

Welcome!

We will begin in a few moments.

**LB-ELA Task Force
Zero-Emission Truck Working Group
Meeting #17
June 20, 2023**

Working Group Member Identification

1

After launching the Zoom meeting, click on the "Participants" icon at the bottom of the window.

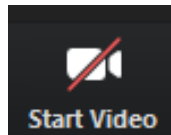


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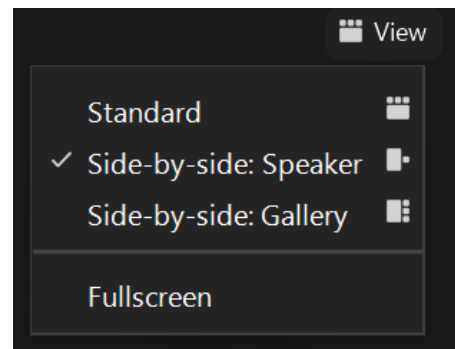
In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.

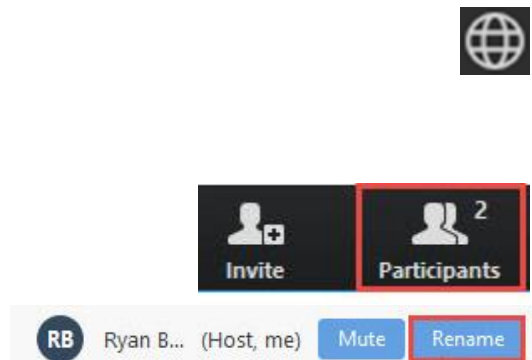
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- > To switch between views during the meeting click or tap on **Standard**, **Side-by-side Speaker View**, and **Side-by-side Gallery View** at the top right corner of your zoom screen





Click **Interpretation** to choose your language.

- > To hear the interpreted language only, click **Mute Original Audio** (Optional).

Change your Zoom screen name to include name, agency/organization.

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- > To lower your hand, click **Raise Hand** in your meeting controls.
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- > **Technology & interpretation support:**
323.609.3345

Detailed Agenda

1:00pm Welcome, Agenda Review, and Purpose of the Zero-Emission Truck Working Group

1:05pm Agenda Item #1: Metro Update
i. Metro Board Report – June

1:15pm Agenda Item #2: Mid- to Longer-term Feasibility Study

1:30pm Agenda Item #3: Creating a ZET Program Legislative Platform

1:50pm Agenda Item #4: ZET Program as a Catalyst for Community Benefit Programs
Susan Ambrosini, Principal, AECOM, Lead, Equity Working Group
i. Working Group Discussion
ii. Next Steps

2:30pm Agenda Item #5: Grant Funding Opportunities
i. Recent awards
ii. Grant Submissions

2:40pm Agenda Item #6: ZET Program as a Catalyst for Workforce Development & Job Training
i. Lessons learned and next steps from panel discussions
ii. Identify Metro’s role in supporting workforce investment
iii. Collaborate with partners to establish a workforce development outreach strategy
iv. Working Group Discussion

2:50pm Closing Remarks and Upcoming Meetings

3:00pm Adjournment

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**LB-ELA Task Force
Zero-Emission Truck Working Group
Meeting #17
June 20, 2023**



Erika C.B. Morales

Partner, Morales + Morales Partners

Welcome, Agenda Review, and Purpose
of the
Long Beach – East LA Corridor
Zero-Emission Truck (ZET) Working Group

Detailed Agenda

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Meeting Objectives

During this meeting, the working group will discuss:

- > **Mid- to Longer-term Feasibility Study**
 - Receive Metro's initial thoughts on a feasibility study to address mid- to longer-term infrastructure feasibility study and provide input

- > **Creating a ZET Program Legislative Platform**
 - Review known shortcomings in existing programs that may require legislative advocacy for improvements and discuss new findings

- > **ZET Program as a Catalyst for Community Benefit Programs**
 - Receive a presentation and discuss criteria that should be considered in site selection to minimize impacts and maximize community benefits

- > **Grant Funding Opportunities**
 - Receive a status report on recent awards and pending opportunities for funding

