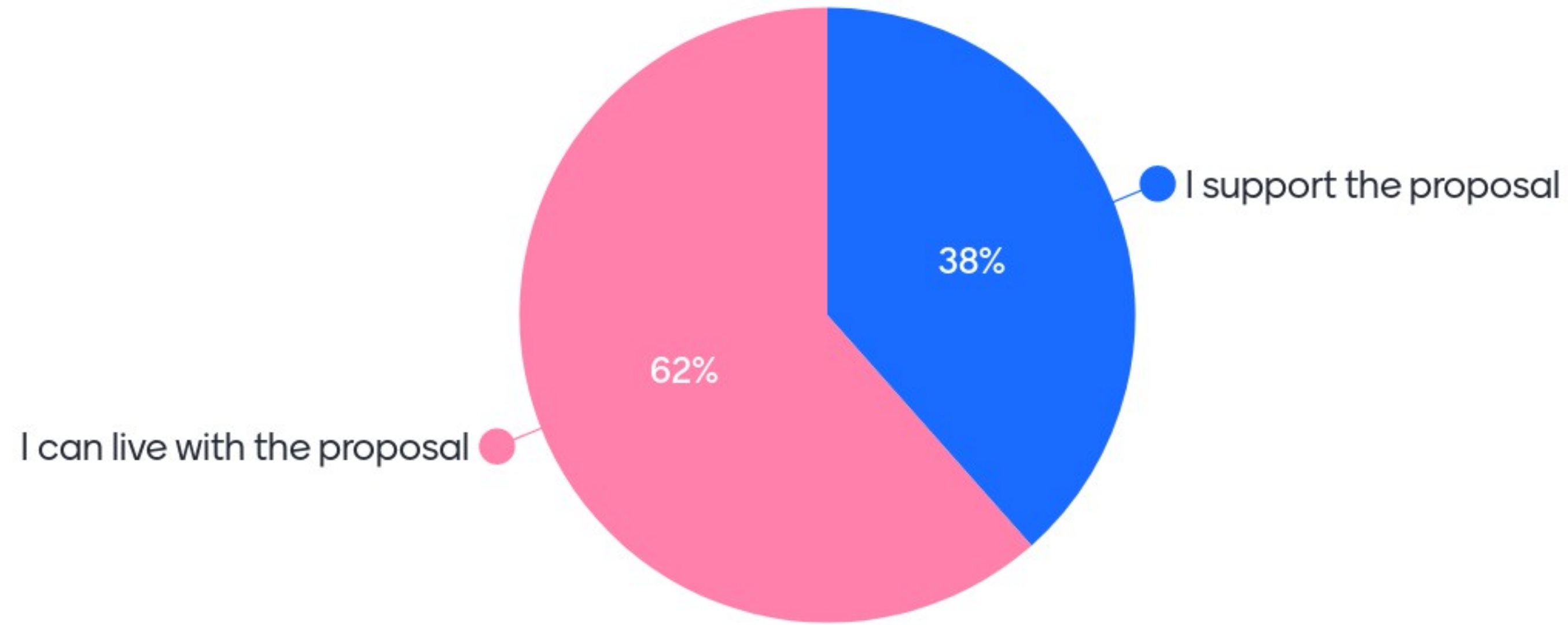
How can we evaluate the outcomes of the Zero-Emission Truck (ZET) Program?

- Highlight the importance of community input, engagement, and transparency
- Clearly delineate how community input is working together with other stakeholders and feeding into the task force process
- Are there other planning efforts or projects that we haven't included here?

- Mention the mitigations that benefits the public
- Measure truck traveling within the corridor (i.e., zero emissions truck trips, ZE truck VMT)
- Use existing truck infrastructure for charging facilities

- Community is the trucking industry
 - Living and operating within the corridor
 - Community includes small operators and drivers who live in this area
- Challenges of straight purchase assistance versus leasing? Any discussions in this breakout discussion?
 - Issues with worker misclassification
 - Technology will change rapidly. Giving opportunities to small operators while maintaining flexibility.
 - ATRIP developing ISEF – Truck as a service, lease, short-term rental models. All asking these same questions
- How do folks reap the benefits without being burdened by technology that will become a stranded asset.
 - SB372 – making more funding available for this kind of effort next year
 - Should look to programs that already exist and how to leverage those resources

Should leverage its \$50 million to implement ZE Infrastructure with a small set-aside for strategic funding opportunities targeted to subsidies



