



## I-710 SOUTH CORRIDOR PROJECT

### Zero-Emission Truck Working Group Meeting #4 Summary

March 22, 2022



## *Zero-Emission Truck Meeting #4 Summary*

### **ATTENDEES**

#### **TASK FORCE**

##### **Transportation Agencies**

Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority

##### **Community-Based Organization's and Advocacy Groups**

Jennifer Ganata, Senior Staff Attorney, Communities for a Better Environment

Ambar Rivera, Researcher, Communities for a Better Environment

##### **Freight and Logistics Industry**

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

Sharon Weissman, Vice President of Long Beach Board of Harbor Commissioners, Port of Long Beach

Thomas Jelenic, Vice President, Pacific Merchant Shipping Association

##### **Environmental Organizations**

Fernando Gaytan, Senior Attorney, Earthjustice

Adrian Martinez, Senior Attorney, Earthjustice

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

##### **Academic / Research / Policy / Foundations**

Niki Okuk, Deputy Director, CalStart

##### **Local Jurisdictions**

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

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

Tyler Bonanno-Curley, Manager of Government Affairs, City of Long Beach

##### **EX-OFFICIO**

Nancy Pfeffer, Executive Director, Gateway Cities Council of Governments

Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments

Morgan Capilla, Environmental Justice Coordinator, U.S. Environment Protection Agency, Region 9

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

##### **PROJECT TEAM**

Michael Cano, Executive Officer, Metro

Jessica Medina, Manager, Equity and Race, Metro

Akiko Yamagami, Transportation Manager, Metro

James Shankel, Caltrans District 7

Julie Rush, Planning Senior Manager, AECOM

## Zero-Emission Truck Meeting #4 Summary

Erika Morales, Facilitator, Morales-Partners  
Maya Pogoda, Senior Executive, GF Bunting + Co.  
Susan DeSantis, Senior Project Manager, Arellano Associates  
Laura Herrera, Deputy Project Manager, Arellano Associates  
Nora Casillas, Senior Project Coordinator, Arellano Associates  
Xochitl Medrano, Project Coordinator, Arellano Associates  
Trey Grogan, Assistant Project Coordinator, 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 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 #4 was held virtually on Tuesday, March 22, 2022. The intent of this meeting was to (1) present funding opportunities and partnerships and (2) identify priorities, goals, considerations, and next steps.

Prior to the meeting, the 710 Task Force received the agenda (**Appendix A**), presentation (**Appendix E**), and meeting materials (**Appendix B-D**).

### 710 Zero-Emission Truck Working Group #4 Virtual Meeting

#### 1. Introductions, Welcome, Agenda Review, Meeting Objectives

- > Erika C. B. Morales 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 #2: Funding Opportunities

- > Agenda Item #2 was moved up to be first due to the limited time both guest speakers had for the meeting.
- > Matt Petersen, President and CEO of the Los Angeles Cleantech Incubator, introduced guest speakers Deputy Assistant Secretary for Climate Policy Andrew Wishnia and Deputy Assistant Secretary for Intergovernmental Affairs Charles Small from the US Department of

## Zero-Emission Truck Meeting #4 Summary

Transportation to discuss opportunities for local programs and how to partner with the federal government on funding programs.

- > The presentation included how to implement federal programs that incentivize agencies to reduce truck emissions, incorporate more public transit, and revitalize infrastructure pursuant to the [Justice40 Initiative](#) from the Biden Administration.
- > Mr. Wishnia identified the following programs for funding opportunities:
  - [Bipartisan Infrastructure Law](#)
  - [Port Infrastructure Development Program Grant](#)
  - [Low or No Emission Vehicle Program](#)
  - [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#)
  - [Infrastructure Investment and Jobs Act of 2021](#)
    - i. Section 11402 Reduction of Truck Emissions at Port Facilities
  - [National Highway Freight Program](#)
  - [INFRA Grants Program \(known statutorily as the Nationally Significant Multimodal Freight & Highway Projects\)](#)
  - [Mega Grant Program \(known statutorily as the National Infrastructure Project Assistance program\)](#)
- > With support from the US Department of Transportation, Mr. Wishnia recommended that the 710 South Corridor project be eligible for funding from the Bipartisan Infrastructure Law and the Infrastructure Investment and Jobs Act of 2021. Metro will work on the next steps to become considered for project funding from these two programs.