- > **ZET Program as a Catalyst for Workforce Development & Job Training**
 - Receive a review of key takeaways and discuss next steps

Agenda Item #1: Metro Update

ZET Program Recap – Metro Board Direction

> **Metro Board Direction and desired outcomes**

- \$200 million minimum funding target
- Leverage Board-approved \$50 million with private, regional, state, and federal funding
- Accelerated ZE deployment in the Long Beach-East LA (LB-ELA, formerly I-710 South) Corridor
- Collaboration with regional stakeholders
- Independent from but aligned with overall LB-ELA Corridor Task Force Investment Plan process

> **Strategies to accomplish outcomes**

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

Zero-Emission Truck Working Group #16 Highlights

Summary

- > Held virtually via Zoom on Tuesday, May 23
- > 20 Working Group members in attendance

Highlights

- Received information on the Mobile Source Reduction Committee (MSRC) Cooperative Agreement, Metro staff intent to seek a Board approval to contribute the seed funding towards the Port of LA owned parcel development as a ZET charging depot, and the Charging and Fueling Infrastructure (CFI) Grant development.
- ZET pilot project lessons learned from regional partners
 - Discussed how partnerships with Original Equipment Manufacturers (OEMs), Fuel providers, and dealerships were cultivated
 - Be flexible to adopt to dynamic environment surrounding ZE technologies
- Workforce Development Panel Discussions
 - Learned how workforce development opportunities were curated and created through Zero-Emission infrastructure development
 - Reviewed existing resources and relationships that enable workforce development programs, including how to create and maintain a skilled workforce, ensure LA County residents reap benefits from these job opportunities, and determine how best to gain community support on these programs.

Metro June 2023 Board Meetings

Planning & Programming Committee (June 14, 2023)

1. LB-ELA Corridor Task Force Update

- Draft LB-ELA Investment Plan scheduled for November 2023
- Final Investment Plan scheduled for Winter/Spring 2024
- Summary of stakeholder engagement activities and emphasis on public health improvements

2. LB-ELA Corridor ZET Program Update

- Committee support on Metro's seed funding contribution (up to \$3 M) for the proposed POLA site

These items were approved and/or received and filed and will go to the full Board Meeting (June 22, 2023) on consent.

ZET Program Principles – Overview

1

Maximize leverage of seed funding

by collaborating with regional partners and funding agencies.

2

Expeditious Deployment of Resources

to maximize the buying power and benefit of investment while supporting community engagement and effective outreach.

3

Coordination

with regional and funding partners, government agencies, and key stakeholders.

4

Community Engagement

that centers corridor residents and stakeholders throughout the development process.

5

Workforce Development

that ensures community benefits and access to opportunity through the pursuit and implementation of ZE Technology.

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Corridor Community Benefits

by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

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Equitable Outcomes

ensured by performance metrics that evaluate sustainable outcomes.

