



## I-710 SOUTH CORRIDOR PROJECT

# Zero-Emission Truck Program Framework and Principles

July 13, 2022

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## INTRODUCTION AND OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) in partnership with the California Department of Transportation (Caltrans) established the I-710 South Corridor Task Force in September 2021 to re-engage stakeholders that depend upon, and are impacted by, the movement of people and goods within the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60.

The Metro Board acted in October 2021 (Motion 16) to commit \$50 million as seed funding for an I-710 South Zero Emission (ZE) Truck program that would become part of the work of the Task Force. In response, staff initiated a ZE Truck Working Group as part of the Task Force's engagement process. The Working Group is charged with developing the I-710 South ZE Truck Program under the guidance of the ZE technology parameters adopted by the Board. (*Appendix A – Metro Board Directives*)

The ZE Truck Working Group held seven meetings (November 2021 from January to June of 2022) where Task Force members and key partners reviewed and discussed the following topics:

- The goals and objectives for the 710 ZE Truck Program in the context of Motion 16 (Directors Hahn and Dutra)
- Industry perspectives and the role of stakeholders in the 710 Task Force
- Air quality and environmental justice challenges and opportunities for the I-710 South Corridor, as presented by the EPA
- Air quality context from the SCAQMD and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZE truck technology and infrastructure to displace the large volume of diesel trucks moving goods in the region.
- The state of clean truck technology and efforts to accelerate the commercialization of the ZE Class 8 heavy-duty trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- Federal funding opportunities and collaboration with USDOT representatives
- Community engagement needs and strategies to ensure proper community participation in key planning decisions made regarding ZE Infrastructure siting.
- Strategies to best leverage Metro's \$50 million in seed funding with the state and federal governments' existing and future resources while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of LA and Long Beach, CARB and SCAQMD.

Since March 2022, the ZE Truck Working Group met three times as it sought to finalize the framework principles and strategies to leverage the \$50 million in seed money allocated for this effort by the Board. As part of this effort, staff conducted small group breakout sessions with the Working Group members that focused on five main topics:

- Equity considerations, community engagement and benefits, and ZE infrastructure siting

- Strategic partnerships and funding opportunities
- Legislative and policy initiatives
- Truck subsidies
- Environmental impacts and mitigation strategies

The Working Group requested additional breakout room discussions as part of the June 2022 meeting to address additional topics, including workforce development, investigating parcels of land for potential siting of public ZE infrastructure, and developing effective community engagement strategies at the regional level for planning purposes and at the local level for site-specific proposals. Staff also worked with the Working Group members to identify more near-term opportunities for discretionary grant funding for projects and planning needs for the I-710 South Corridor. (*Appendix B – Breakout Room Highlights*)

All proposed principles preliminary tasks outlined below are developed and implemented in coordination with the I-710 Task Force (*Appendix C – Task Force Roster*), Zero-Emission Truck Working Group (*Appendix D – Zero-Emission Truck Working Group Roster*), and the I-710 South Corridor Vision Statement and Goals (*Appendix E – I-710 South Corridor Vision Statement and Goals*).

## PROGRAM FRAMEWORK AND PRINCIPLES (PROPOSED)

When the Metro Board action in October 2021 (Motion 16) committed \$50 million as seed funding for an I-710 South Zero Emission (ZE) Truck program, it was understood at the time that the full corridor deployment of zero-emission trucks and supporting infrastructure would cost more than \$50 million. With that in mind, the proposed Project Framework and Principles incorporate these fundamental elements and seek to leverage and amplify that \$50 million seed funding commitment.

The proposed Program Framework and Principles for the Zero-Emission Truck Program were developed through collaboration with the 710 Zero-Emission Truck Working Group. Five major themes were brought forward through discussions with the Working Group for consideration:

- Community Engagement
- Strategic partnerships and funding opportunities
- Legislative and policy initiatives
- Truck subsidies
- Environmental impacts and equitable outcomes

### Program Framework

LA Metro recommends to the ZE Truck Working Group that 90% of the \$50 million in seed funding be allocated towards the deployment of supporting ZE transportation infrastructure (electric and hydrogen) supporting ZE Class 8 Heavy Duty trucks with a small set-aside (5%) of seed funding reserved to support ZE truck purchases for independent owner/operator's truck owners who live and work in the corridor.