### 3. Agenda Item #1: Project Team Presentation

#### Zero-Emission Truck (formerly Clean Truck) Program Working Group Meeting #3 – Report Out

- > Mr. Cano shared an overview of the meeting topics discussed at the Zero-Emission (formerly known as Clean Truck) Program Working Group Meeting #3 held virtually via Zoom on Thursday, February 24. The meeting topics included zero-emission truck program options and exploring grant funding opportunities.

#### Senate Bill 671 Nomination and Letter of Support

- > Mr. Cano provided an update on Senate Bill 671: Clean Freight Corridor Efficiency Assessment Nomination Form and Letter of Support ([Appendix B](#)).

## Zero-Emission Truck Meeting #4 Summary

- > At Task Force Meeting # 4, the Task Force approved the submittal of the joint letter of support to nominate the corridor for the Clean Freight Corridor Efficiency Assessment.
- > Mr. Cano also thanked Task Force members for their feedback on the draft letter and for their organization's formal support.

### 4. Agenda Item #3: Working Group Discussion

- > Mr. Cano provided an update on the progress of the Zero-Emission Working group to date:

## Zero-Emission Truck Working Group – Updates

### > Meetings to-date:

- November 29, 2021
- January 25, 2021
- February 24, 2022
- March 22, 2022

### > Topics reviewed and discussed:

- Goals and objectives for the 710 South Clean 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
- Request to re-name group as the **Zero-Emission Truck Working Group** to align with Board motion



### Zero-Emission Truck Working Group – Funding Opportunities

Mr. Cano highlighted funding opportunities that can be beneficial to the Zero-Emission Truck Program.

### Development of the 710 Zero-Emission Truck Program

- > Mr. Cano presented the three options for consideration which were:
  - Focus on ZE infrastructure only
  - Focus primarily on ZE infrastructure with some targeted subsidy funding
  - Focus primarily on subsidy funding for ZE purchases/leases

## Zero-Emission Truck Meeting #4 Summary

- > Ms. Morales facilitated the discussion on the pros and cons of each option. A Miro board, an online whiteboard platform, was launched to document working group member input. The working group members recommended that Metro should use its \$50 million primarily on ZE infrastructure with some targeted subsidy funding. All responses from the Miro board are available in **Appendix C**.
- > All detailed comments are available in **Appendix D**.

### *Comments made:*

- Match existing local funding opportunities to Metro programs to gain public support for funding the infrastructure
- Do not pre-determine the dollar amounts or percentages for allocation of Metro resources
- Determine what the infrastructure needs are and plan for them
- Identify a timeframe for infrastructure deployment that utility companies can follow to assist in placing orders for ZE trucks

## 5. Upcoming Meetings

- > Ms. Morales reviewed the upcoming Task Force meeting information and other key dates.
- > Mr. Cano reminded Working Group members to complete the Vision and Goals Development Survey and the Vision & Goals Input Form. Mr. Cano also encouraged Working Group members to share the Vision and Goals Development survey with 710 other stakeholders.
- > Ms. Morales encouraged Task Force members and members of the public to contact Michael Cano should they have any questions or concerns.

### Meeting Format Logistics

- Meeting Format: Meeting
- Participants: Task Force and Working Group
- Interactive Tools Used: Miro



## 710 Task Force

### Clean Truck Working Group Meeting #4

**Date and Time:** Tuesday, March 22, 1-2:30pm

**Location:** Held Virtually via Zoom

**Meeting Link:** <https://tinyurl.com/ZeroEmissionWG>

**Meeting ID:** 880 4389 5921

**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 Zero-Emissions Truck Program Funding Opportunities and Partnerships
- ✓ Zero-Emissions Truck Program priorities, goals, considerations, and next steps

#### Agenda Overview (90 minutes)

Time	Agenda Item
1–1:05pm (5 min)	Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group
1:05-1:15pm (10 min)	Agenda Item #1: Project Team Presentation <ul style="list-style-type: none"> <li>• Zero-Emission Truck Working Group #3 Highlights</li> <li>• SB 671 Update and Next Steps</li> <li>• Objectives for Zero-Emission Truck Working Group Meeting #4</li> </ul>

1:15-1:45pm (30 min)	Agenda Item #2: Funding Opportunities <ul style="list-style-type: none"> <li>• US Department of Transportation</li> </ul> <i>Andrew Wishnia, Deputy Assistant Secretary for Climate Policy</i> <i>Charles Small, Deputy Assistant Director for Intergovernmental Affairs</i>
1:45-2:25p (40 min)	Agenda Item #3: Working Group Discussion <ul style="list-style-type: none"> <li>• Zero-Emission Truck Working Group – Updates</li> <li>• Funding Opportunities</li> <li>• Program Development</li> <li>• Other elements to consider</li> </ul>
2:25-2:30pm (5 min)	Closing Comments, Next Steps, 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 #3 Summary *link to follow*
- B. SB 671 Letter and Nomination Form



March 8, 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 those to public health resulting from

toxic tailpipe emissions, as well as particulate matter (PM) from brake and tire dust—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 harmful health impacts generated by diesel truck technology that disproportionately affect 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.