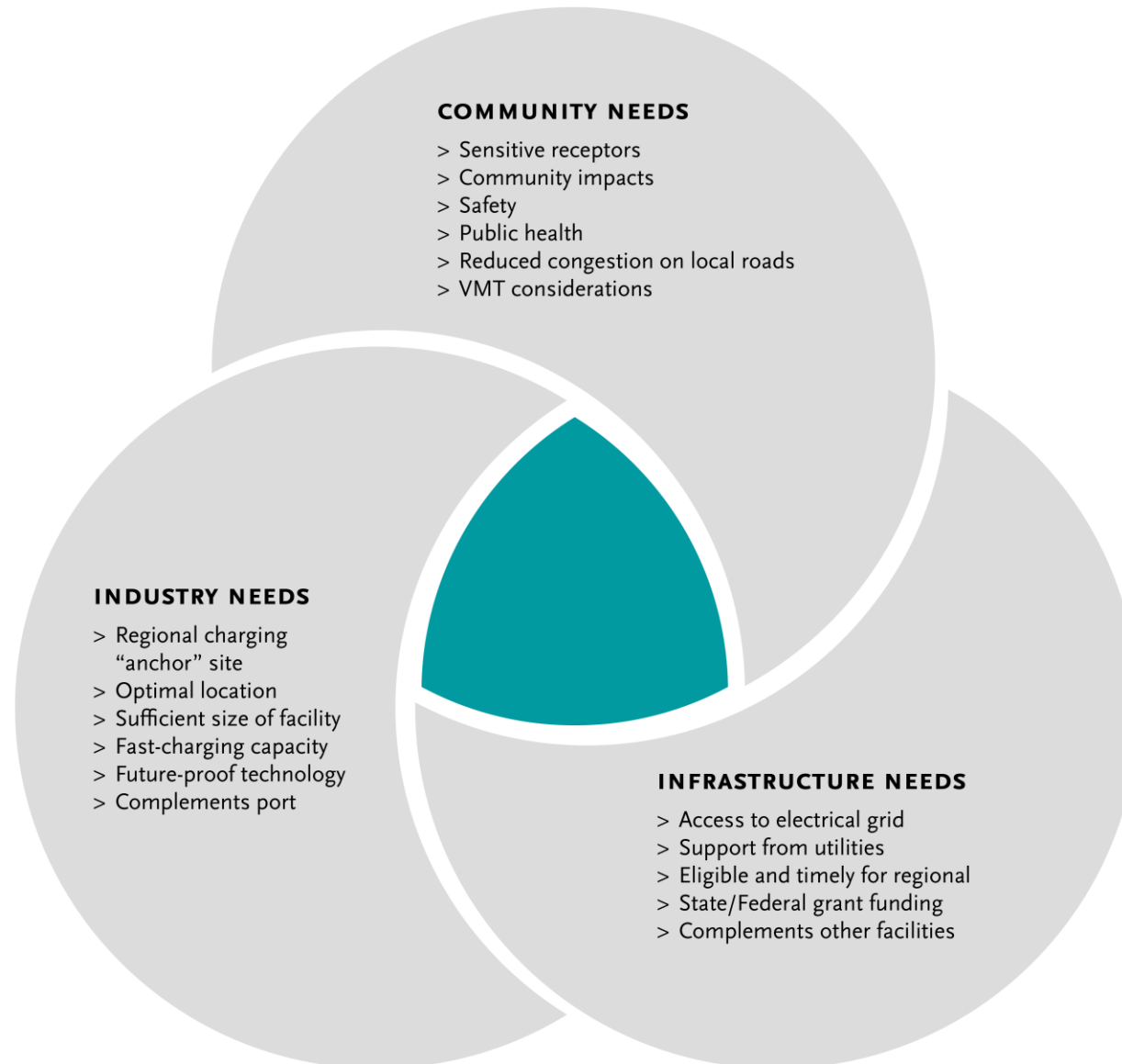
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Legislative Platform

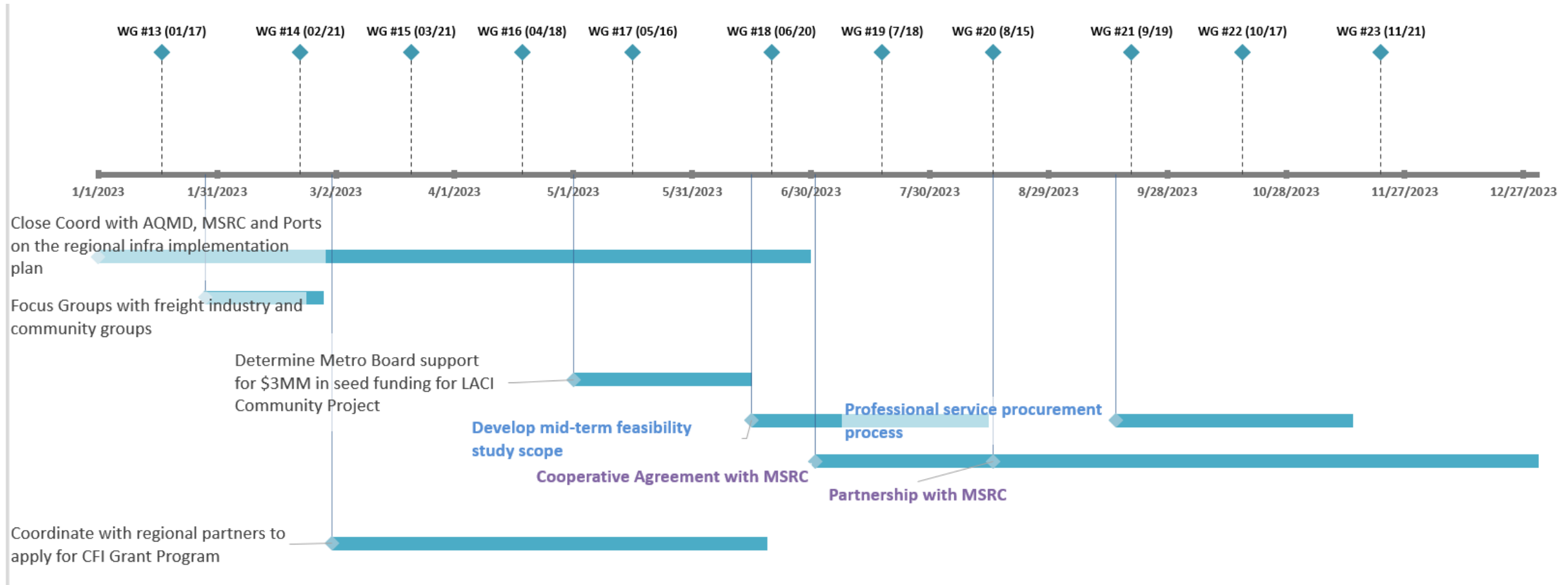
designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

