



I-710 SOUTH CORRIDOR PROJECT

Zero Emission Truck Working Group Meeting #7 Meeting Summary

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June 21, 2022



Zero-Emission Truck Working Group Meeting #7 Summary

ATTENDEES

TASK FORCE MEMBERS

Transportation Agencies

Hannah Walter, Associate Deputy Director, California Transportation Commission (CTC)
Scott Strelecki, Southern California Association of Governments (SCAG)
Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority (ACTA)

Community-Based Organizations and Advocacy Groups

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

Freight and Logistics Industry

Lena Kent, General Director of Public Affairs, Burlington Northern Santa Fe (BNSF) Railway
Thomas Jelenić, Vice President, Pacific Merchant Shipping Association (PMSA)
Jennifer Williams, Environmental Specialist Associate, Port of Long Beach (POLB)
Amber Coluso, Air Quality Environmental Specialist, Port of Los Angeles (POLA)

Environmental Organizations

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

Academic / Research / Policy / Foundations

Niki Okuk, Deputy Director, Calstart
Alycia Gilde, Vice President, Clean Fuels and Infrastructure, Calstart

Regulatory Agencies

Aaron Katzenstein, South Coast Air Quality Management District (AQMD)
Marc Perry, Energy Commission Specialist, California Energy Commission (CEC)

Local Jurisdictions

Luke Klipp, Senior Transportation Deputy, Los Angeles County Supervisorial District 4
Viviana Gomez, Transportation Deputy, Los Angeles County Supervisorial District 4
George Payba, Environmental Affairs Director, Los Angeles Department of Water and Power (LADWP)

Community Leadership Committee

Emmanuel Godinez, Boyle Heights
Fa'alagilagi Meni-Siliga, Carson
Sinetta Farley, East/Rancho Dominguez
Manuel Arellano, Wilmington

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Tiesha Davis, San Pedro
Maria Reyes, Long Beach

Ex-Officio Members

Nancy Pfeffer, Executive Director/VP, Finance and Budget, Gateway Cities Council of Governments (GCCOG)
Karen Heit, Staff, Gateway Cities Council of Governments (GCCOG)

ZE TRUCK WORKING GROUP MEMBERS

Steven Tilk, Manager of Commercial and Industrial Segment, Southern California Edison (SCE)
Jack Symington, Project Manager, Los Angeles Cleantech Incubator (LACI)
Damon Hannaman, Senior Advisor, Southern California Edison (SCE)
Kekoa Anderson, Koa Consulting
Yvette Kirrin, Consultant, Gateway Cities Council of Governments (GCCOG)
Sue Dexter, USC METTRANS

PROJECT TEAM

Susan Ambrosini, Principal, AECOM
Julie Rush, Planning Senior Manager, AECOM
Michael Cano, Executive Officer of Countywide Planning & Development, Metro
Jessica Medina, Manager of Equity and Race, Metro
Dominica Smith, Manager of Transportation Planning, State and Federal Policy and Programming, Metro
Akiko Yamagami, Transportation Manager of Countrywide Planning & Development, Metro
Robert Calix, Cal Strategic Management
Gloria Roberts, Chief Deputy Director, Caltrans District 7
Paul Marquez, Deputy District Director of Planning, Caltrans District 7
James Shankel, Senior Environmental Planner, Caltrans District 7
Maya Pogoda, Senior Executive, GF Bunting + Co.
Erika Morales, Facilitator, Morales-Partners
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
Adrian Farran, Project Coordinator, Arellano Associates
Samantha Sosa, Project Coordinator, Arellano Associates
Thomas Grogan, Project Coordinator, Arellano Associates
Sasha Cheechov, Tech Coordinator, Arellano Associates
Allison Crook, Assistant Project Coordinator, Arellano Associates

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) District 7 initiated the I-710 South Corridor Task Force (710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. The 710 Task Force will review and assess the purpose and need for investment in the I-710 corridor, develop multi-modal improvement strategies, identify programs and projects to advance these strategies, create an investment and implementation plan, and provide recommendations to the Metro Board in 2022.

The 710 Zero-Emission Truck Working Group Meeting #7 was held virtually on Tuesday, June 21, 2022. The intent of this meeting was to support Metro's goal to advance ZE deployment, collaborate through breakout rooms discussions to develop and refine the ZE Truck Program priorities, identify remaining areas of inquiry or concern, and discuss Metro's Board action in May (Motion 9) calling for the Pre-Investment Plan Opportunity by September 2022. Spanish interpretation was provided simultaneously for this meeting.

Prior to the meeting, the 710 Zero-Emission Truck Working Group received the agenda (**Appendix A – Meeting Agenda**), presentation (**Appendix C – Meeting Presentation**), and meeting materials (**Appendix B – Breakout Room Discussion Notes**).

710 Zero-Emission Truck Working Group #7 Virtual Meeting

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

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

In Memory of Victor LaRosa

- > Michael Cano, Executive Officer (interim), Federal/State Policy & Programming, Countywide Planning & Development (LA Metro), shared the unfortunate news about the passing of former Task Force member Victor LaRosa, TTSI and meeting participants shared a moment of silence for him.

2. Agenda Item #1: Project Team Update

Metro Board Direction

- > Mr. Cano provided a report of Metro Board of Directors' June meeting following a recap of the Metro Board Direction, Strategic Objectives, and **desired outcomes**:

Zero-Emission Truck Working Group Meeting #7 Summary

- \$200 million funding target
- Leverage \$50 million in 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

3. Agenda Item #2: Interactive Discussion, Breakout Rooms, Report Outs, and Plenary Discussions

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

Breakout Room Format and Report Outs

- > Per feedback from the ZE Truck Working Group Members, breakout sessions were conducted at this meeting (like ZE Truck Working Group Meeting #6) to ensure each group covered all the topics within each breakout room.
- > 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, Infrastructure Siting
 - #2 – Strategic Partnerships and Funding Opportunities
 - #3 – Legislative and Policy Initiatives
 - #4 – Small Set-aside for Truck Subsidies
 - #5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes

Topics covered:

- > What we learned from each other at the last meeting
- > Areas of Agreement
- > Barriers/Obstacles to be removed
- > Next steps

> **Key Takeaways from Breakout Rooms**

- **#1 – Community Engagement, Community Benefits, Equity Considerations, Infrastructure Siting**
 - Community outreach and engagement must be transparent, centering local residents and businesses throughout the corridor, and with consideration of impacts such as noise pollution, safety, access, and local street conditions.
 - Local residents should be aware of, and prioritized to receive benefits of the project, such as jobs and workforce development/training programs.
 - Community colleges and labor leaders should be involved in the development and implementation of ZE-related employment/training programs.
 - Industry leaders, including trucking associations and EV companies, should be involved to provide guidance on effective placement of ZE infrastructure, and operational considerations such as technology needed and potential worker challenges.
 - Los Angeles Cleantech Incubator (LACI) will create an investment blueprint including a high-level budget for deployment of charging depots adjacent to the I-710 corridor, with priority sites selected in partnership with CEHAJ and community members.
 - The Gateway Cities Council of Governments (GCCOG) plans to create a pilot project to better understand the permit pathways, maintenance, and identify barriers to deployment.
- **#2 – Strategic Partnerships and Funding Opportunities**
 - Metro needs to be strategic in how it looks at different programs to see what fits into Metro's program and how Metro's program fits into the regional landscape.
 - There is a need for transparency and alignment with the Task Force process in pursuing partnerships and funding opportunities.
 - Metro needs to determine which funding opportunities should be top priorities, which are urgent and near-term.
 - There are several established funding opportunities Metro should explore, including MSRC and Energy Commission, the SB 671 Trade Corridor Project, and POLB's ZE 25 Program.
- **#3 – Legislative and Policy Initiatives**
 - There is a need for a more clearly coordinated state-level approach to mitigate legislative barriers.
 - Independent owner/operators experience barriers to transitioning to ZE technology including insufficient subsidies, income tax levied on subsidies,

and federal excise taxes. There are opportunities to explore grant funding and policy initiatives to help remove these barriers.