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 is 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 eliminate disparate health harms to 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. In addition to seed money and new programs mentioned above, funding from the recently established Clean Truck Fund rate at the Ports of LA and Long Beach may also help deploy ZE heavy duty trucks along the I-710 South Corridor, creating another opportunity for state and federal funds to leverage local investment and make ZE solutions a priority for the region.

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 network. As part of this ongoing partnership, we ask that efforts like the Clean Freight Corridor Efficiency Assessment prioritize consultation and collaboration with community members and stakeholders to effectively address these disproportionate impacts and ensure resources and benefits like clean air and permanent jobs are distributed equitably. Developing relationships with community members and environmental justice advocates takes time and effort, but if done well will result in a comprehensive Assessment that considers the full impacts of freight on surrounding communities and supports a community-centered vision for the future. It's crucial that the California Transportation Commission (CTC) build in the time to engage and collaborate with the communities directly impacted by the selected freight corridors well before the December 2023 deadline.

The SB 671 process should also be transparent and accessible to community members and stakeholders. The CTC should provide more information about how the SB 671 Assessment will be developed, where community members can go to get more information, and what their community engagement process will be. The CTC's community engagement strategy should not focus on the California Freight Advisory Committee public meetings, which are highly technical spaces and inaccessible to many community members, particularly those who speak a language other than English. A clear process for how community members can engage over the next two years as the CTC develops its Clean Freight Corridor Assessment is an important first step to ensuring that the CTC's recommendations are informed by the lived experiences and priorities of the surrounding communities.

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)

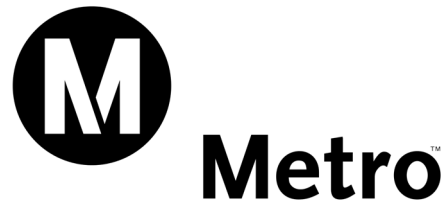
With great appreciation,



Attachments:

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

CC: Lee Ann Eager, 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



September 1, 2021

The Honorable Liane Randolph  
Chair, California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

The Honorable David Hochschild  
Chair, California Energy Commission  
1516 Ninth Street  
Sacramento, CA 95814

Dear Chairs Randolph and Hochschild:

Governor Newsom and the California Legislature have demonstrated strong leadership in addressing environmental challenges facing our communities, particularly disadvantaged and underrepresented communities in California. A recent example is the enactment of provisions in the new FY 2022 State Budget dedicating an unprecedented amount of state revenues to implementing a major Zero Emission Vehicle (ZEV) program, including the deployment of 1,000 heavy-duty ZEV trucks over the next three years. The purpose of our letter is to begin a joint process between our agencies and your agencies leading to an action program that would deploy the maximum feasible number of heavy-duty ZEV trucks operating in and around the San Pedro Bay Ports and along the I-710 South Corridor.

It has been clearly documented that there is an air quality/public health crisis confronting the communities along the I-710 Corridor, generated in part by the diesel emissions from heavy-duty trucks. In fact, a July 14, 2021 letter sent from Chair Randolph and CalSTA Secretary Kim et al to Congressional leaders, stated clearly: "Communities near the seaports have a higher cancer risk and high rates of asthma compared to the rest of California." The letter went on to state: "...making corridor investments of zero-emission charging infrastructure, can accelerate the turnover of heavy-duty vehicles, lead to greenhouse gas reductions, and provide especially important air quality benefits for nearby communities." We fully agree with statements contained in your letter and that is why we are very hopeful that our agencies can work cooperatively to develop a ZEV deployment program as part of a Clean Truck Program for the I-710 Corridor.

As you may be aware, a decision has been made by both Caltrans and Metro to suspend activities associated with environmental planning for the I-710 Corridor. The Metro Board of Directors has directed Metro management to work with stakeholders, including the Gateway Cities COG, to assess a range of community-based impacts and resident concerns including potential displacement, poor air-quality generated in part by diesel emissions, the existing

unsafe operating conditions for both cars and trucks, the economic impact of goods movement, and the ancillary impacts of the I-710 to connecting streets.