The recommendation will provide the best path forward to leveraging the seed funding to meet the \$200 million funding target.

Furthermore, the recommendation is based on a working group consensus that ZE vehicle technology is well advanced to a level for commercialization to reach 2030 goals, but that supporting infrastructure (i.e., charging/fueling stations and energy supply) is lagging and could pose a critical bottleneck for future ZE truck deployment. The Working Group also strongly recommends that throughout the implementation plan development process, corridor communities and freight industry communities are engaged to ensure that the implementation plan is designed such that their needs will be fulfilled when the Zero-Emission Truck program is deployed.

## **Proposed Principles**

The following proposed Principles set the framework for the Zero-Emission Truck Program and have been developed over the past four months based on Metro Board Direction and ZET Working Group collaboration.

### **Principle 1: Maximize Leverage of Seed Funding**

#### ***Maximize leverage of seed funding by collaborating with regional partners and funding agencies.***

*The ZE Truck Program will utilize \$50 million of seed funding provided by LA Metro. This seed funding will be leveraged by pursuing additional discretionary regional, state, and federal funding to reach a minimum funding target of \$200 million, thus requiring a minimum of a 3 to 1 match for every dollar of seed funding.*

*To leverage the \$50 million most effectively and to eliminate bottlenecks for the deployment of ZE technology, the ZE Truck Working Group will identify a minimum of **\$45 million** to serve as seed funding to leverage investment in regionally significant infrastructure projects. This approach will support the goal of competing for discretionary grant funding to meet the program funding target.*

*The remaining funds ( $\leq$  **\$5 million**) will be eligible to support other objectives, including a targeted grant assistance program for corridor-based owner-operators to secure subsidies for conversion from diesel to ZE truck technology.*

*The ZE Truck Program will work with the Ports of LA and Long Beach Clean Truck Fund Rate Program, SCAG's ZE Truck Study, and others to maximize funding impact.*

*The ZE Truck Program will focus on regionally significant ZE infrastructure within the study area that will complement existing efforts to deploy domicile- and warehouse-based ZE infrastructure within the study area.*

## **Principle 2: Community Engagement**

**Employ a transparent community engagement framework that centers corridor residents and stakeholders throughout the ZE Truck Program development process and ensures community benefits are uplifted when considering investments.**

*The ZE Truck WG will work with the 710 Task Force and its Community Leadership Committee and Equity Working Group to identify equitable outcomes and participate in discussions on how to identify and integrate community benefits into every aspect of planning, development, and implementation of the ZE Truck Program.*

*As the ZE Truck Program identifies potential ZE infrastructure sites, the ZE Truck Program will engage and collaborate with the communities directly impacted by the selected sites throughout the planning and implementation process for specific projects.*

## **Principle 3: Corridor Community Benefits**

**Ensure and create corridor community benefits delivered through the ZE Truck Program**

*Deploying zero-emission (ZE) heavy-duty truck technology and supporting infrastructure within the corridor to displace diesel trucks will play a critical role in reducing harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents.*

*The ZE Truck Program is intended to reflect and address the needs of our local communities, many of which are minority and disadvantaged economically, that are adjacent to the I-710 South Freeway and have borne for many years the myriad impacts associated with the movement of people and goods through the corridor.*

*The ZE Truck Program will provide and protect corridor community benefits at the outset and throughout all phases of the project by creating economic opportunities through job training and workforce development associated with ZE infrastructure development.*

## **Principle 4: Coordination**

**Coordinate ZE Truck Infrastructure Deployment and ZE Truck Strategies with planning, funding, and strategy developed by regional and community partners, state and federal agencies, funding partners, and other key stakeholders.**

*The ZE Truck Working Group brings together approximately 50 stakeholder organizations to develop a ZE Truck Program to be considered by the Metro Board of Directors upon completion. Many of these*

*stakeholder organizations are also considering or advancing plans, strategies and/or investment in ZE Class 8 Truck and Infrastructure technology.*

*The ZE Truck Working Group will coordinate with all funding partners, regional agencies, and local communities to identify a set of projects that will advance the deployment of ZE Class 8 truck technology within the I-710 South Corridor study area that is coordinated with other efforts within the region and study area.*