- **#4 – Small Set-Aside for Truck Subsidies**
 - Metro should use the set-aside to establish a multi-year technical assistance service that is aimed to help small businesses with vehicle & charging/fueling infrastructure installation from beginning to the end of the process.
 - Metro needs to engage the drayage industry to understand what their challenges are in switching to ZE trucks and start figuring out how to address them one by one.
 - Metro needs to fully understand where fees and taxes become a cost burden on small businesses when receiving incentives and grants to figure out ways to eliminate them.
 - Metro should work with CARB to design and rollout a pilot program that is specifically aimed to leasing ZE trucks to small business owners so that they can test the concept and provide real user feedback.
- **#5 – Environmental Impacts, Mitigation Strategies, and Program Outcomes**
 - ZE Infrastructure should be properly placed (compatible land use, near truck route, use existing right of way) and cognizant of existing and future truck travel patterns.
 - A siting study is needed to examine opportunities to develop sites by looking at parcels and understanding their viability based on various metrics.
 - There is a need for environmental studies at the project level for site development and deployment.
 - There is a need to address potential impacts associated with power delivery to ZE infrastructure, as well as site development.

4. Agenda Item #3: Pre-Investment Plan Opportunity (previously referred to as Early Investment Plan)

- > Mr. Cano provided an overview of the Pre-Investment Plan Opportunity and the next milestones. The milestones are:
 - June 16 – Nomination Applications available
 - June 23 – Presentation at Community Leadership Committee
 - July 1 – Nomination Applications due
 - July 11 – List of Nominations shared at Task Force Meeting #10
 - July 21 – List of Nominations shared with the Community Leadership Committee

Zero-Emission Truck Working Group Meeting #7 Summary

- August 8 – Task Force considers Pre-Investment Plan Opportunity Nominations
- September – Metro staff presents the slate of Pre-Investment Plan Opportunity Nominations to the Metro Board

5. Closing Comments, Upcoming Meetings, Thank you

- > Ms. Morales reviewed the upcoming Task Force meeting information and other key dates.
- > Ms. Morales encouraged Task Force members and members of the public to contact Michael Cano should they have any questions or concerns.
- > The meeting adjourned at 3:03 pm.

Meeting Format Logistics

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



710 Task Force

Zero-Emission Working Group Meeting #7

Date and Time: Tuesday, June 21, 1-3pm

Location: Held Virtually via Zoom

Meeting Link: <https://tinyurl.com/Zero-EmissionWG-7>

Meeting ID: 830 0721 1167

Passcode: 5851

Meeting Objectives and Agenda

Objectives

During this meeting, the working group will:

- ✓ Support Metro's goal to advance ZE deployment in the I-710 South Corridor
- ✓ Conduct interactive discussion to refine priorities, strategies to accomplish outcomes, considerations & next steps.
- ✓ Develop and refine the ZE Truck Program priorities and scope in preparation for a consensus check and possible vote on the Program framework in July
- ✓ Identify remaining areas of inquiry or concern
- ✓ Discuss Metro's Board action in May (Motion 9) calling for an Early Investment Program by September 2022

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 <ul style="list-style-type: none"> • In Memorium – Victor LaRosa
1:10-1:20pm (10 min)	Agenda Item #1: Project Team Updates 1.1 Zero-Emission Program Development Timeline
1:20-2:55pm (1 hour 25 min)	Agenda Item #2: Interactive Discussion, Breakout Rooms, Report Outs, and Plenary Discussions 1:20-1:25pm Introduction to Breakout Room Discussion topics and protocols; what we intend to accomplish 1:25-2:10pm Breakout Room Discussions 2:10-2:50pm Breakout Room Report Outs (5 mins each) followed by Plenary Discussions (5 mins each)
2:50-2:55pm (5 min)	Agenda Item #3: Early Initiative Projects 3.1 Phase III/IV Milestones: Early Initiative Projects

2:55-3:00pm (5 min)	Closing Comments, Upcoming Meetings, Thank you
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Pre-Work: Meeting Materials and Handouts

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

- [Presentation](#)
- [ZET Working Group Meeting #6 Summary](#)
- [June Metro Board Report](#)

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

WHAT WE HEARD	WHAT WE AGREED	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
Highlight the importance of community input, engagement, and transparency	<p>Need to understand concerns/impacts on noise, safety, access, local street conditions</p> <p>Prevent or mitigate additional community harm during the deployment or operation of ZE infrastructure</p>	TBD	Detail regarding appearance and exact location of sites	Schedule a presentation in June/July with LACI and CEHAJ on the Blueprint Project on process. Highlight Lessons Learned for application to TF projects.	Respecting the process of consensus building that was developed. Honoring community engagement and benefits by giving the CLC the opportunity to weigh in on proposals made by the working group. Don't circumvent this process.
Engage with community leaders and community-based organizations to leverage existing connections to communities throughout the corridor when determining infrastructure siting	Should not be a parallel process being done outside of the Task Force that usurps or supplants what comes out of this process. At the end of the day, the Task Force should have a final say under it's equity plan	<p>Where sites are located determines where outreach will is needed.</p> <p>Don't want them close to sensitive receptors (neighborhoods, schools, churches). Make sure to mitigate traffic/parking impacts.</p> <p>Making sure streets themselves are not issues (too narrow).</p>	<p>What type of interactions are most effective?</p> <p>Is there a plan for exactly how to interact with communities? e.g. flyers, events, etc.?</p> <p>LACI: after final blueprint, can share outreach plan with partners</p>	TBD	<p>Community was involved in CEHAJ/LACI siting process. Communities might not be aware of the exact details about the facility/parcels/energy but they know that these sites are good locations and will be built in the future with their feedback incorporated.</p> <p>Need input from people who live in these areas.</p> <p>Ensure community engagement continues once sites are identified so equity is always centered.</p> <p>LACI performing site assessments over next 4 weeks. Final blueprint expected mid-October</p> <p>Map showing grid capacity, trucking traffic, available land. Publicly available in LACI's ArcGIS. Map link: https://lacincubator.maps.arcgis.com/apps/mapviewer/index.html?webmap=b2bd63272d7c4b76a01e67b9a5c3982e</p>
Ensure that investment in the communities ties direct benefits to those residents	TBD	Unclear process to begin workforce development project	<p>Get their ideas on how to roll job training process out</p> <p>Talk about local hiring process. Additional conversations to explore other benefits for communities who house these sites</p>	Connect with LA County Workforce Development Board, community colleges, training programs for ideas on how to roll this out.	<p>Community benefits directly mentioned in NEVI siting plan.</p> <p>Zero-Emission for heavy infrastructure could come with light infrastructure too. By policy, could be connected as a benefit to heavy infrastructure siting.</p>
Employ walk-up informational centers to discuss jobs, trainings, and zero-emissions movement	Ensure there is proper clarity around these discussions. Be clear about intentions.	TBD	Find locations for these centers	TBD	

Work with trucking associations and EV companies to understand effective placement and operational considerations of ZE infrastructure	TBD	TBD	Caltrans and other vehicle producers: what is their vision when creating electric cars and how people would charge them?	TBD	
Ensure support for small and local businesses. Give preference to local companies doing business in the corridor	TBD	TBD	TBD	TBD	
Essential to have labor at the table. Important to get a core group of folks who are familiar with how this equipment works	TBD	TBD	TBD	TBD	
Expressed priority from elected officials in the 710 communities to site ZE infrastructure. Cities will be ones who issue permits for siting (when charging/fueling infrastructure in CALTRANS rightaway doesn't serve the community needs).			Locating appropriate sites? How big will they be? What are the access routes? How will residents be affected? What kind of utilities will be required? What are the community concerns with this kind of infrastructure? What is the permitting pathway? Should sites be public or private? How will the infrastructure be maintained? Hydrogen-fueling and battery-charging in the same place? Also achieves Metro's goal to identify barriers to deployment.	Pilot siting study for ZE infrastructure IJA - CA receiving \$400 million for ZE infrastructure development. State issued a draft plan this month that connects to this pilot siting study. The draft addresses equity considerations: outreach to communities throughout the state-discussing accessibility and small and disadvantaged businesses, quantify and measure benefits. Opportunity for workforce training. Discussed having a couple of cities volunteer. Could work with LACI to identify some pilot sites for the permitting pathway. Gateway Cities cog has engineers that have long-standing relationships with Public Works that can facilitate these discussions.	COG piloting study: one of the strategies being discussed in the ad hoc committee. Would love to join forces with the work that's already been done with the permitting. Don't want to reinvent any wheels. We are at the beginning
					Infrastructure should be modulated. Eventually will be upgraded or changed. Surrounding community. In Boyle Heights: trucks and semis go through residential areas to avoid traffic. Sites might not always be close enough to freight corridor Plan for future evolutions of these sites. Make sure negative impacts to community are minimal. Need to focus on the community benefits provided (start talking about local jobs).