Metro 710 Virtual ZET WG Meeting #6

5-17-22 | 1-3 pm

Comments and Questions

#	Name	Question/Comment	PPT Section Question #
1	Ryan Snyder - Caltrans District 7	You might need to ask that question in Spanish if they are mono lingual.	Welcome
3	Niki Okuk - CALSTART	EPRI/CALSTRAT RHETTA project for two high powered charging depots. https://www.greencarcongress.com/2022/01/20220120-rhetta.html	Agenda #2: ZET Rec & Breakout Room
4	Niki Okuk - CALSTART	Joint Electric Truck Scaling Initiative (JETSI) https://www.fleetowner.com/emissions-efficiency/electric-vehicles/article/21173995/new-project-deploys-100-electric-class-8s-in-california	Agenda #2: ZET Rec & Breakout Room
5	Fernando Gaytan - Earthjustice	Input is essential, but community outreach and engagement should not be parallel; this process has allocated time. The task force should have a say and value the equity plan.	Agenda #2: ZET Rec & Breakout Room
6	Natalia Ospina - NRDC	Agrees with Fernando. How will Task Force recognize community input?	Agenda #2: ZET Rec & Breakout Room
7	Niki Okuk - CALSTART	There should be a policy incentivizing landlords to allow for charging stations.	Agenda #2: ZET Rec & Breakout Room
8	Sue Dexter - USC	The community is small operators who live and work within the corridor.	Agenda #2: ZET Rec & Breakout Room
9	Fernando Gaytan - Earthjustice	Challenge of straight purchase vs. leasing. Was this part of the discussion in any of the groups?	Agenda #2: ZET Rec & Breakout Room
10	Niki Okuk - CALSTART	Use HVIP/ISEP truck as a service, flexible lease, short-term rental models. How can individuals benefit from the incentive without the burden of technology as a stranded asset? We still need to develop an incentive structure.	Agenda #2: ZET Rec & Breakout Room
11	Niki Okuk - CALSTART	CARB-fleet assistance-truck loan program looked at existing programs and integrated more funding into their truck programs. These are resources, but we should look at programs that already exist.	Agenda #2: ZET Rec & Breakout Room
12	Ryan Snyder - TF Member	Need more time for these discussions.	Agenda #2: ZET Rec & Breakout Room
14	Alison Linder - Southern California Association of Governments (SCAG)	Is it possible to put the recommendations back on the screen?	Agenda #3: Test for Consensus
15	Ambar Rivera - CBE	Not sure if this was answered already but will the word doc be shared with the group?	Agenda #3: Test for Consensus
16	Tiesha Davis - CLC, San Pedro	I support. I am not able to vote. Tiesha Davis	Agenda #3: Test for Consensus
19	Ryan Snyder - Caltrans District 7	I thought before we take a vote on this. I thought we were going to have a more in-depth process. I have concerns that this is a rushed process. I wanted to talk about what things cost, etc. I want to have more information about the costs of the items and more details before making this sort of recommendation.	Agenda #3: Test for Consensus

20	Ryan Snyder - Caltrans District 7	I want to have a more educated opportunity to make my choice. I can probably say, "I can live with it," but I want more time.	Agenda #3: Test for Consensus
21	Alison Linder - Southern California Association of Governments (SCAG)	How informal is this process when we take this vote in the Mentimeter?	Agenda #3: Test for Consensus
22	Alison Linder - Southern California Association of Governments (SCAG)	To ensure it's going to a qualitative report out or with specific data?	Agenda #3: Test for Consensus
23	Alison Linder - Southern California Association of Governments (SCAG)	It's worth stating that this group is an advisory committee, not the decision-making body.	Agenda #3: Test for Consensus
24	Phyllis Ollison - CLC, Compton	There wasn't much time to talk about the conversation in-depth, and we didn't go through all of the questions. Do you think the breakout session was long enough?	Agenda #3: Test for Consensus
25	Ryan Snyder - Caltrans District 7	What does 50 million dollars buy us? How many vehicles can we purchase? How many charging stations could we buy? If we had more information about the direction, I would feel better about the decision?	Agenda #3: Test for Consensus
26	Alison Linder - Southern California Association of Governments (SCAG)	What other details would make me feel more secure? What is the best way to use public funding to catalyze additional investment? Who are the private entities who are also going to be making investments? How are we ensuring public money benefits the public and not a private owner of a station? How does utilization pay back some of that money? The public money shouldn't be used to offset personal investment.	Agenda #3: Test for Consensus
27	James Shankel - Caltrans District 7	Appreciates Michael's comments. New folks are joining us. We should have additional time for more context and get a stronger sense of what this means. It's fair to say there is a keen interest in further understanding what is being captured under this umbrella.	Agenda #3: Test for Consensus

Welcome!

