

Welcome!

We will begin in a few moments.

710 Task Force

Zero-Emission Truck Working Group

Meeting #7

June 21, 2022



Metro



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

710 Task Force



Metro

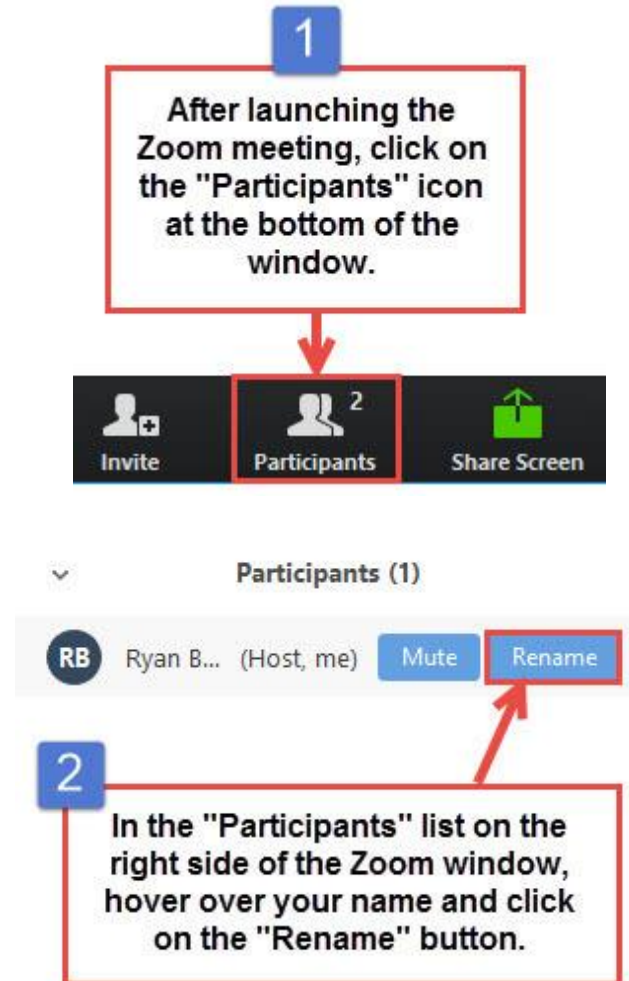
Facilitator



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member, CLC Member, and Participant Identification

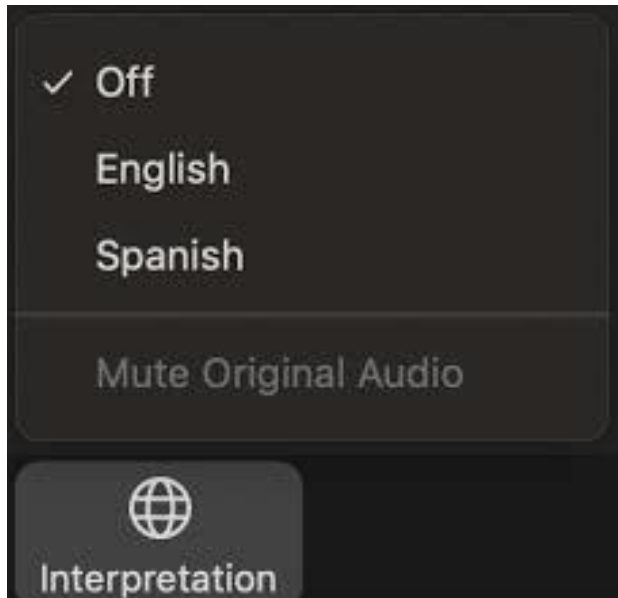
Please change your Zoom screen name to include: Name and Organization Name
(and if you are a Task Force Member)



Interpretation/ *Interpretación*



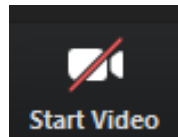
- > Click the **Interpretation** icon in your meeting controls to enter the Spanish room
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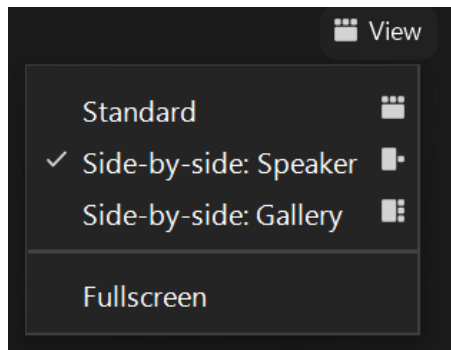
- > *>Haga clic en el ícono de **Interpretación** en los controles de su reunión para ingresar la sala en español*
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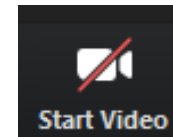
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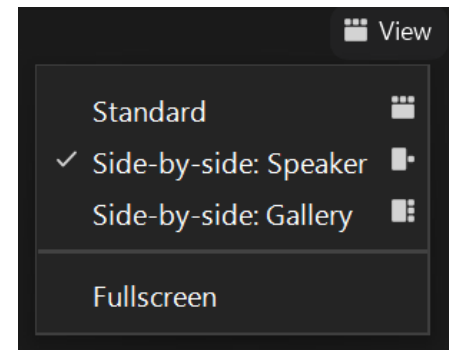
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- > *Para **iniciar** y **detener** su video, haga clic en el ícono de la cámara en la parte inferior izquierda de su panel de control*