Metro Vision:

Regional Zero-Emissions MD/HD Truck Charging Facility/ies



Where We're Going in 2023



Progress Assessment on Physical Infrastructure Needs Analysis (Task 1)

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

Subtasks	Products/Activities Completed	Additional Analyses Needed
1.1 Estimate the number of charging and fueling stations to support the number of ZE drayage trucks over the next 10 years, both regional and small in scope.	<ul style="list-style-type: none">• Metro - Clean Truck Technology Comparative Report• LACI I-710 Investment Blueprint• POLB – Fueling the Future Fleets	<ul style="list-style-type: none">• Agree on the drayage truck population to be served• Agree on the charging port power level
1.2 Develop an energy supply plan to ensure that sufficient energy will be provided without compromising other energy uses along the corridor.	<ul style="list-style-type: none">• Industry/Infrastructure Focus Group highlights	<ul style="list-style-type: none">• Collaborate with utilities to verify existing energy supplies, their future infrastructure investment plans• Verify existing and future transmission network and distribution system capacity for the Corridor• Understand roles of various state agencies that are involved in statewide energy supply and demand planning and infrastructure delivery (CEC, CPUC, and CARB)

Progress Assessment on Physical Infrastructure Needs Analysis (Task 1) Cont'd

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

Subtasks	Products/Activities Completed	Additional Analyses Needed
<p>1.3 Develop a methodology and evaluation criteria for ZE charging/fueling site selection</p>	<ul style="list-style-type: none"> • Preliminary performance measures • ZET Program Principles • LACI 710 Investment Blueprint Project methodology and evaluation criteria 	<ul style="list-style-type: none"> • Delineate measurable metrics from stated community desirable outcomes • Develop evaluation methodology for each criterion • Identify existing data and data needs to perform evaluation
<p>1.4 Identify existing legislative and regulatory barriers that hinder the deployment of physical support infrastructure</p>	<ul style="list-style-type: none"> • Focus Group input, breakout group 	<ul style="list-style-type: none"> • Confirm on legislative priorities • Initiate a Southern California's legislative platform to advance ZET program
<p>1.5 Collaborate with regional partners to chart a regional path for ZE infrastructure development</p>	<ul style="list-style-type: none"> • Partner with MSRC, Ports, AQMD and SCAG on regional ZET infrastructure deployment project 	<ul style="list-style-type: none"> • Memorialize Metro's partnership with MSRC through a cooperative agreement • Consider forming a regional ZET collaborative to cross-leverage members' expertise in project development and delivery • Engage state agencies in our energy planning discussion

Agenda Item #2: Mid- to Longer-term Feasibility Study

Purpose and Need

Purpose: Identify at least two sites to be developed as regional ZET charging or fueling depots within the LB-ELA Corridor. These sites must have or have nearly enough energy supply to meet the anticipated zero-emission heavy-duty truck charging demand in 2035.