We will begin in a few moments.

710 Task Force

Zero-Emission Truck Working Group

Meeting #6

May 17, 2022



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

710 Task Force



Metro

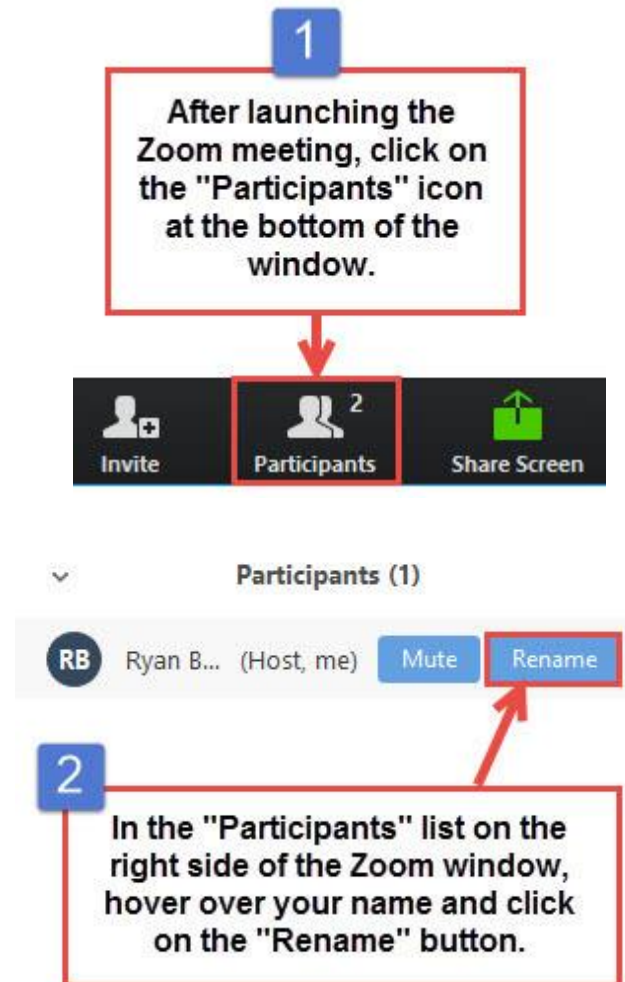
Facilitator



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member and Participant Identification

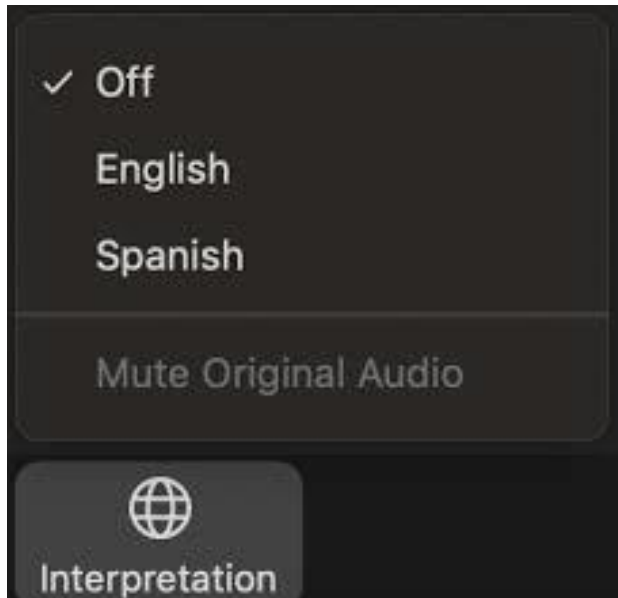
Please change your Zoom screen name to include: Name and Organization Name
(and if you are a Task Force Member)



Interpretation/ *Interpretación*



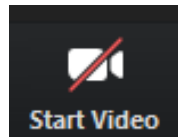
- > Click the **Interpretation** icon in your meeting controls to enter the Spanish room
- > (Optional) To hear the interpreted language only, click **Mute Original Audio**