The Gateway Cities COG Board of Directors has established a new I-710 Ad Hoc Committee working cooperatively with Metro to identify effective and innovative solutions to addressing the multiple needs of the Corridor communities and users of the I-710, including the logistics industry. Let us stress that the governing boards of both of our agencies have placed the deployment of clean heavy-duty trucks, specifically including ZEV trucks, on the I-710 as a very high priority requiring urgent action. We also believe that a joint action plan for deploying clean heavy-duty vehicles should include a workforce development component.

We are very hopeful that we can establish a meaningful working relationship with your two agencies, along with other appropriate State Agencies, to address the existing air quality/public health crisis confronting the communities along the I-710 Corridor. Past federal and state initiatives – such as the Transformative Climate Communities program – took a holistic, multi-agency approach to developing regions of opportunity. Such an approach could again be helpful along the I-710 Corridor. We look forward to scheduling a meeting with the appropriate staff that you identify for our agencies to work with.

Thank you for your consideration and we look forward to forging a strong partnership.

Sincerely,



Nancy Pfeffer  
Executive Director  
Gateway Cities COG



Stephanie N. Wiggins  
Chief Executive Officer  
Metro

cc: The Honorable Bob Archuleta, Member, California State Senate  
The Honorable Lena Gonzalez, Member, California State Senate  
The Honorable Anthony Rendon, Speaker, California State Assembly  
The Honorable Christina Garcia, Member, California State Assembly  
Ms. Dee Dee Myers, Senior Advisor to Governor Newsom, Director of GO-BIZ  
The Honorable David Kim, Secretary, California State Transportation Agency  
Mr. Toks Omishakin, Director, California Department of Transportation  
Ms. Hilary Norton, Chair, California Transportation Commission

## 710 Task Force Membership

CBO'S, ENVIRONMENTAL, ADVOCACY GROUPS & COMMUNITY SERVING ORGANIZATIONS	CITIES & GOVERNMENTAL AGENCIES	GOOD MOVEMENT/ TRANSPORTATION/LABOR/ BUSINESS
Southeast Los Angeles (SELA) Collaborative	County of Los Angeles Supervisorial District 1	METRANS Transportation Consortium
East Yard Communities for Environmental Justice (EYECJ)	County of Los Angeles Supervisorial District 2	Cal State University, Long Beach Center for International Trade and Transportation (CITT)
Communities for a Better Environment (CBE)	County of Los Angeles Supervisorial District 4	USC Equity Research Institute (ERI)
Long Beach Alliance for Children with Asthma (LBACA)	LA County Public Works	LA Unified School District (LAUSD)
Long Beach Residents Empowered (LBRE)	City of Long Beach	CALSTART
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	City of Los Angeles	International Brotherhood of Teamsters, Local Union 848
Coalition for Clean Air (CCA)	Southern California Association of Governments (SCAG)	LA County Business Federation (BizFed)
EarthJustice	Metrolink (Southern California Regional Rail Authority)	Burlington Northern Santa Fe (BNSF) Railway
National Resources Defense Council (NRDC)	Gateway Cities Council of Governments (GCCOG)	LA Customers Broker & Freight Forwarders Association (LACBFFA)
BREATHE LA County (Breathe LA)	City of Bell GCCOG Ad Hoc Committee	Harbor Trucking Association (HTA)
The California Endowment (TCE)*	City of Commerce GCCOG Ad Hoc Committee	Union Pacific (UP) Railroad
	City of Cudahy GCCOG Ad Hoc Committee	Pacific Merchant Shipping Association (PMSA)
	Alameda Corridor Transportation Authority (ACTA)	Total Transportation Services, Inc. (TTSI)
	Long Beach Transit (LBT)	Watson Land Company
	Access Services, Inc	International Longshoremen Workers Union (ILWU)
	US Environmental Protection Agency (EPA)	
	California Air Resources Board (CARB)	
	South Coast Air Quality Management District (AQMD)	
	LA County Economic Development Corporation (LAEDC)	
	Port of Long Beach (POLB)	
	Port of Los Angeles (POLA)	

# Option #1: Metro should use its \$50 million for ZE Infrastructure only

## Opportunities

## Challenges

Meet the Metro Board directive on subsidy funding for ZE truck purchases/leases

Provide support to small fleets and independent operators

capital expense can support program ongoing

\$50 million can go further by matching/partnering with Charge Ready, truck vouchers, etc.

partner with COG/cities in the corridor on pilot deployments to test market

Dependent upon access to ZE infrastructure for charging/fueling

A strong business case will need to be made on the level of subsidy per ZE truck (expensive in near term)