Breakout Room #2 – Strategic Partnerships and Funding Opportunities

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
<p>Where can Metro make the most impact within this framework of investment and planning that is going on at the regional level to make sure that we are consistent and collaborative in that approach?</p>	<p>Metro needs to be strategic in how it looks at different programs to see what fits into Metro's program and how Metro's program fits in the regional landscape.</p>	<p>We need an LA County approach to funding together as opposed to infighting or competing against each other for the same funds.</p>	<p>What opportunities are there for a cohesive regional planning effort that coordinates all parties and creates a blueprint going forward?</p>	<p>Create a holistic approach to planning and funding with Metro's partners (SCAG, LACI, SCAQMD, the Ports, etc.)</p>	<p>Metro will be leading the effort to conduct an RFP. Metro should potentially join the effort with MSRC. SCAG has about 30 MOUs in development Last Mile Freight Program- no known coordination yet.</p>
		<p>Given Partners are working together regionally, Metro needs to understand which partners are going after specific grant funds, and how Metro can partner with them. Metro does not want to step on other's toes by competing for the same grant funds</p>	<p>Determine if the grant guidelines for zero-emission funding programs through various state agencies align to help provide increased funding opportunities to support this program?</p>	<p>Determine which funding opportunities should be the top priorities to meet the goals for the ZET Program? Determine which grants are URGENT/Near term; within the next 5 years?</p>	
<p>Work within the framework provided by the Board:</p> <ul style="list-style-type: none"> • Metro Board Direction and desired outcomes • \$200 million funding target • Leverage \$50 million local matches with private, regional, state, and federal funding • E deployment in the I-710 South Corridor • Collaboration with regional stakeholders 	<p>Work within the framework provided by the Board</p>	<p>Public access to charging infrastructure is a requirement for funding. Match is 30%-need to go 4 to 1. Minimum match for CEC-50/50 but depends on the project. Need to layer in other funds to make local funds stretch with other funding partners or a federal partner.</p>	<p>Caltrans has identified state components, but need to explore federal components.</p>	<p>Strategies to accomplish outcomes</p> <ul style="list-style-type: none"> • 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 	
<p>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.</p>	<p>Identify urgent/near-term grant opportunities</p>	<p>Given Partners are working together regionally, Metro needs to understand which partners are going after specific grant funds, and how Metro can partner with them. Metro does not want to step on other's toes by competing for the same grant funds</p>	<p>Determine if the grant guidelines for zero-emission funding programs through various state agencies align to help provide increased funding opportunities to support this program?</p>	<p>Determine which funding opportunities should be the top priorities to meet the goals for the ZET Program? Determine which grants are URGENT/Near term; within the next 5 years?</p>	<p>zero emission infrastructure- vehicle funding will only be awarded for infrastructure projects. Challenge- coordination especially with ports. AQMD does coordinate with others for federal funds- Hydrogen Hubs is another federal program- funds for heavy duty vehicles. Deadline= November 2022- notifications will go out in the summer. Does it cover the construction costs too? For Metro, it will have to cover some construction costs. 50 chargers = 2 million dollars for equipment alone. Not sure if this is a barrier, but TCEP funds must be for projects in an approved RTP/SCS- need to coordinate with SCAG. IJJA NEVI funds that Caltrans and the CEC will be distributing based on their approved state plan may be available for medium-and heavy-duty infrastructure in the later years of the program. Calstart Energiize?</p>

<p>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</p>		<p>Given Partners are working together regionally, Metro needs to understand which partners are going after specific grant funds, and how Metro can partner with them. Metro does not want to step on other's toes by competing for the same grant funds</p>	<p>Determine if the grant guidelines for zero-emission funding programs through various state agencies align to help provide increased funding opportunities to support this program?</p>	<p>Determine which funding opportunities should be the top priorities to meet the goals for the ZET Program? Determine which grants are URGENT/Near term; within the next 5 years?</p>	<p>You can stack incentives for Energy commission applications- you can apply those funds and use them as match share. Need to be ready to apply for these when the time comes. Utilities are a good partner for this. DWP has rebates on super chargers up to 125,000. The majority of the 710 corridor is on a different territory. Need to have a map of the utilities overlayed over the project area boundaries- will help with strategy.</p>
<p>POLB study found that there was more of a business case to be made for hydrogen fueling – hydrogen has become a major part of the ZE puzzle More help is needed for charging to get off the ground for regional deployment of ZE electric' battery trucks – reason for that focus for their study</p>	<p>TBD</p>	<p>ZE Battery Electric and Hydrogen are competing for infrastructure funding</p>	<p>TBD</p>	<p>TBD</p>	<p>Intermodal facilities might have potential, in question with Class 1 partners. Metro working with Supervisor Solis and Hispanic association. Just to clarify, the POLB charging study didn't say there was more of a business case for hydrogen, it just said there was a limitation in battery technology for zero-emission vehicles that did not allow for fast charging for medium- and heavy-duty vehicles.</p>
<p>Need for transparency – understanding the action plan and the processes around funding and partnership opportunities and how that is being shared back through the task force process to the public and much more clearly delineating how they are working together and how that is feeding into the task force process</p>	<p>We need to highlight the need for community input and engagement. We need a process consistent with the Task Force process.</p>	<p>It important from the start to understand how community input is going to be incorporated into any of the actions taken that come out of our discussions on strategic partnerships and funding opportunities.</p>	<p>TBD</p>	<p>Determine how public input is being fed back into the Task Force process.</p>	
<p>MSRC and the Energy Commission – grant applications – \$256 million in the next fiscal year</p>	<p>TBD</p>	<p>Different kinds of solicitations coming out looking at electrification opportunities in truck parking and charging lots</p>	<p>TBD</p>	<p>TBD</p>	
<p>POLB and POLA re: Clean Truck Fund Rate - Funding for infrastructure for Class 8 Trucks; funds for ZE truck vouchers; possible demonstration and pilot projects</p>	<p>TBD</p>	<p>TBD</p>	<p>ZET WG Issue: How much they can fund, how many trucks they are looking for, Funding a study to identify sites on or near port property for charging facilities</p>	<p>TBD</p>	
<p>Edison Charge Ready Transport Program gives businesses the opportunity to install the infrastructure to support a fleet of medium- and heavy-duty electric vehicles (EVs) at low or no cost to you. By taking your fleet from gas to electric, you'll have the unique opportunity to both help the environment and save on fuel and investment costs.</p>	<p>TBD</p>	<p>There is a lot of money in the next few years for the Edison Infrastructure Program</p>	<p>ZET WG Issues: how much rebate is available and what kind of projects will be looked at by Metro and the WG</p>	<p>Need a final scope of the ZET program to determine if this is a viable funding opportunity.</p>	<p>only for businesses to install in their yards- not for public charging (need to confirm)</p>