Need: Charging or refueling demand from heavy-duty trucks, particularly from drayage trucks, that need quick opportunity charging or high capacity refueling within the LB-ELA corridor.

Estimated number of battery-electric trucks serving the San Pedro Bay Ports in 2035: 14,700

Number of BE HD trucks needing public access charging by 2035: 8,500

Estimated range of public charging units needed by 2035: 1,400- 4,300

Estimated number of fuel cell trucks statewide by 2035: 1,600

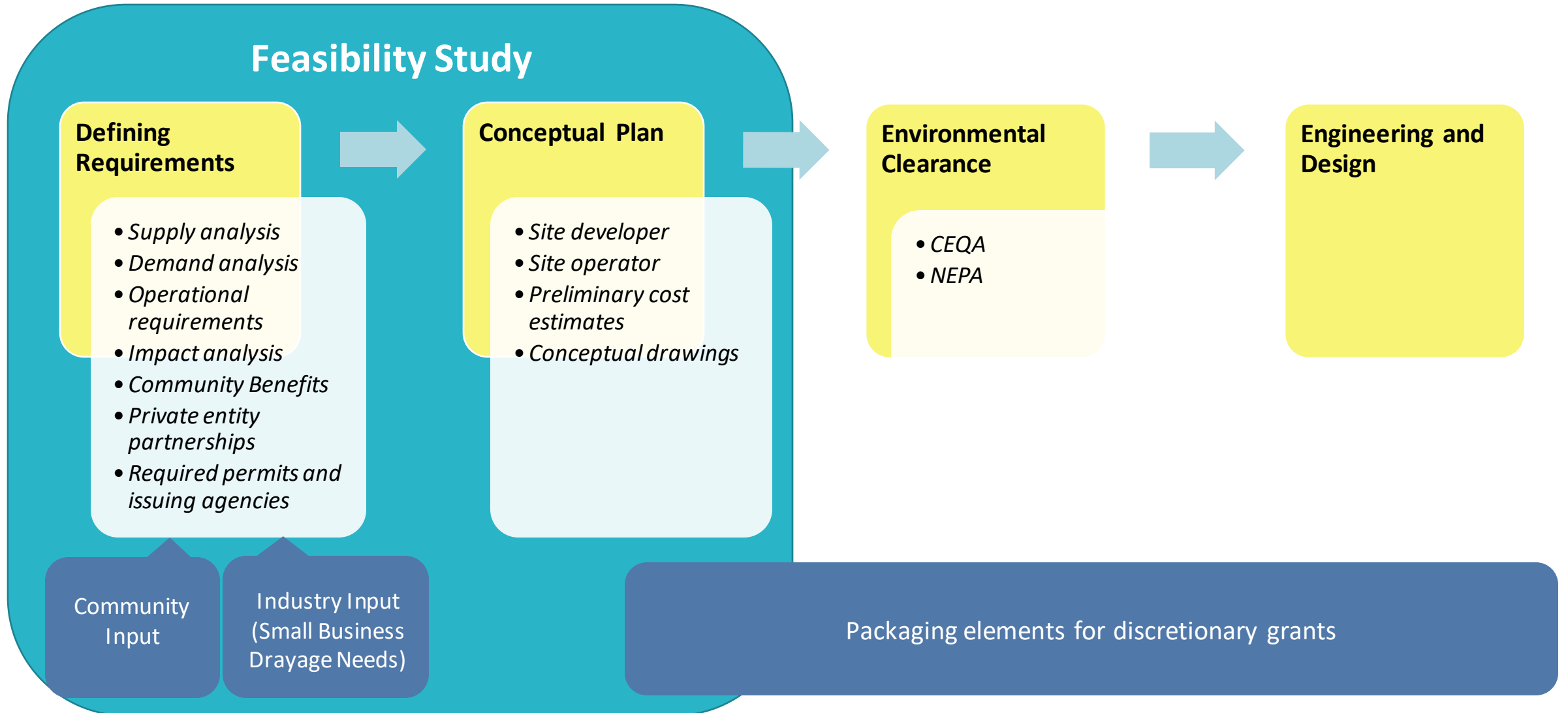
Type of technology:

Battery electric: ultra-fast charging that would recharge from almost empty to 80% in **less than 30 minutes**, such as megawatt chargers.