Know in advance the ratio of what will be hydrogen compared to battery electric

Consensus among stakeholders

No guarantee for receiving additional grant funding

Knowing exactly where infrastructure is needed

Infrastructure siting should not create displacement

potential construction/operations related harms have to be addressed

coordinated approach among agencies with overlapping areas of focus

# Option #2: Metro should use its \$50 million primarily on ZE Infrastructure with some targeted subsidy funding

## Opportunities

## Challenges

Achieves Metro Board direction on one of the uses of Metro funds for vehicle subsidies	Determining the focus: small business, independent owners/operators etc.?	Start conversations with customers early
Potentially increased clarity regarding location of infrastructure	Importance of engagement with communities to make sure locations are supported	partner with COG/cities in the corridor on pilot deployments to test market

Targeted subsidy funding will need to layer on top of other funding sources (Ports, AQMD, CARB, etc.)	Knowing exactly where infrastructure is needed	More difficult to run a program with separate/distinct options
Infrastructure siting should not create displacement	potential construction/operations related harms have to be addressed	coordinated approach among agencies with overlapping areas of focus

# Option #3: Metro should use its \$50 million primarily on subsidy funding for ZE truck purchases/leases

## Opportunities

Meet the Metro Board directive on subsidy funding for ZE truck purchases/leases	Provide support to small fleets and independent operators	

## Challenges

Dependent upon access to ZE infrastructure for charging/fueling	A strong business case will need to be made on the level of subsidy per ZE truck which is expensive in the near term	Concerns around classification issues
Timing, funding will not go as far	without infrastructure, risk an imbalance between trucks and refueling needs	

## Draft Recommendation Considerations:

option 1 is more in line with what funding can accomplish

allocation and administration of subsidies complex

2 different arenas requires 2 distinct tasks happen (less efficient)

seems that we can do more of the best good if we focus on infrastructure

would prefer most money go to infrastructure

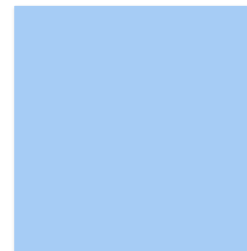
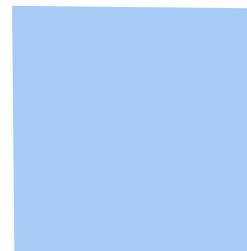
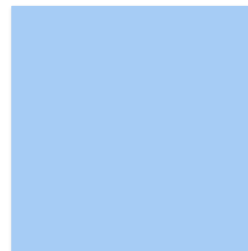
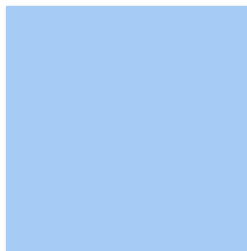
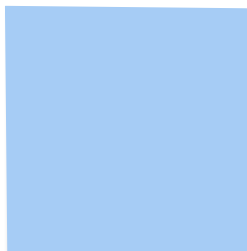
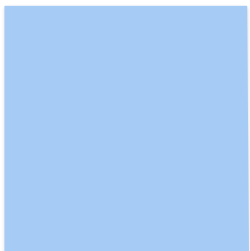
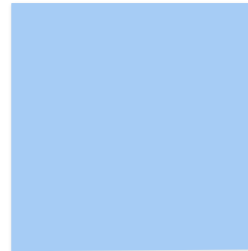
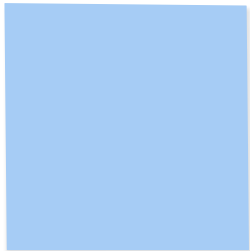
potential to focus investment in priority communities

looking at \$50 mil as seed funding

not wanting to predetermine what the appropriate \$s for infrastructure/subsidies

timing aspect: if this detracts from metro's ability to deploy infrastructure at speed