<p>HVIP (Hybrid and Zero-emission truck and bus voucher incentive) Project provides point-of-sale discounts to power California communities and drive commercial technology transformation. Launched by the California Air Resources Board in 2009, HVIP is the earliest model in the U.S. to demonstrate the function, flexibility, and effectiveness of first-come first-served incentives that reduce the incremental cost of commercial vehicles in communities that need it most.</p>	TBD	There is an over subscription of those programs	How we work with trucking companies?	Evaluate HVIP Program.	Usually for larger fleets and first come, first serve. usually gone in 2 hours. Equity concerns for smaller fleets (DVEs). AQMD VIP program for trucks that focus on fleets that are 10 or smaller. Very limited funding- \$8 million. Carl Moyer
<p>NEVI (National Electric Vehicle Infrastructure) Program. Established through the Infrastructure Investment and Jobs Act, the NEVI Program fills gaps in the Alternative Fuel Corridors to establish an interconnected network of publicly available electric vehicle chargers.</p>	TBD	This program is focused more on light duty while the 710 ZET program is more heavy duty. Applicability of program is unclear.	Should the Task Force look at how Metro can support electric buses, electric school buses, smaller trucks and delivery trucks as well as benefits in terms of public access for electric vehicles?	Evaluate NEVI Program for applicability	
Alameda Corridor	TBD	Determine how the trains operate on the Alameda Corridor; how can Metro and the Task Force support that in terms of the overall transition to electric for freight;	We need to look at inductive charging at points where there are stops; Terminal Island? determine community impacts	TBD	
Reconnecting Communities Program	TBD	TBD	TBD	TBD	
SB 372 / CARB mandate	TBD	Funding not available until next year (2023)	TBD	Look to programs that already exist to leverage those resources	
SB 671- submit by 9-21-22 to review the projects from CARB, CEC, CTC, GOVES- project will be assessed and recommend actions for it. Must be submitted by December 2022. Change existing structure to be put in the draft agreement. if a project is on public property that will be justifiable/allowable. No funding for itself yet, but will be prioritizing these projects. and helpful for other projects identified in the report.					
Energize being administered by CALSTART					
Phase 2 Blueprints (5 will be chosen), port specific solicitation for EV vehicle infrastructure by Q4 2022 for chargers or hydrogen.					
blueprint grant to be given to one company for a contractor to create a blueprint from it- fund 25 to 30 blueprints-					
Trade corridor project (same people reviewing SB 671 applications)					
SB 372 with CARB (similar to a VA loan for infrastructure for 65 vehicles,					

CEC has 6 funding concepts that will have money for-innovative EV, innovative H2 (refueling infrastructure),					
Hydrogen vs. Electric- don't want to say that one type is favored over the other		Whenever we talk about hydrogen production, should talk about Green Hydrogen. Hydrogen from an SMR approach is proven to be carbon-intensive			
Heavy duty vs. light duty- heavy duty can't hold a charge over certain kilowatts- better to focus on overnight charging until technology develops for fast charging (from port of long beach charging study). Does it have to be identified in the application? Yes, it should be					
Is it on or near a SB 671 corridor?					
Who will it serve?					
Capacity?					
Time frame?					
Ownership?					
Infrastructure needs?					
Hydrogen needs?					
Project costs?					
CEQA needs or requirements?					

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
<p>There is a need for a more clearly coordinated state-level approach</p>	<p>There is a need for a more clearly coordinated state-level approach</p>	<p>There is no coordination between efforts: Go-Biz has oversight of ZE truck issues, CARB focuses on investment in equipment, CEC focuses on infrastructure, CALTRANS, CALSTA has received funding to advance the CAPTI (Climate Action Plan for Transportation Infrastructure) to alleviate congestion, IJA Funding (HD has earliest requirements)</p>	<p>SB 671 Research and Freight Advisory Committee</p> <p>Research legislation- Gonzalez Senate Bill 671 (Clean Freight Corridors)- research Freight Advisory Committee</p> <p>Ask to CTC</p> <p>Collaborate with GCCOG</p>	<p>Work with Senator Gonzalez-how can she provide additional legislative support? She is already keenly interested in this corridor</p> <p>Develop language that we can all include in proposed legislation</p> <p>Advocate to state that 710 becomes a focus of these investments.</p> <p>Research whether Designation of I-710 as an significant/regional/national trade corridor (similar to Highways of National Significance) can position corridor for funding and not deter the advancement of projects/programs</p>	
<p>For many truck owners/operators, an even greater subsidy would be a minimum necessary to make the economic decision to make the transition to ZE technology.</p> <p>Legislation should be created to allow for these types of subsidies. (Fed-charging subsidies, state)-regulatory process, trailer bill-maximize benefit for those who can take advantage of this technology sooner than later.)</p>		<p>Insufficient subsidy offered: The subsidy offered as an incentive by programs such as the CARB Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) oftentimes does not come close to covering the cost differential between a new ZE truck and a used diesel truck that is still eligible to operate.</p>	<p>Explore additional funding and incentive opportunities to cover the cost differential between a new ZE truck and a used diesel truck</p>	<p>Subsidy should be specialized targeting (Someone who can charge more frequently across a trip (Short haulers-tend to be owner operators, operate older vehicles). Operators who might be doing short run on a frequent level vs long haul operator (IE, Nevada))</p>	<p>Focus on infrastructure subsidies over vehicle subsidies.</p>

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
<p>The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses – face when deciding not to transition from a diesel truck to a ZE truck.</p>	<p>A legislative exemption from income tax on subsidies to transition to ZE trucks could serve as an additional incentive for truck owners/operators to transition to ZE technology.</p>	<ul style="list-style-type: none"> Income tax - disincentive: Subsidies received by truck owners/operators as an incentive to transition from diesel to ZE technology are subject to income tax, thus creating a tax burden for smaller, minority, and/or disadvantaged truck owners/operators that undermines the purpose of the incentive funding. 	<p>The magnitude of (income tax, vehicle, etc) subsidies available?</p>	<p>Explore if grant funding by using a voucher program can assist with exposure on income tax.</p> <p>Connect with CALSTA and CALSTART Policy Staff to learn more about coalitions that may be working to address this issue.</p> <p>Can be area of focus for 2023 agenda (connect w previous strategy)</p>	<p>Remove barriers to ZE Deployment</p> <p>Identify a champion-local-Robert Garcia, state-Sr. Gonzalez, federal-??, refer to legislation that Alan Lowenthal proposed (carbon incentive-trying 2-3 times)</p>
<p>The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses – face when deciding not to transition from a diesel truck to a ZE truck.</p>	<p>Exemption from sales tax could serve as an additional incentive for truck owners/operators to transition to ZE. AB 784 (Mullin) could serve as a template for legislation given its partial exemption of sales tax for the purchase of certain ZE buses.</p>	<p>Truck owners/operators that take advantage of incentive funding to subsidize the purchase of a new ZE truck must pay the full sales tax--sometimes up to 10%--on the purchase of a fully priced ZE truck.</p> <p>Federal excise tax of 12% is a big barrier</p>	<p>TBD</p>	<p>Connect with Calstart Policy Staff to learn more about coalitions that may be working to address this issue.</p>	
<p>The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses – face when deciding not to transition from a diesel truck to a ZE truck.</p>	<p>TBD</p>	<p>There are no private sector products to ensure ZE trucks currently as there isn't enough data on ZE accident loss; Operators would need to self insure</p>	<p>TBD</p>	<p>TBD</p>	

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
<p>The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses – face when deciding not to transition from a diesel truck to a ZE truck.</p>	TBD	<p>Larger companies have the financial wherewithal to support the investment in ZE trucks quicker than smaller trucking companies which may be forced out of the market</p>	TBD	<p>Determine a model for smaller trucking companies to transition to ZE trucks.</p>	
TBD	TBD	<p>Lack of clear policy to create a sustainable market for ZE Trucks</p>	TBD	TBD	
<p>Need for subsidized provision for public charging</p>	TBD	TBD	<p>Where do you site those? Is this a model that others will use?</p>	TBD	

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
Near term solutions for installation of ZE infrastructure are needed	TBD	Lead time for installation of ZE infrastructure takes a while	TBD	TBD	<p>Cities may opt-out if other cities nearby develop charging facilities.</p> <p>Need for</p> <ul style="list-style-type: none"> 1) a regional plan 2) local incentive 3) authority that will coordinate with cities 4) collaborate with community members to figure out the ze infrastructure siting
TBD	TBD	Duty Cycle ability to perform and handle the rigors of poor drayage	TBD	TBD	
TBD	TBD	OEM chip shortage are causing production times to be extended/pushed out	TBD	TBD	

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
Need for a permitting pathway to siting ZE infrastructure—not enough CalTrans right of way.	TBD	Current landlords won't allow for ZE Infrastructure; Need for political support.	TBD	Connect with Calstart regarding incentivizing installation of ZE infrastructure on leased properties. Monitor SB 671 -Project Request Form-detailed look at the steps/requirements needed to put ZE infrastructure (battery/hydrogen) in place, State's Transition To ZE WG, IJJA . Look into the possibility of co-locating ZE charging Infrastructure with school districts. Look into possibility of Metro collaborating with GCCOG on siting infrastructure study.	
TBD	TBD	TBD	TBD	Learn more about Port of Long Beach program to explore public charging on port property. RFI is out now.	
Need for short-term infrastructure installation solutions	TBD	ZE Infrastructure development takes a long time	TBD	TBD	