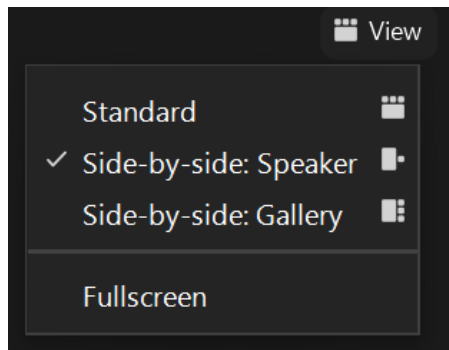
- > *>Haga clic en el ícono de **Interpretación** en los controles de su reunión para ingresar la sala en español*
- > *(Opcional) Para escuchar solo el idioma interpretado, haga clic en “**Mute Original Audio**” o “**Silenciar audio original**”*

Turn on Camera / *Prende la cámara*

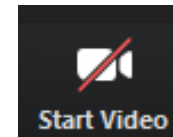
- > To **start** and **stop** your video, click the camera icon at the bottom left of your control panel



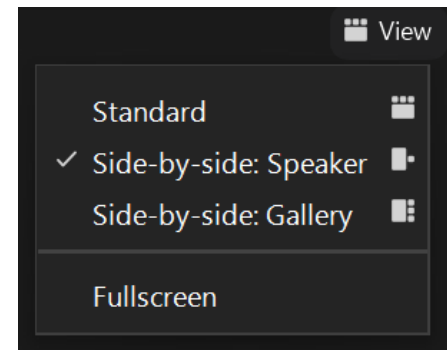
- > To switch between views during the meeting click or tap on **Standard**, **Side-by-side Speaker View**, and **Side-by-side Gallery View** at the top right corner of your zoom screen



- > *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*



Raise Hand

- > Click **Raise Hand** in your meeting controls or
- > **Press*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
- > Comments & questions can also be provided in writing by using the **Chat** function.
- > The **Chat** button is located on the control panel at the bottom of your screen.

Welcome!

Meeting Objectives

- ✓ Prepare for the June Board Report on ZET Program
 - > Present ZET Program Recommendation based on Working Group input
- ✓ Based on Metro Board direction, conduct an interactive discussion to refine priorities, strategies to accomplish outcomes, considerations & next steps
- ✓ Test consensus on the ZET Program recommendation

Agenda

- 1:00 pm** **Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group**
- 1:10 pm** **Agenda Item #1: Project Team Update**
1.1 June Board Report
- 1:20 pm** **Agenda Item #2: ZET Program Recommendation – Interactive Discussion with Breakout Rooms followed by Report Outs and Plenary Discussions**
- 1:20-1:25 pm Introduction to Breakout Room Discussion topics and protocols; what we intend to accomplish
- 1:25-1:55 pm Breakout Room Discussions
- 1:55-2:45 pm Breakout Room Report Outs (5 mins each) followed by plenary discussions (5 mins each)
- 2:45 pm** **Agenda Item #3: Test and confirm consensus on the ZET Program Recommendation**
- 2:55 pm** **Closing Comments, Upcoming Meetings, Thank you**