- > *Para cambiar entre vistas durante la reunión, haga clic o toque **Estándar**, **Vista de orador en paralelo** y **Vista de Galería en Paralelo** en la esquina superior derecha de la pantalla de zoom*



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- > Click **Raise Hand** in your meeting controls or
- > **Press*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
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- > The **Chat** button is located on the control panel at the bottom of your screen.

Welcome!

In Memorium – Victor LaRosa



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

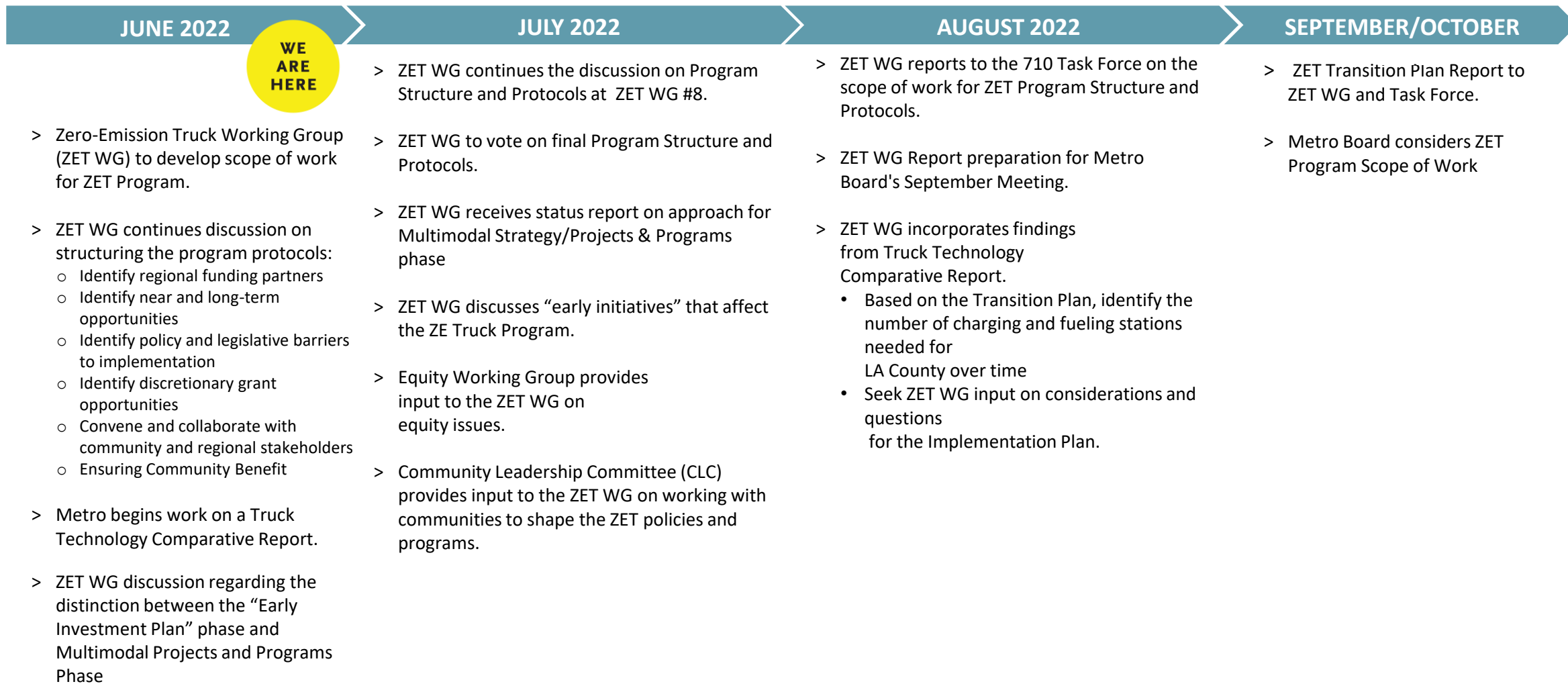
Agenda

- 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 Air District and Caltrans have info on fleet registration in the corridor</p>	<p>Engage small business community, truck drivers about grant prospects Explore options to establish a technical support program to assist small businesses to apply for grants and incentive programs 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!



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

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Thank you!