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
<p>Community resistance of truck hubs. Cities hesitant to accept siting of HD infrastructure.</p>	<p>TBD</p>	<p>Truck hubs and ZE infrastructure will bring increased noise, safety concerns, street wear and tear, increased traffic</p>	<p>TBD</p>	<p>Advocate for ongoing incentives for public truck charging and hydrogen fueling stations.</p> <p>Seize opportunities to deploy ZET charging and fueling stations along the 710 corridor with community input.</p> <p>Look into whether cities would accept HD charging infrastructure if LD for residents were also offered/assistance with street maintenance/other incentives.</p>	
<p>TBD</p>	<p>TBD</p>	<p>TBD</p>	<p>TBD</p>	<p>Learn more about SCAQMD JETSI (Joint Electric Truck Scaling Initiative) CARB/CEC Pilot project</p>	
<p>TBD</p>	<p>TBD</p>	<p>TBD</p>	<p>TBD</p>	<p>Learn more about CARB/CEC/Hispanic Chamber of Commerce 50 ZE truck pilot program (Gonzalez logistics) looking for a site in Commerce/East Los Angeles</p>	

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
TBD	TBD	TBD	TBD	<p>Monitor Near term deployment programs, such as Port of LB -ZE 25 program-focus on trucks that are servicing near dock railyards, near port container yards (satellite facilities). Start building your way up 710 to the off dock railyards in Commerce, eventually build out into the regional warehouses in the IE that will require more opportunity charging or better battery power.</p>	
TBD	<p>Make the 710 South corridor a priority at the national and state level for deploying zero-emission trucks and personal vehicles implementing clean transportation infrastructure</p>	TBD	TBD	TBD	
TBD	<p>Support Governor Newsom’s proposed budget and its levels of funding for Clean Transportation Programs.</p>	TBD	TBD	TBD	

Breakout Room #3 – Overall Goals, Objectives, and Strategies for Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
Some funding can be used to fill the gap. SCE and ATRIP go to a certain point,	TBD	Small, locally-owned businesses need extra help	TBD	TBD	
	ZE Infrastructure is our number 1 priority				
		<p>How are we generating electricity?</p> <p>Renewable sources of energy that we could be creating electricity with (Solar, Wind, what we can generate at the ports? Ie power at the ports has been shut down)</p> <p>Not ok to transfer pollution types</p> <p>Business operations affected</p>			

Breakout Room #4 – Small Set-Aside for Vehicle Subsidies

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS	ADDITIONAL NOTES
<p>Metro could provide hands-on services to individuals throughout the grant and incentives process. Break down the jargon, support with technical assistance to help small businesses</p>	<p>Helping small businesses navigate through the process of shopping, finding grant, funding requirements, and technical assistance. Provide resources that will assist their needs</p>	<p>Small businesses and small scale fleet owners typically do not have resources to monitor grant opportunities, incentive programs, and apply and manage. How these programs are written typically require technical understanding that these businesses do not have.</p>	<p>Review HVIP for specific information/eligibility criteria/dealership information/vehicle specs</p>	<p>Engage small business community, truck drivers to understand their needs and resource limitations in order to benefit from about grant prospects.</p>	<p>3 main areas of focus: Technical assistance to support small business owners, infrastructure focus (Charging equipment), and vehicle subsidies cost/funding. Technical assistance is great, \$1 million is designated to help small fleets. Infrastructure incentives, installing chargers Understand what needs are in communities before developing technical assistance. HTA will be a good start to reaching out to small businesses, attending HTA meetings</p>
			<p>SB 372 CARB has a mandate to create fleet technical assistance and to create more funding available for electric trucks</p>	<p>Explore options to establish a technical support program to assist small businesses to apply for grants and incentive programs</p>	<p>Funding can not be applied to taxes and fees which is a lot for small fleets Figure out way to get small fleets on the corridor, Ports are working with CARB and Calstart on upcoming funding opportunities, upcoming event in July at POLB that would be a good venue to reach out small businesses</p>

			Air District and Caltrans have info on fleet registration in the corridor	Assemble fleet working group	
Short term next step - can part of the \$50 million be applied to taxes and fees associated with incentives and grants to help out with small businesses?		taxes and fees associated with receiving grants & incentives are added cost/burden to the vehicle owners	Legislative changes to eliminate taxes and fees associated with incentive programs	Create mechanism that is owner operated could be selected to drive ZET for 6 months and record problems/needs	Collecting data correctly for programs to keep track of performance. work through HTA to get connected to small businesses/drayage industry to ask what they need
There are incentives and subsidies to install chargers, but there are a number of issues associatd with "added costs". For example, an incnetive or subsidy may cover the cost of the charging equipment, but the	Charger equipment installation costs are not typically covered in grants that are aimed for covering charger equipment cost	If a small business owner has only 1 truck, and doesn't have his/her own parking space, then they are typically out of consideration for charging equipment subsidies. For them, vehicle and infrastructure go hand in hand	To receive subsidies for charging equipment, SCE program requires 10 year lease agreement, which many vechile owners can not commit to.	Reach out to small business owners to ask how they would like such programs to be designed so that incentives and grants will work to help thme.	To get subsidies for charging equipment it has to be 10 year lease agreement - not all fleets have an agreement and need assistance with equipment. Pay someone to be the project manager for small fleet. Truck owners need a certainty that they have an access to chargers or fueling stations to make sure their trucks can operate in order for them to make a decision to invest in ZE trucks. Not having an assurance to have access to cahрге/fuel is a barrier to ZE truck deployment.

<p>cost of installation is not covered.</p>		<p>Property owner's involvement is a key to successfully securing charging equipment lease agreement.</p>			
<p>Build flexibility into existing programs that allow small businesses and operators who purchase ZE trucks that also allow them to be adoptive to rapidly changing technologies</p>		<p>The current structure of vehicle rules and regulations do not offer future certainty into the investments that trucking businesses may make. Without having a certainty that the vehicles' life will be honored through thier financing period of vouchers and grants, and beyond, it is difficult to commit to purchasing expensive vehicles.</p>	<p>ATRIP - Developing ISEF which will allow for truck-as-a-service, flexible lease, all-in lease, short-term rental models. Hasn't been authorized in the past, but</p>	<p>Explore leasing options, and Truck-as-a-service model for trucks</p>	
<p>Can we make owner operators eligible for ZE truck pilot (like 6 months) to test out the concept? and provide feedback as users?</p>			<p>Need to figure out ways to ensure that really small fleets are eligible and benefit from pilot, what the project is really funding, and ensuring that benefits are going to where they are intended.</p>		
<p>Potential partnership with Southern California Edison to support charger installation</p>	<p>TBD</p>	<p>Small businesses need support in receiving incentives towards installing chargers.</p>	<p>Want funds to primarily benefit small businesses on either side of the corridor. Give them the extra support they need to navigate the incentives that exist and get chargers installed.</p>	<p>TBD</p>	

Look into programs that already exist and how to leverage those resources	TBD	Metro's \$50 million is a seed funding, but is not enough to realize the corridor-wide ZE truck and infrastructure deployment.	TBD	TBD	
Not having infrastructure in place, i.e., charging and fueling stations both public and private, makes it difficult to commit to the technology	TBD	Not having infrastructure in place, i.e., charging and fueling stations both public and private, makes it difficult to commit to the technology	TBD	TBD	
We can provide an annual report card of emissions reductions along the corridor as a result of fleet turnover.	TBD	We need to determine how we measure the outcomes.		TBD	