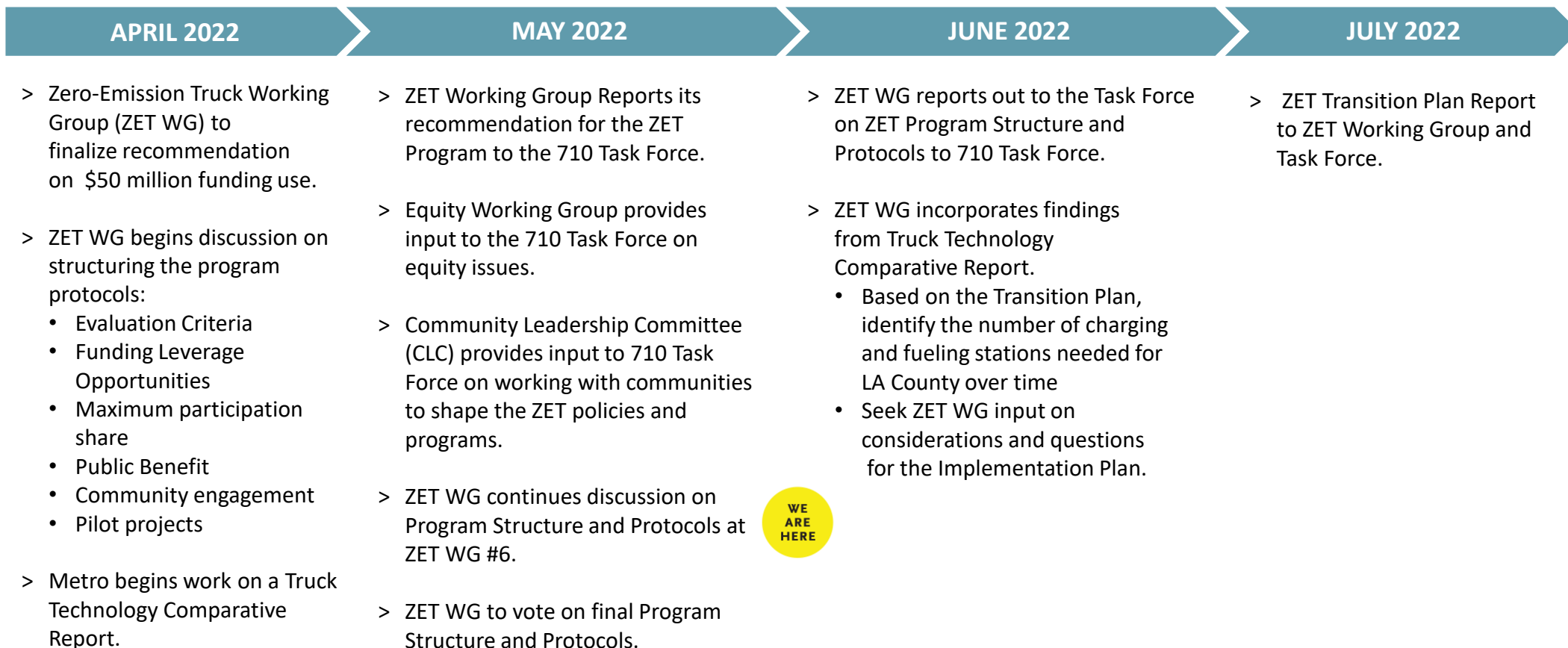
Agenda Item 1: Project Team Update

Metro Board Direction – June Board Report

- > Share recommendations from the ZE Truck Working Group for the development of the program, use of the \$50 million, as well as near-term opportunities to seek funding.
- > Provide an overview of funding opportunities available at the regional, state, and federal level.
- > Share input from Working Group on Board requests.

Zero-Emission Truck Program Development Timeline

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



Zero-Emission Truck Working Group – Updates

Topics reviewed and discussed at monthly meetings (November 2021-May 2022):

- > Goals and objectives for the 710 South Clean (now ZE) Truck Program
- > Industry perspectives and the role of stakeholders in the 710 South Task Force
- > Air quality and environmental justice challenges and opportunities in the corridor
- > The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 trucks
- > Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- > Strategies to leverage Metro's \$50 million in seed funding at the state and federal level
- > ZET Program Recommendation and associated policies, programs, and timing for advancing to Metro Board

Zero-Emission Truck Working Group #5 Recap

Summary

- > Held virtually via Zoom on Tuesday, April 19
- > 27 participants (9 Task Force/Alternates, 7 Ex-Officio Members, 4 CLC Members in attendance, 7 Working Group Members)

Highlights

- ✓ Strategies to leverage Metro's \$50 million in seed funding at the state and federal level
- ✓ ZET Program Recommendation and associated policies, programs, and timing for advancing to Metro Board

Agenda Item 2:
ZET Program Recommendation –
Interactive Discussion with Breakout Rooms followed by
Report Outs and Plenary Discussions

Strategic Partnerships and Funding Opportunities

> **Metro Board Direction and desired outcomes**

- \$200 million 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

Breakout Room Information

TOPICS

- #1 – Community Engagement and Benefits, Equity Considerations, ZE Infrastructure Siting, and Program Outcomes
- #2 – Strategic Partnerships and Funding Opportunities
- #3 – Legislative and Policy Initiatives
- #4 – Small Set-Aside for Vehicle Subsidies
- #5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes

AGENDA

- I. Review Board Direction and Strategic Objectives
- II. Overall Goals, Objectives, and Strategies
- III. Developing an Action Plan
- IV. Ensuring Community Benefits