important that communities are involved in infra placement conversations



	A	B
1	Name, Organization	Question/Comment
2	Nancy Pfeffer, GCCOG	The 710 freeway is the backbone of transportation for 27 cities and unincorporated Los Angeles County communities. Thank you, Michael, for bringing in DOT and highlighting clean truck admission needs. Please address Biden's Transportation Initiative and Policy and how the funding program can be applied to our communities.
3	James Shankel, Caltrans District 7	Is it possible to highlight the programs already identified or others, because that could help with funding the development of alt-fuel infrastructure that would address ZE HD trucks in the next year or two?
4	Nancy Pfeffer, GCCOG	Thank you for your comments & responses. It would be great if the Emerging Projects Agreement w/ CA explicitly relied on the Justice40 initiative.
5	Fernando Gaytan, EarthJustice	Clarification on investment plan.
6	Sharon Weissman Port of LB	The opportunity to spend on infrastructure is a capital expense, it is ongoing and an investment.
7	Jack Symington, LACI	Match Metro programs with other local programs to gain matching funds/commitment.
8	James Shankel, Caltrans District 7	Matching opportunities should be the goal, but identify that you do not always get the program you want when matching funds.
9	Ryan Snyder, Caltrans District 7	Not knowing where the infrastructure is needed.
10	Damon Hannaman, SCE	Echoing Ryan's comment, we need to start conversations with sites and determine the required infrastructure. Infrastructure often does not meet the needs and is behind the power needed for buildings, etc. Timeframes and discussions with the utility companies need to be set beforehand. Customers need to communicate with us before the vehicles are ordered. We are matched with a single entity.
11	Fernando Gaytan, EarthJustice	What are the labor and misclassification issues?
12	Sharon Weissman Port of LB	Missed the Infrastructure comment.
13	Fernando Gaytan, EarthJustice	I agree with Option 1 rather than the alternatives because I feel like we can do more. Please clarify if we are expected to vote on things in upcoming meetings so we are more prepared and send the questions early.
14	James Shankel, Caltrans District 7	I appreciate trying to stretch the dollar as much as possible, although we will have the best outcome if we focus on infrastructure.
15	Nancy Pfeffer, GCCOG	Infrastructure Investment and not subsidies focused on EJ Communities - best option.
16	Luke Klipp, LACo District 4	Focus on seek funding; don't pre-determine the money amount.
17	Natalia Ospina, NRDC	Focus on Infrastructure, not subsidies and focus on EJ Communities.
18	Adrian Martinez	ZE infrastructure focus makes sense to me. I am having a hard time with the survey.
19	Matt Petersen, LACI	POLA, the Mayor of LA, and LACI have pushed for additional funding in this year's budget for the Zero Emissions goods movement (trucks, charging, and other related priority investments).
20	Nancy Pfeffer, GCCOG	I appreciate the reminder about the Emerging Projects Agreement. Does Metro have a strategy to address that specific opportunity?
21	Damon Hannaman, SCE	I want to remind the group about the SCE Charge Ready Transport program, \$350 Million is dedicated to infrastructure to support Medium and Heavy-duty vehicles.
22	Colby Morrow, SCE	Possibly use part of the funding as a match for other programs? It makes your money go further
23	Nancy Pfeffer, GCCOG	I would like to hear and understand more about the Charge Ready program, particularly given its size. Could we have a future presentation on it?
24	Fernando Gaytan, Earthjustice	Siting of infrastructure will need to ensure that it does not create displacement, and any potential construction/operation related harms have to be addressed (Fernando Gaytan, EarthJustice)
25	Nancy Pfeffer, GCCOG	Another challenge for these options (eso. 1 and 2) is that we need a straightforward coordinated approach among the state agencies with overlapping areas of focus (e.g., CEC leads on infrastructure while Caltrans is receiving IJA funding for infrastructure).
26	James Shankel, Caltrans District 7	I would suggest option #2. Opportunities and challenges are similar to option 1. Still, the possible advantage of adding the targeted subsidy funding component is that there would be potentially increased clarity regarding infrastructure location. I want to emphasize and strongly agree with the importance of community engagement to ensure that the site of ZE infrastructure is supported.

	A	B
27	Akiko Yamagami, Metro	Damon Hannaman, how much lead time does SCE typically need to plan and install EV chargers for Medium duty to heavy-duty trucks—minimum advance time required?
28	Nancy Pfeffer, GCCOG	An opportunity for infrastructure options would be to partner with the COG & cities in the corridor on a series of pilot deployments to test acceptance and market users. A challenge for this option is timing. If you do this soon, the funding will not go so far due to the expense of ZE trucks in the near team.
29	James Shankel, Caltrans District 7	Option #3 is a challenge...while supporting ZE truck purchase is very important, there is a risk of an imbalance concerning the fueling needed for ZE trucks to operate.
30	Nancy Pfeffer, GCCOG	Erika/Michael, can you please confirm that challenges/opportunities mentioned only in the chat will be included & considered?