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

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
<p>Considerations for Siting ZE Infrastructure</p>	<p>ZE Infrastructure should be properly placed (compatible land use, near truck route, use existing right of way) cognizant of existing and future truck patterns; look for opportunities to convert diesel fueling stations to ZE charging/ZE fueling.</p>	<p>Avoid unnecessary sprawl and appropriate sizing of the sites - consider alternatives to reduce footprint Finding available ROW for charging stations, queueing</p>	<p>Need a siting study - look at options Examine opportunities to develop sites based on a private business model (for example: partner with private entities to acquire property and to develop sites)</p>	<p>Studies to assess demand for ZE infrastructure depending on the need and when</p> <p>Next Steps: looking at parcels, understanding their viability based on various metrics. Sue Dexter to send info to Arellano to aggregate Additional maps to be shared with SB671 working group identified in concert with the Army Corps of Engineers (Hannah Walter)</p> <p>Need to see all info around siting in one place</p>
<p>Considerations for Siting ZE Infrastructure</p>	<p>Using existing ROW where possible. Should include policy not to utilize eminent domain to site ZE infrastructure.</p>	<p>TBD</p>	<p>TBD</p>	<p>TBD</p>
<p>Considerations for Siting ZE Infrastructure</p>	<p>Use existing truck infrastructure along the corridor, outside of port property, for charging facilities</p>	<p>Little to no public space available</p>	<p>Look into whether Warehouses/Intermodal facilities can play a role with regards to ZE fuel infrastructure (battery electric/hydrogen), allowing for both LD/HD ZE charging as an incentive</p>	<p>TBD</p>

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

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
Considerations for Siting ZE Infrastructure	Explore options/incentives for land-sharing among individual owner-operators and fleet operators.	TBD	TBD	TBD
Considerations for Siting ZE Infrastructure	Incentives for siting could include: in-kind contribution of land to count as a funding match or provide car charging/fueling along with ZE truck charging/fueling at these facilities.	TBD	TBD	TBD
Addressing impacts associated with Long-Term Operation of the ZE Infrastructure Facilities	Traffic Mitigation at ZET Charging Station/Fueling Facilities, such as: mitigation banks, appropriate siting, truck prohibitions/no truck zones in neighborhoods, street design considerations, ensure adequate accessibility as part of site design, use of advanced technology (ITS) to provide info for truck drivers to know where queues are developing at charging stations or where there are openings	Funding where projects are restoring wetlands	Need environmental studies at the project level for site development and deployment	TBD
Addressing impacts associated with Long-Term Operation of the ZE Infrastructure Facilities	Truck Parking Incentives or Mitigations, such as: discourage truck parking at facilities (appropriately site satellite parking to keep trucks out of the community)	TBD	TBD	TBD

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

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
Addressing impacts associated with Long-Term Operation of the ZE Infrastructure Facilities	Mitigate impacts to city streets (pavement maintenance) in vicinity of ZET Charging Stations/Fueling Facilities.	Funding for maintenance of street roadways	Need a nexus study or program to define requirements for pavement mitigation	TBD
Addressing impacts associated with Long-Term Operation of the ZE Infrastructure Facilities	Parking and idling - potential degradation of the streets mitigate road dust, brake and tire wear. Consider vegetation barriers as mitigation Explore opportunities - power requirements are offset or satisfied with renewables	Ensure that burden of mitigation is appropriate and not overly onerous to the deployment of ZE infrastructure	TBD	TBD
Addressing short-term impacts associated with Construction of ZE Infrastructure Facilities	need to address potential impacts associated with power delivery to ZET charging stations, as well as site development for ZE infrastructure	TBD	environmental studies required for site development. Anticipate permitting requirements.	TBD
Addressing short-term impacts associated with Construction of ZE Infrastructure Facilities	to address potential water quality impacts - need a stormwater plan to address construction emissions (air quality issue) - utilize Tier 4 construction equipment	Reduce the amount of impermeable surface as part of the site design	TBD	TBD
ZET Program Goals/Program Outcomes	Goal to eliminate health risks of I-710 South Corridor residents from truck emissions (priority pollutants, greenhouse gases, diesel particulate matter) in the corridor.	TBD	TBD	TBD

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

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
ZET Program Goals/Program Outcomes	Goal to eliminate greenhouse gas emissions from electric and hydrogen production.	TBD	TBD	TBD
ZET Program Goals/Program Outcomes	Ideally, ZET Program objectives need to be quantifiable and time-bound e.g. target turnover of truck fleet by specific date- ____of trucks should be ZE (electric/hydrogen) by _____ date	High costs and technology barriers to widespread distribution of ZE trucks. Lacking in truck charging standardization	TBD	TBD



Welcome!

We will begin in a few moments.

710 Task Force

Zero-Emission Truck Working Group

Meeting #7

June 21, 2022



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

710 Task Force



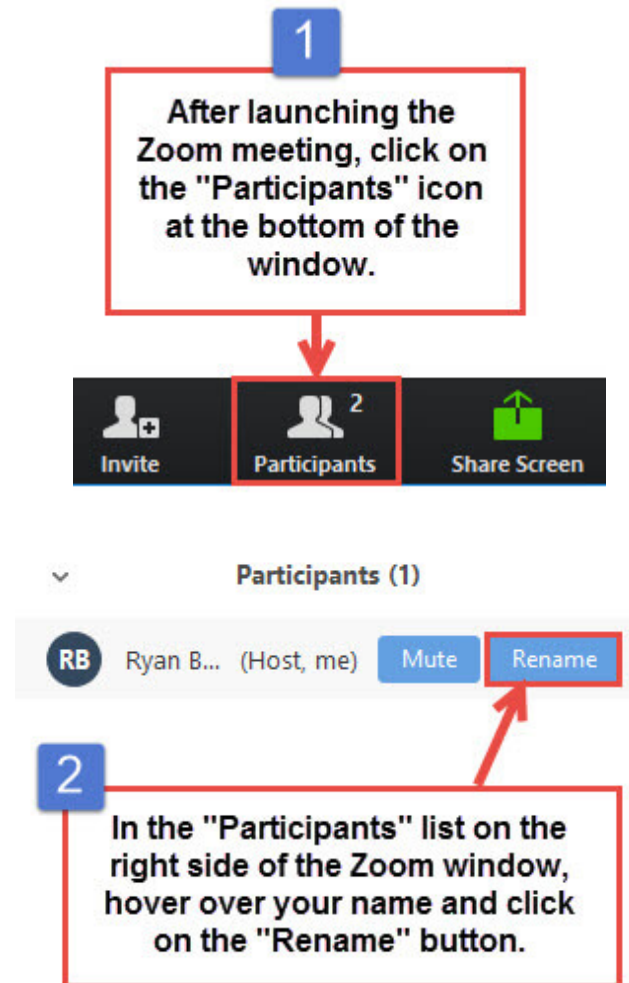
Metro



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member, CLC Member, and Participant Identification

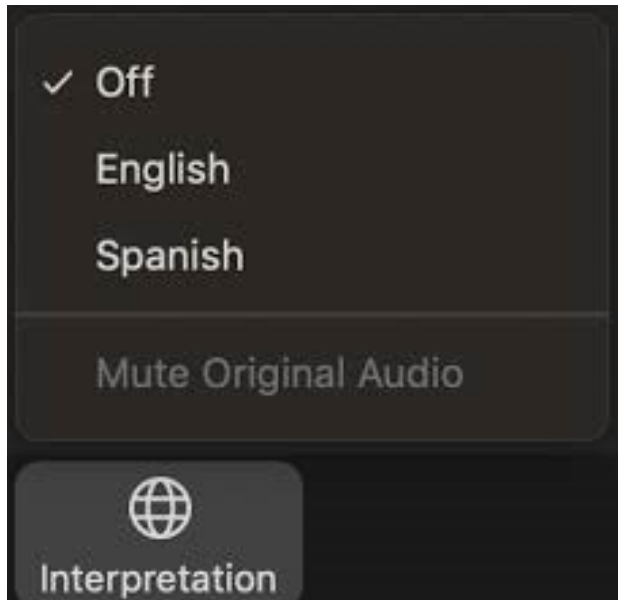
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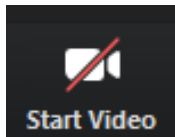
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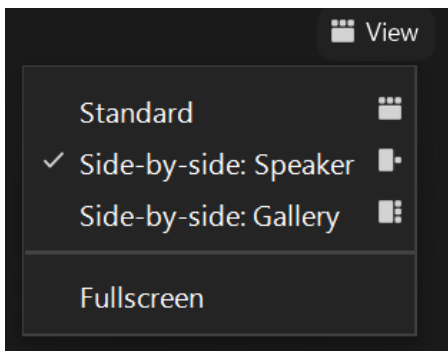
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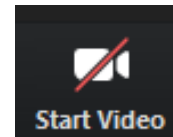
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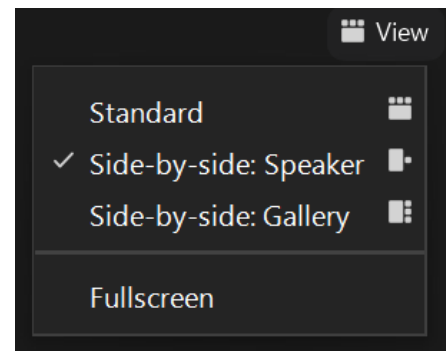
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- > **Press*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
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Welcome!