- 1:20-1:25pm Introduction to Breakout Room Discussion topics and protocols; what we intend to accomplish
- 1:25-1:55pm Breakout Room Discussions
- 1:55-2:45pm Breakout Room Report Outs (5 mins each) followed by Plenary Discussions (5 mins each)

Breakout Room Topics and Assignments

#1 – Community Engagement, Community Benefits, Equity Considerations, ZE Infrastructure Siting, and Program Outcomes

- > Fernando Gaytan, Staff Attorney, EarthJustice
- > Christopher Chavez, Deputy Policy Director, Coalition for Clean Air
- > Ali Saleh, Councilmember, City of Bell
- > Ambar Rivera, Staff Researcher, Communities for a Better Environment
- > Alison Linder, Senior Regional Planner, Southern California Association of Governments
- > Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments

#2 – Strategic Partnerships and Funding Opportunities

- > Matt Miyasato, Deputy Executive Officer, Science & Technology Advancement, South Coast Air Quality Management District
- > Aaron Katzenstein, South Coast Air Quality Management District
- > Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority
- > Sharon Weissman, Vice President, Long Beach Board of Harbor Commissioners, Port of Long Beach
- > Theresa Dau-Ngo, Port of Long Beach
- > Tony Gioelle, Deputy Executive Director of Development, Port of Los Angeles
- > Jason Groves, Business Development Transportation Electrification, Southern California Edison
- > Jack Symington, Program Manager, Transportation, Los Angeles Cleantech Incubator
- > Damon Hannaman, Senior Advisor, Key Accounts, Southern California Edison
- > George Payba, Environmental Affairs Officer, Los Angeles Department of Water and Power
- > Jose Maria Paz, Electrical Engineering Associate, Los Angeles Department of Water and Power
- > Karina O'Connor, Environmental Engineer, U.S. Environmental Protection Agency, Region 9
- > Thomas Jelenic, Vice President, Pacific Merchant Shipping Association
- > Dr. Joe Lyou, President, CEO, Coalition for Clean Air

#3 – Legislative and Policy Initiatives

- > Luke Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, Dist. 4
- > Viviana Gomez, Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, Dist. 4
- > Randy Johnson, Director of Government Affairs & Outreach, Access Services
- > Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments
- > Michele Grubbs, Vice President, Pacific Merchant Shipping Association
- > David Libatique, Senior Director of Government Affairs, Port of Los Angeles

#4 – Strategic Set-Aside for Vehicle Subsidies

- > Niki Okuk, Deputy Director, CALSTART
- > Mathew Schrap, Chief Executive Officer, Harbor Trucking Association
- > Norman Emerson, Member, Gateway Cities Council of Government
- > Eric Tate, Port Division Deputy Director, International Longshoremen Workers Union
- > Morgan Caswell, Manager of Air Quality Practices, Port of Long Beach
- > Sue Dexter, Equity Research Institute, USC

#5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes

- > Tim DeMoss, Environmental Affairs Officer, Port of Los Angeles
- > Chris Cannon, Director of Environmental Management, Port of Los Angeles
- > Adrian Martinez, Senior Attorney, EarthJustice
- > Connell Dunning, Environmental Scientist, Environmental Protection Agency
- > Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9
- > Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency, Region 9
- > Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7



If your name does not appear on this list, please contact Nora Casillas at ncasillas@arellanoassociates.com to be assigned a Breakout Room.

Agenda Item 2:
ZET Program Recommendation –
Report Outs and Plenary Discussions

Agenda Item 3:
Test and Confirm Consensus on the
Zero-Emission Truck Program Recommendation

710 ZE Truck Program Draft Recommendation

Metro should leverage its \$50 million to implement ZE Infrastructure with a small set-aside for strategic funding opportunities targeted to ZE truck subsidies.



Zero-Emission Truck Working Group Vote

Metro should leverage its \$50 million on ZE Infrastructure with a small set-aside for targeted ZE truck subsidies.

VOTE

- Yes
- No
- Abstain

Closing Comments, Upcoming Meetings, Thank You

Upcoming Meetings

Working Groups

- > **Equity Working Group #3**

Wednesday, May 18, 5-7pm

Community Leadership Committee

- > **Meeting #3**

Thursday, May 19, 5-7pm

Meeting #3, continued

Monday, May 23, 5-7pm

Task Force

- > **Task Force Meeting #9**

Monday, June 13, 5-7:30pm

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!