# Welcome!

*We will begin in a few moments.*

**710 Task Force Meeting #4**

**Zero-Emission Truck Working Group**

**March 22, 2022**



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

710 TASK FORCE



Metro

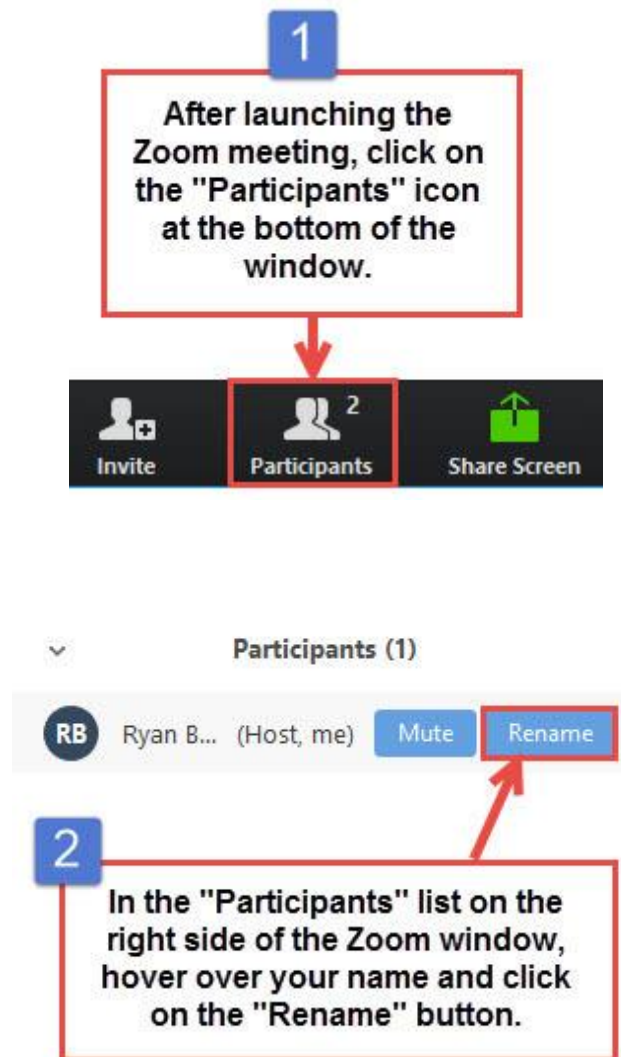
# Facilitator



**Erika C.B. Morales**  
Partner, Morales + Morales Partners

# Task Force Member Identification

***Task Force Members, please change your Zoom screen name to include:*** Name and Organization Name



# 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!**

# Agenda

- 1:00 pm**      **Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group**
- 1:05 pm**      **Agenda Item #1: Project Team Presentation**
- 1:15 pm**      **Agenda Item #2: Funding Opportunities**
- 1:45 pm**      **Agenda Item #3: Working Group Discussion (40 minutes)**
- 2:25 pm**      **Closing Comments, Next Steps, Thank you**

# Moderator



## **Michael Cano**

LA Metro  
Executive Officer (Interim)  
Countywide Planning & Development

# Agenda

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

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

- Zero-Emission Truck Working Group #3 Highlights
- SB 671 Update and Next Steps
- Objectives for Zero-Emission Truck Working Group Meeting #4

**1:15 pm** Agenda Item #2: Funding Opportunities (30 minutes)

US Department of Transportation

*Andrew Wishnia, Deputy Assistant Secretary for Climate Policy*

*Charles Small, Deputy Assistant Director for Intergovernmental Affairs*

**1:45 pm** Agenda Item #3: Working Group Discussion (40 minutes)

- Zero-Emission Truck Working Group – Updates
- Funding Opportunities
- Program Development
- Other elements to consider

**2:25 pm** Closing Comments, Next Steps, Thank you: (5 minutes)

# Agenda Item #1: Project Team Presentation

# Zero-Emission Truck (formerly Clean Truck) Program Working Group Meeting #3 – Report Out

## Summary

- > Held virtually via Zoom on Thursday, February 24
- > 26 participants (15 Task Force Members, 2 Ex-Officio Task Force Members, 9 Members of the Public)
- > Meeting topics included:
  - ✓ Zero-Emission Truck Program Options
  - ✓ Explore Grant Funding Opportunities

## Highlights

- ✓ Examples of Successful Clean Truck Programs (Infrastructure-based, truck-based, hybrid, other considerations)
- ✓ 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.