Meeting Objectives

- ✓ Support Metro's goal to advance ZE deployment in the I-710 South Corridor
- ✓ Conduct interactive discussion to refine priorities, strategies to accomplish outcomes, considerations & next steps.
- ✓ Develop and refine the ZE Truck Program priorities and scope in preparation for a consensus check and possible vote on the Program framework in July
- ✓ Identify remaining areas of inquiry or concern
- ✓ Discuss Metro's Board action in May (Motion 9) calling for an Early Investment Program by September 2022

Agenda

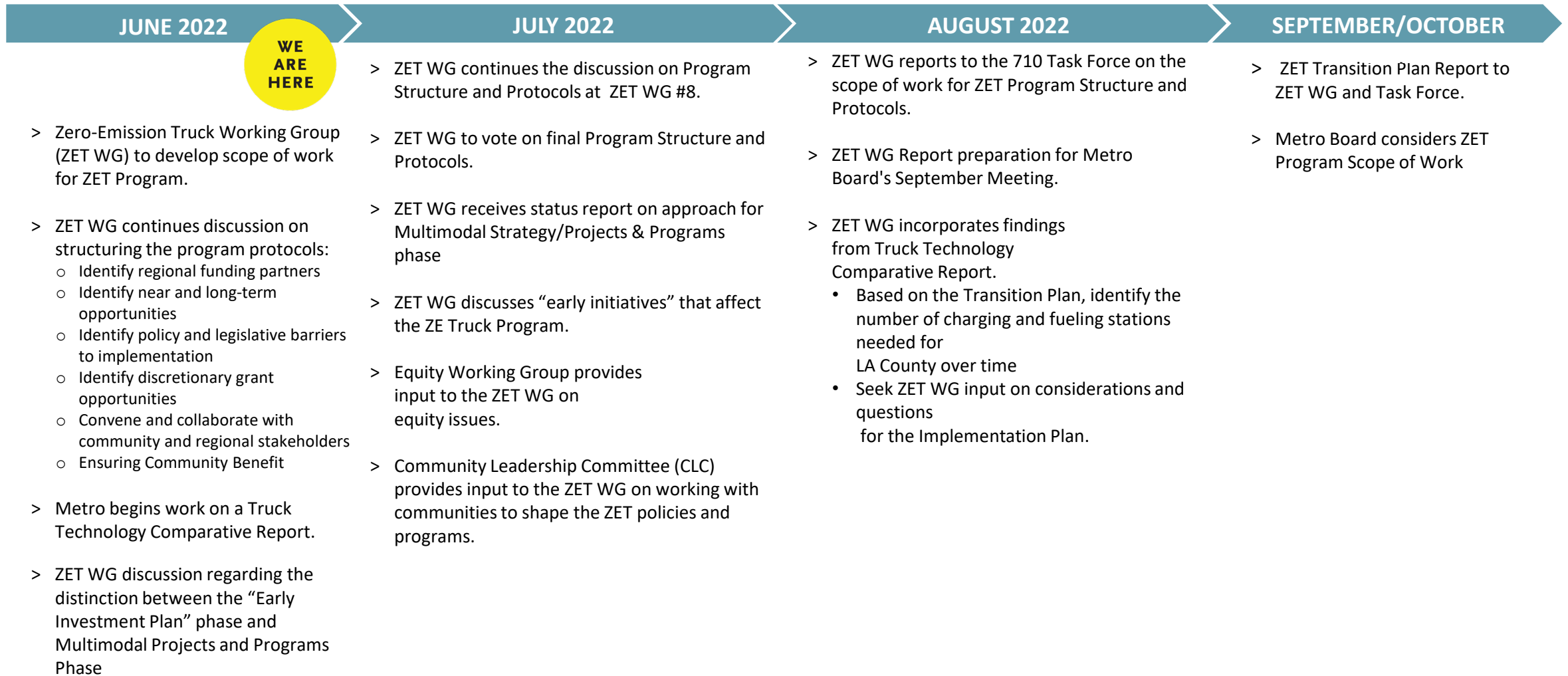
- 1:00 pm** **Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group**
- 1:10 pm** **Agenda Item #1: Project Team Update**
 - 1.1 Zero-Emission Program Development Timeline
- 1:20 pm** **Agenda Item #2: Interactive Discussion, Breakout Rooms, Report Outs, and Plenary Discussions**
 - 1:20-1:25 pm Introduction to Breakout Room Discussion topics and protocols; what we intend to accomplish
 - 1:25-2:10 pm Breakout Room Discussions
 - 2:10-2:50 pm Breakout Room Report Outs (4 mins each) followed by plenary discussions (4 mins each)
- 2:50 pm** **Agenda Item #3: Early Investment Plan**
 - 3.1 Phase III/IV Milestones: Early Initiative Projects
- 2:55 pm** **Closing Comments, Upcoming Meetings, Thank you**



Agenda Item #1: Project Team Update

Zero-Emission Truck Program Development Timeline

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





Agenda Item #2:
**Interactive Discussions, Breakout Rooms,
Report Outs, and Plenary Discussions**

Metro Board Direction, Desired Outcomes and Strategies

> **Metro Board Direction and desired outcomes**

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

> **Strategies to accomplish outcomes**

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

Breakout Room Topics and Assignments

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

- > Fernando Gaytan, Staff Attorney, EarthJustice
- > Ali Saleh, Councilmember, City of Bell
- > Carlos Montez, Senior Director, LA Metro
- > Ambar Rivera, Staff Researcher, Communities for a Better Environment
- > Lynda Bybee, Consultant, Gateway Cities Council of Government
- > Phyllis Ollison, CLC Member
- > Tiesha Davis, CLC Member
- > Jack Symington, Program Manager, Transportation, Los Angeles Cleantech Incubator
- > Kekoa Anderson, Gateway Cities COG
- > Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments

#2 – Strategic Partnerships and Funding Opportunities

- > Dr. Aaron Katzenstein, Senior Manager, South Coast Air Quality Management District
- > Gloria Roberts, Chief Deputy District Director, Caltrans, District 7
- > Morgan Caswell, Manager of Air Quality Practices, Port of Long Beach
- > Tim DeMoss, Environmental Affairs Officer, Port of Los Angeles
- > Sydney Vergis, Division Chief Mobile Source Control Division, California Air Resources Board
- > Mark Wenzel, Light-Duty EV Infrastructure and Analysis, California Energy Commission
- > Dr. Joe Lyou, Commissioner, California Transportation Commission
- > Hannah Walter, Associate Deputy Director, California Transportation Commission
- > George Payba, Los Angeles Department of Water and Power
- > Alison Linder, Senior Regional Planner, Southern California Association of Governments

#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
- > David Libatique, Senior Director of Government Affairs, Port of Los Angeles
- > Natalia Ospina, Staff Attorney, Environment, Equity & Justice Center, Natural Resources Defense Council
- > Norman Emerson, Consultant, Gateway Cities Council of Governments
- > Karen Heit, Gateway Cities Council of Governments

#4 – Strategic Set-Aside for Vehicle Subsidies

- > Nicki Okuk, Deputy Director, CALSTART
- > Eric Tate, Port Division Deputy Director, International Longshoremen Workers Union
- > Sue Dexter, Researcher, METTRANS Transportation Consortium
- > Krystal Swinton, Senior Manager, Southern California Edison
- > Amber Coluso, Air Quality Environmental Specialist, Port of Los Angeles
- > Matt Schrap, Harbor Trucking Association