*The ZE Truck Working Group will develop the ZE Truck Program to be aligned with and able to secure funding from discretionary program opportunities at the regional, state, and federal level*

*The goal for the ZE Truck Working Group is to create a program that is compatible with and enhances other regional efforts while also elevating the role this program can play in delivering ZE truck technology in the I-710 South Corridor on an accelerated basis.*

#### **Principle 5: Workforce Development**

##### **Work with regional partners to prioritize workforce development efforts that ensure community benefits in support of ZE truck and infrastructure deployment**

*The ZE Truck Program will continue to work with its regional partners and community members to understand the job training and workforce needs to meet the increasing demand for new ZE technology-based vehicles and ZE infrastructure maintenance and operations.*

*The ZE Truck Program will work with labor partners to pursue local hire opportunities for the implementation of ZE infrastructure. These efforts will bolster community access to quality job opportunities that support families, pay living wages, and support economic empowerment. This principle is a significant initiative of the Metro Goods Movement Strategic Plan as well as the 710 Task Force to ensure community benefit.*

*The ZE Truck Program will also coordinate with other Workforce Development opportunities in the region, including the Ports' Goods Movement Training Campus and Metro's future Center for Excellence.*

#### **Principle 6: Equitable Outcomes**

##### **Develop performance metrics and evaluate outcomes of the ZE Truck Program that ensure community and corridor benefits**

*The ZE Truck Program, through collaboration with regional partners, will work together to develop a variety of performance metrics to measure improvements in air quality, the movement of people and goods, safety, and quality of life for residents along the corridor.*

*These metrics will be used to monitor performance, evaluate sustainable outcomes, and identify potential areas of improvement that reduce disparities and maximize benefits for local communities.*

### **Principle 7: Legislative Platform**

#### **Develop a set of legislative initiatives to support the accelerated deployment of ZE Class 8 Truck and Infrastructure deployment in the I-710 S Corridor and region**

*The ZE Truck Working Group has identified a series of disincentives and barriers for truck owners and companies to accept subsidies for securing a ZE Class 8 Truck, especially as an upgrade over a current diesel Class 8 Truck*

*Legislative support will be needed to implement a comprehensive set of policies to reduce disincentives, eliminate barriers, and support incentives to assist fleet owners, particularly independent owner/operators, to transition from diesel to ZE technology.*

## **PRELIMINARY TASKS**

LA Metro has developed in collaboration with the Zero Emission Truck Working Group the framework to implement a Zero Emission Truck (ZET) deployment program along I-710 Corridor that will meet the needs of corridor communities and freight industry today and in the future. The tasks identified below reflect needs and suggestions that were collected through the 710 ZE Truck Working Group. Community engagement is built into each task as appropriate to reiterate Metro's commitment for a transparent process.

### **Task 1: Identify physical infrastructure needs to support full deployment of ZE drayage trucks along I-710.**

Task 1.1: Create an estimated number of charging and fueling stations, both small and regional in scale, to support the number of ZE drayage trucks over the next 10 years

Task 1.2: Develop an energy supply plan to ensure that sufficient energy will be provided without compromising other energy uses along the corridor.

- Consult with utilities, CPUC and CEC

Task 1.3: Develop a methodology and evaluation criteria for charging/fueling site selection

- Consult with corridor communities and the freight industry for their needs

Task 1.4: Identify existing legislative and regulatory barriers that hinder the deployment of physical support infrastructure for ZE drayage trucks

- *Determine authority that will coordinate with cities and collaborate with community members to determine incentives for infrastructure siting*
- *Determine potential incentives for ZE infrastructure siting (e.g., assistance with street maintenance)*
- *Perform a nexus study to define requirements for pavement mitigation<sup>1</sup>*
- *Examine incentives for siting (e.g., the in-kind contribution of land as a funding match, providing car charging/fueling along with ZE truck charging)<sup>2</sup>*
- *Examine mechanisms to provide additional tax incentives to independent owner-operators to support the transition to ZE Technology.*

**Task 2: Create a mechanism to assist small trucking businesses to access ZE trucks in a timely manner**

Task 2.1: draft a mechanism for Metro to provide technical assistance

- Confirm Metro’s authority and legislative barriers to provide such technical services
- Engage drayage industry, particularly small businesses, and small fleets to capture their barriers and needs in procuring ZE trucks
- Solidify commitment from other agencies such as CARB, AQMD and Ports to support this endeavor

