

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.

- > To leverage the \$50 million most effectively and to eliminate bottlenecks for the deployment of ZE technology, the ZE Truck Working Group will collaborate with the Mobile Source Reduction Committee (MSRC) to identify a minimum of **\$45 million** to serve as seed funding to leverage investment in regionally significant infrastructure projects
 - The remaining funds (\leq **\$5 million**) will be eligible to support other objectives, including a targeted need-based grant assistance program for corridor-based trucking companies/small fleets 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 other initiatives to maximize funding impact.
- > The ZE Truck Program will focus on regionally significant ZE infrastructure (charging/ZE fueling facilities) within the study area that will complement existing efforts to deploy domicile-based ZE infrastructure within the study area.
- > The ZE Truck Program should develop a strategy to fund community benefits as part of the overall \$200 million target. The strategy to leverage seed funding must also include a commitment to including community benefits.

Principle 2 – Community Engagement

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

The ZE Truck WG will work with at minimum the 710 Task Force, 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, including general approaches to siting infrastructure within the corridor.

Once 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. The Program will work with the CLC and Equity Working Group **to develop a strategy in partnership with community-based organizations and equipment users that ensures community and industry expertise informs the planning and implementation process for specific projects. Corridor and community-level tours will be utilized to increase overall awareness.**

The ZE Truck Program commits to equitable community engagement centered on the intentional education of Metro members and corridor residents around ZE truck and infrastructure deployment, operations, and impact.

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 long-standing, continual harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents.

The ZE Truck Program is intended to 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 and operation within the corridor, and within the region, where possible.

Specific targets and measurable performance indicators will be established and monitored through the ZE Truck Program and on an ongoing basis to understand whether the protections afforded to residents through these investments lead to meaningful improvements in the lives of corridor residents.

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 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 heavy duty truck technology in the I-710 South Corridor on an accelerated basis. This includes the application of the Equity Planning and Evaluation Tool in collaboration with corridor residents that ensures the ZE Truck Program has incorporated community input into its consideration, design and implementation.

Principle 5 – Workforce Development

Work with regional and community 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 and community partners to understand the job training and workforce needs to meet the increasing demand for new technology-based vehicles and infrastructure maintenance and operations.

The ZE Truck Program will work with labor partners to pursue local and targeted hire opportunities, where possible, for the implementation, operation and maintenance 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, Metro's future Center for Excellence and programs sponsored by university/academic institutions.

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, community and regulatory partners—will work together to develop a variety of pertinent, **localized** performance metrics to measure improvements in air quality, the movement of people and goods, safety, **public health**, and quality of life for residents along the corridor. This includes efforts to work with the 710 Task Force, Equity Working Group, and CLC to apply principles from the Equity Planning and Evaluation Tool and create alignment with the 710 Task Force process, vision and goals.

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

Principle 7 – Legislative Platform

Develop a comprehensive legislative platform for board consideration that comprises initiatives and policies designed to support the accelerated, equitable deployment of ZE Class 8 Truck and Infrastructure deployment in the I-710 South 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. Additionally, the working group also has identified the need for greater incentives and outreach necessary to support greater deployment of ZE Class 8 trucks.

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 corridor-based independent trucking companies/small fleets—to **apply for funding and** transition from diesel to ZE technology expeditiously.

The ZE Truck Program will also work with regional partners to ensure that highway and street maintenance is prioritized to support the deployment of ZE Class 8 Trucks.

Principle 8 – Expeditious Deployment of Resources

Proposed Principle

The ZE Truck Program will expedite investment in ZE Infrastructure and vehicle deployment within the corridor with the goal of leveraging and expending all ZET Program leveraged resources by FY 2027-28.

The ZE Truck Working Group will ensure that the effort to expedite the deployment of the \$50 million in seed funding will be conducted in a manner that supports community engagement principles and effective outreach **to receive timely feedback from communities to meet key deadlines to submit proposals for grant funding.**