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

- > Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9
- > Thomas Jelenic, Vice President, Pacific Merchant Shipping Association
- > Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority
- > Christopher Chavez, Deputy Policy Director, Coalition for Clean Air
- > Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments
- > Cris Liban, Chief Sustainability Officer, LA Metro
- > Leela Rao, Environmental Specialist, Port of Long Beach
- > Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7

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

WHAT WE HEARD	WHAT WE AGREED	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
Highlight the importance of community input, engagement, and transparency	Need to understand concerns/impacts on noise, safety, access, local street conditions Prevent or mitigate additional community harm during the deployment or operation of ZE infrastructure	TBD	Detail regarding appearance and exact location of sites	Schedule a presentation in June/July with LACI and CEHAJ on the Blueprint Project on process. Highlight Lessons Learned for application to TF projects.
Engage with community leaders and community-based organizations to leverage existing connections to communities throughout the corridor when determining infrastructure siting	Should not be a parallel process being done outside of the Task Force that usurps what comes out of this process. At the end of the day, the Task Force should have a final say under it's equity plan	Where sites land determines where outreach will occur.	What type of interactions are most effective?	TBD
Ensure that investment in the communities ties direct benefits to those residents	TBD	Unclear process to begin workforce development project	Get their ideas on how to roll job training process out	Connect with LA County Workforce Development Board, community colleges, training programs for ideas on how to roll this out.
Employ walk-up informational centers to discuss jobs, trainings, and zero-emissions movement	Ensure there is proper clarity around these discussions. Be clear about intentions.	TBD	Find locations for these centers	TBD

[This is a partial view of this Breakout Session matrix. To view the complete matrix, click here.](#)

An Investment Blueprint for HD Charging to Support Battery-Electric Drayage along the I-710 Corridor

Plan

LACI will create an investment blueprint for heavy-duty charging depots adjacent to the busy I-710 freight corridor that can support battery electric trucks serving the San Pedro Bay Ports. Following a selection framework that will incorporate grid infrastructure and drayage duty cycles, LACI will identify priority locations for public and private heavy-duty charging infrastructure.

The final blueprint will provide a high-level budget for infrastructure deployments that will enable 100% battery-electric drayage at the San Pedro Ports, extrapolating from specific site evaluations that will include initial capital costs.

Timeline

8/21	10/21	4/22	7/22	10/22
CEC Approval	Kickoff Meeting	Grid & Traffic Map	Site Assessments	Investment Blueprint

Products

1. Grid Transmission and Distribution Analysis
2. Drayage Density Traffic Map
3. Charging Depot Business Model
4. Corridor Charging Investment Blueprint

Partners



10x Impact

- Successfully electrifying a critical goods movement region sets a precedent for other intermodal regions in CA and the U.S.
- Accurately assessing costs of depot provides shovel-ready projects to speed transition



Breakout Room #2 – Strategic Partnerships and Funding Opportunities

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
Where can Metro make the most impact within this framework of investment and planning that is going on at the regional level to make sure that we are consistent and collaborative in that approach?	Metro needs to be strategic in how it looks at different programs to see what fits into Metro's program and how Metro's program fits in the regional landscape.	We need an LA County approach to funding together as opposed to infighting or competing against each other for the same funds.	What opportunities are there for a cohesive regional planning effort that coordinates all parties and creates a blueprint going forward?	Create a holistic approach to planning and funding with Metro's partners (SCAG, LACI, SCAQMD, the Ports, etc.)
Work within the framework provided by the Board: <ul style="list-style-type: none"> • 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 	Work within the framework provided by the Board	TBD	TBD	Strategies to accomplish outcomes <ul style="list-style-type: none"> • 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
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.	Identify urgent/near-term grant opportunities	Given Partners are working together regionally, Metro needs to understand which partners are going after specific grant funds, and how Metro can partner with them. Metro does not want to step on other's toes by competing for the same grant funds	Determine if the grant guidelines for zero-emission funding programs through various state agencies align to help provide increased funding opportunities to support this program?	Determine which funding opportunities should be the top priorities to meet the goals for the ZET Program? Determine which grants are URGENT/Near term; within the next 5 years?



This is a partial view of this Breakout Session matrix. [To view the complete matrix, click here.](#)

Breakout Room #3 – Legislative and Policy Initiatives

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/ CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
There is a need for a more clearly coordinated state-level approach	TBD	There is no coordination between efforts: Go-Biz has oversight of ZE truck issues, CARB focuses on investment in equipment, CEC focuses on infrastructure, CALTRANS, CALSTA has received funding to advance the CAPTI (Climate Action Plan for Transportation Infrastructure) to alleviate congestion, IJJA Funding (HD has earliest requirements)	TBD	Advocate to state that 710 becomes a focus of these investments.
For many truck owners/operators, an even greater subsidy would be a minimum necessary to make the economic decision to make the transition to ZE technology.	TBD	Insufficient subsidy offered: The subsidy offered as an incentive by programs such as the CARB Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) oftentimes does not come close to covering the cost differential between a new ZE truck and a used diesel truck that is still eligible to operate.	Explore additional funding and incentive opportunities to cover the cost differential between a new ZE truck and a used diesel truck	TBD
The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses – face when deciding not to transition from a diesel truck to a ZE truck.	A legislative exemption from income tax on subsidies to transition to ZE trucks could serve as an additional incentive for truck owners/operators to transition to ZE technology.	<ul style="list-style-type: none"> Income tax - disincentive: Subsidies received by truck owners/operators as an incentive to transition from diesel to ZE technology are subject to income tax, thus creating a tax burden for smaller, minority, and/or disadvantaged truck owners/operators that undermines the purpose of the incentive funding. 	TBD	<p>Explore if grant funding by using a voucher program can assist with exposure on income tax.</p> <p>Connect with CALSTA and CALSTART Policy Staff to learn more about coalitions that may be working to address this issue.</p>

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

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
<p>Metro could provide hands-on services to individuals throughout the grant and incentives process. Break down the jargon, support with technical assistance to help small businesses</p>		<p>Small businesses and small scale fleet owners typically do not have resources to monitor grant opportunities, incentive programs, and apply and manage. How these programs are written typically require technical understanding that these businesses do not have.</p>	<p>SB 372 CARB has a mandate to create fleet technical assistance and to create more funding available for electric trucks</p> <p>Air District and Caltrans have info on fleet registration in the corridor</p>	<p>Engage small business community, truck drivers about grant prospects</p> <p>Explore options to establish a technical support program to assist small businesses to apply for grants and incentive programs</p> <p>Assemble fleet working group</p>

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

WHAT WE HEARD	WHAT WE AGREED ON	BARRIERS/CHALLENGES	ADDITIONAL INFORMATION NEEDED	NEXT STEPS
ZET Program objectives need to be quantifiable and time-bound e.g. target turnover of truck fleet by specific date-____of trucks should be ZE (electric/hydrogen) by _____ date	TBD	TBD	TBD	TBD
Goal to eliminate greenhouse gas emissions from electric and hydrogen production.	TBD	TBD	TBD	TBD
Goal to eliminate health risks of I-710 South Corridor residents from truck emissions (priority pollutants, greenhouse gases, diesel particulate matter) in the corridor.	TBD	TBD	TBD	TBD
Strategy to not utilize eminent domain to site ZE Infrastructure	TBD	TBD	TBD	TBD

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Breakout Room Report Outs



Agenda Item 3: Project Team Updates



Agenda Item #3.1: Phase III/IV Milestones: Early Investment Plan

Phase III/IV Milestones: Early Investment Initiatives

- June 16** Nomination Applications available
- June 23** Presentation at Community Leadership Committee
- July 1** Nomination Applications due
- July 11** List of Nominations shared at Task Force Meeting #10
- July 21** List of Nominations shared with the Community Leadership Committee
- August 8** Task Force considers Early Investment Initiative Nominations
- September** Metro staff presents the slate of Early Investment Initiative to the Metro Board



Upcoming Meetings

Community Leadership Committee

> *Thursday, June 23, 5-7pm*

Working Groups

> **Equity Working Group #4**

Thursday, June 30, 5-7pm

> **Zero-Emission Truck Working Group Meeting #8**

Tuesday, July 19, 1-2:30pm

Task Force

> **Task Force Meeting #10**

Monday, July 11, 5-7:30 pm



Closing Comments, Upcoming Meetings, Thank You

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



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Thank you!