# 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

# Senate Bill 671 Nomination and Letter of Support



COUNTY OF LOS ANGELES SUPERVISOR • FOURTH DISTRICT

**JANICE HAHN**



Los Angeles County Supervisor

**HILDA L. SOLIS**

First District



**HOLLY J. MITCHELL**

LOS ANGELES COUNTY SUPERVISOR ♦ 2ND DISTRICT

**SUELY SARO**

LONG BEACH CITY COUNCIL



**access**



**Eric Garcetti**  
@MayorOfLA



**GATEWAY CITIES**  
COUNCIL OF GOVERNMENTS



**C.E.H.A.J.**  
coalition for environmental  
health and justice



**LA DWP** Los Angeles  
Department of  
Water & Power

**Long Beach Transit**  
Dedicated to connecting communities and  
moving people... making everyday life better.

**PMSA**  
PACIFIC MERCHANT SHIPPING ASSOCIATION

# Meeting Objectives

- ✓ Present Zero-Emissions Truck Program Funding Opportunities and Partnerships
- ✓ Zero-Emissions Truck Program priorities, goals, considerations, and next steps

# Agenda Item #2: Funding Opportunities

# Speakers



## **Andrew Wishnia**

Deputy Assistant Secretary for Climate Policy  
US Department of Transportation



## **Charles Small**

Deputy Assistant Director for Intergovernmental Affairs  
US Department of Transportation

# Agenda Item #3: Working Group Discussion

# Zero-Emission Truck Working Group – Updates

## > Meetings to-date:

- November 29, 2021
- January 25, 2021
- February 24, 2022
- March 22, 2022

## > Topics reviewed and discussed:

- Goals and objectives for the 710 South Clean 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
- Request to re-name group as the **Zero-Emission Truck Working Group** to align with Board motion

# Zero-Emission Truck Working Group – Funding Opportunities

## > **Governor's Budget Proposal**

- \$6.1 Billion for ZE Vehicle related activities overall
- **New funding program: ZEV Fueling Infrastructure Grants**
  - \$600 Million over 4 years
  - EV charging infrastructure; prioritize fast-charging infrastructure

## > **SB-1 Trade Corridor Enhancement Program**

- \$300 Million per year + apportionment to California from federal IIJA (FAST Act successor)
- ZE Infrastructure is eligible and desired; ZE subsidies for rolling stock ineligible (Article XIX)

## > **CARB HVIP**

- ZE truck and bus subsidy focused – \$46 Million of \$197 Million available March 30th for Class 8 trucks

## > **CA Energy Commission (CEC)**

- Infrastructure-focused -- \$1.4 Billion plan to build out ZEV infrastructure (2021-23)

## > **Federal Programs: IIJA/BIL, INFRA, etc.**

- Infrastructure-focused

# Development of the 710 Zero-Emission Truck Program

## Options emerging for use of \$50 million:

### > **Focus on ZE Infrastructure only**

- Will require a strong community outreach component to plan, site and implement ZE infrastructure
- Work with current pilot programs / early adopters
- Will need fast-tracked Regional ZE infrastructure planning for Metro/Caltrans
  - Partner with SCAG, AQMD, LACI, Communities, etc.
- Many opportunities for Metro to leverage \$50 million many times over – TCEP, IJJA, CARB, CEC

### > **Focus primarily on ZE Infrastructure with some targeted subsidy funding**

- Targeted subsidy funding will need to layer on top of other funding sources (Ports, AQMD, CARB, etc.)
- What will be the focus? Small Business, Independent Owners/Operators in corridor, etc.?

### > **Focus primarily on subsidy funding for ZE truck purchases/leases**

- Need a strong business case as subsidy need per ZE truck is extremely expensive in near term
  - Also, dependent upon access to ZE infrastructure for charging/fueling.

# Development of the 710 Zero-Emission Truck Program

## Other elements to consider:

- Drayage segmentation to create near-to-long term strategies for ZE deployment
- Consideration of Metro's role and opportunity in relation to other agencies and partners in the region
- Tax and incentive funding barriers to adoption
- Workforce development linked to I-710 S Corridor Communities
- Truck parking + ZE charging/fueling infrastructure
- Pilot programs to battle entrained particulate matter generation
- Vegetation and other truck emission mitigations
- Technology / Innovation applications to reduce Truck VMT / idling

# Upcoming Meetings

## Vision & Goals Development Public Meeting

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

## Community Leadership Committee

- > *Thursday, March 31, 5-6:30pm*

## Working Groups

### Equity

- > *Tuesday, April 5, 5-7pm*

### Zero-Emission Working Group

- > *Tuesday, April 19, 1-2:30pm*
- > *Tuesday, May 17, 1-2:30pm*

## Task Force

### Task Force Meeting #7

- > *Monday, April 11, 5-7:30 pm*

### Task Force Meeting #8

- > *Monday, May 9, 5-7:30pm*

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



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

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