**Task 3: Ensure LA County has skilled workforce to support large-scale ZE Truck deployment**

Task 3.1: Evaluate various workforce efforts within LA county that are geared towards workers engaged in zero-emission vehicles and infrastructure

Task 3.2: Identify Metro’s role in supporting workforce investment in support of ZE truck deployment and supporting infrastructure

- Engage workforce development partners to identify where Metro may add value to support their initiatives
- Explore if there are programs that Metro may develop or support for this endeavor

**Task 4: Develop a full-funding strategy to realize the ZE drayage deployment along I-710 South**

Task 4.1: identify partners and their programs that Metro should leverage

- Consider working with CEC, CARB, AQMD, Ports, and possibly US EPA
- Identify federal and state discretionary funding to support the full deployment of the ZE drayage trucks on I-710

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<sup>1</sup> Appendix C-Breakout Room Discussion Notes, 3

<sup>2</sup> Appendix C-Breakout Room Discussion Notes, 5

## **Task 5: Develop performance measures and establish monitoring processes**

Task 5.1: Identify performance metrics and targets in consultation with corridor communities and the freight industry.

- Environmental metrics
  - Air quality impacts
  - Safety
  - Noise
- User experience
  - Access to sites
  - Charging and fueling site availability
  - Safety

Task 5.2: Develop a performance monitoring and reporting system

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**Board Report**

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**File #:** 2021-0708, **File Type:** Motion / Motion Response

**Agenda Number:** 16.

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**REGULAR BOARD MEETING  
OCTOBER 28, 2021**

**Motion by:**

**DIRECTORS HAHN AND DUTRA**

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a “710 South Clean Truck Program,” contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

**SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

**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: <a href="https://lacincubator.maps.arcgis.com/apps/mapviewer/index.html?webmap=b2bd63272d7c4b76a01e67b9a5c3982e">https://lacincubator.maps.arcgis.com/apps/mapviewer/index.html?webmap=b2bd63272d7c4b76a01e67b9a5c3982e</a></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"> <li>• Metro Board Direction and desired outcomes</li> <li>• \$200 million funding target</li> <li>• Leverage \$50 million local matches with private, regional, state, and federal funding</li> <li>• ZE deployment in the I-710 South Corridor</li> <li>• Collaboration with regional stakeholders</li> </ul>	<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"> <li>• Identify discretionary grant opportunities</li> <li>• Convene and collaborate with community and regional stakeholders</li> <li>• Develop a scope of work for the ZET Program</li> <li>• Identify regional funding partners</li> <li>• Identify near and long-term opportunities</li> <li>• Identify policy and legislative barriers to implementation</li> </ul>	
<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?</p> <p>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</p> <p>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.</p> <p>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><b>Edison Charge Ready Transport Program</b> 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><b>HVIP</b> (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><b>NEVI</b> (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 corrdor?					
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><b>Research whether Designation</b> 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><b>Insufficient subsidy offered:</b> 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 <b>economic considerations truck owners/operators</b> - especially those that are considered minority and/or disadvantaged small businesses – <b>face when deciding not to transition from a diesel truck to a ZE truck.</b></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"> <li>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.</li> </ul>	<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 <b>economic considerations truck owners/operators</b> - especially those that are considered minority and/or disadvantaged small businesses – <b>face when deciding not to transition from a diesel truck to a ZE truck.</b></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 <b>economic considerations truck owners/operators</b> - especially those that are considered minority and/or disadvantaged small businesses – <b>face when deciding not to transition from a diesel truck to a ZE truck.</b></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 <b>economic considerations truck owners/operators</b> - especially those that are considered minority and/or disadvantaged small businesses – <b>face when deciding not to transition from a diesel truck to a ZE truck.</b></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><b>Need for</b></p> <ul style="list-style-type: none"> <li><b>1) a regional plan</b></li> <li><b>2) local incentive</b></li> <li><b>3) authority that will coordinate with cities</b></li> <li><b>4) collaborate with community members to figure out the ze infrastructure siting</b></li> </ul>
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 <b>SB 671</b> -Project Request Form-detailed look at the steps/requirements needed to put ZE infrastructure (battery/hydrogen) in place, <b>State's Transition To ZE WG, IJJA</b> .  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><b>Monitor Near term deployment programs</b>, 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 associated with "added costs". For example, an incentive 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 vehicle 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 them.	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 charge/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

## 710 Task Force Roster

ORGANIZATION	TASK FORCE MEMBER	ALTERNATE(S)
Access Services, Inc.	Randy Johnson	Louis Burns
Alameda Corridor Transportation Authority (ACTA)	Michael Leue	
Burlington Northern Santa Fe (BNSF) Railway	Lena Kent	
Breathe Southern California	Tigran Agdaian	Ivan Fonesca
California Air Resources Board (CARB)	Robert Krieger	
CALSTART	Alycia Gilde	Niki Okuk
City of Bell Gateway Cities Council of Governments (GCCOG) Ad Hoc Committee	Councilmember Ali Saleh	
City of Commerce GCCOG Ad Hoc Committee	Mayor Oralia Rebollo	
City of Cudahy GCCOG Ad Hoc Committee	Mayor Elizabeth Alcantar	
City of Long Beach	Councilmember Suely Saro	
City of Los Angeles	Dan Rodman	Chet Edelman
Coalition for Clean Air	Chris Chavez	Commissioner Joe Lyou
Communities for a Better Environment (CBE)	<b>Jennifer Ganata</b> & Dilia Ortega (co-	Ambar Rivera
County of Los Angeles, Supervisorial District 1	<b>Martin Reyes</b> /Ben Feldman	Aydin Pasebani
County of Los Angeles, Supervisorial District 2	Lilly O'Brien-Kovari	
County of Los Angeles, Supervisorial District 4	Luke Klipp	Viviana Gomez
Earthjustice	Fernando Gaytan	Adrian Martinez
East Yard Communities for Environmental Justice (EYCEJ)	Laura Cortez	Taylor Thomas
Harbor Trucking Association (HTA)	Matt Schrap	Robert Loya
International Brotherhood of Teamsters, Local Union 848	Eric Tate	Louie Diaz
LA County Business Federation (BizFed)	Chris Wilson	Sarah Wiltfong
LA County Department of Public Works	Steven Burger	<b>Elaine Kunitake</b> /Edel Vizcarra
LA County Economic Development Corporation (LAEDC)	Stephen Cheung	
LA Unified School District	Fidencio Gallardo	
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	Ghirlandi Guidetti	Angela M. Turner
Long Beach Alliance for Children with Asthma (LBACA)	Sylvia Betancourt	Marlin Dawoodjee Vargas
Long Beach Transit (LBT)	Marisol Barajas	Lisa Patton
METRANS Transportation Consortium	Dr. Genevieve Giuliano	Sue Dexter
Metrolink (Southern California Regional Rail Authority)	Roderick Diaz	David Huang
National Resources Defense Council (NRDC)	Natalia Ospina	Cecilia Segal/Heather Kryczka/ <b>Kala Babu</b>
Pacific Merchant Shipping Association (PMSA)	Michele Grubbs	Thomas Jelenic
Port of Long Beach (POLB)	Comm. Sharon Weissman	Theresa Dau-Ngo
Port of Los Angeles (POLA)	Kerry Cartwright	Tony Gioiello
South Coast Air Quality Management District (AQMD)		<b>Dr. Sarah Rees</b> /Dr. Aaron Katzenstein
Southeast Los Angeles (SELA) Collaborative	Dr. Wilma Franco	
Southern California Association of Governments (SCAG)	Privthi Deore	Alison Linder
Union Pacific (UP) Railroad	Lupe Valdez	
USC Equity Research Institute (ERI)	Edward Muna	Dr. Manuel Pastor

# I-710 South Corridor Vision Statement

## Vision

A concise statement that captures the collective aspirations, desires, and outcomes of the project

## Vision:

***Approved by the Task Force on July 11, 2022***

*An equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people and goods that will foster clean air (zero emissions), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the corridor.*

# I-710 South Corridor Goals

> **Goals as approved by the 710 Task Force on July 11, 2022**

- Approval of Air Quality, Mobility, Community, and Environment goals.
- Further discussion is needed on the Safety and Economy goals.