Hydrogen refueling: refueling speed in **less than 30 minutes** for a full refuel.

Source for estimated number of trucks: POLB *Fueling the Future Fleets* and Metro *Clean Truck Technology Comparative Report*

Feasibility Study and Subsequent Documents



Agenda Item #3: Creating a ZET Program Legislative Platform

ZET Program Principles – Overview

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by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

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ensured by performance metrics that evaluate sustainable outcomes.

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Legislative Platform

designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

Legislative Platform — designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

- > Develop a legislative platform with **policy solutions that reduce barriers** for truck owners or companies to secure a ZE truck.
- > Support incentives and outreach necessary to **accelerate deployment of ZE Class 8 trucks**
- > Work with regional partners to prioritize **highway and street maintenance**.

Legislative Platform Tasks

- > **Advocate** for the creation and passage of legislation that promotes the development and deployment of zero-emission drayage charging facilities. Legislation could include provisions for funding, incentives, streamlined permitting processes, and regulations that encourage private investment in ZE charging/fueling infrastructure.
- > **Secure funding:** Lobby for federal and state funding to support the installation and expansion of charging infrastructure at the Ports of LA and Long Beach. Explore opportunities such as grants, tax credits, and partnerships with public and private entities to secure the necessary financial resources.
- > **Collaborate with utility companies:** Work closely with utility companies to ensure sufficient electrical grid capacity to support the charging infrastructure. Encourage partnerships between utilities and charging infrastructure providers to optimize grid integration, manage electricity demand, and explore innovative pricing and billing models.
- > **Streamline permitting and regulations:** Identify and address regulatory barriers that may impede the rapid deployment of ZE charging or fueling infrastructure. Advocate for streamlined permitting processes and standardized regulations to facilitate the installation of charging stations at the port and surrounding areas, while also recognizing community concerns that may arise from this streamlined approach.

Legislative Platform Tasks (cont.)

- > **Public-private partnerships:** Encourage collaboration between public entities, private stakeholders, and drayage trucking companies to accelerate the deployment of charging infrastructure. Develop incentives and agreements to incentivize private investment and ensure the availability of ZE charging or fueling facilities at key locations within the ports.
- > **Promote workforce development:** Advocate for programs that support workforce development and training for the installation, operation, and maintenance of zero-emission drayage charging infrastructure. Collaborate with educational institutions and industry associations to create training programs that meet the specific needs of the industry.
- > **Public awareness and outreach:** Launch a public awareness campaign to highlight the benefits of zero-emission drayage and the importance of ZE charging and fueling infrastructure. Educate the public, policymakers, and industry stakeholders about the positive impacts on air quality, public health, and sustainability by accelerating the deployment of ZE trucks in place of existing diesel trucks.

Legislative Platform – What we heard so far

- **Income tax burden on incentive recipients relating to purchase of ZE vehicles**
 - e.g., Carl Moyer Program incentives are considered income, and by increasing recipients' annual gross incomes the incentives then subject recipients to a higher income tax bracket and higher taxes overall.
- **Sales tax and vehicle registration fees assessed based on the Manufacturer's suggested retail price**
 - HVIP point-of-sale vouchers reduce out-of-pocket cost, but state registration fee and sales tax are imposed based on MSRP of ZE trucks. Legislation (AB 784) exists that creates exemptions for ZE Buses.
- **Multiple agencies and multiple permits required in pre-construction**
 - Lack of clear permitting processes and lead time add to elongated overall permit process completion for proposed projects
- **Buy America and Build America Policy**
 - Could increase overall project cost due to higher unit cost, and sometimes scarcity of required parts or manufacturers in an emerging industry sector.

Additional items for consideration?

How should Metro work with regional stakeholders to develop an effective legislative platform?

Agenda Item #4: ZET Program as a Catalyst for Community Benefit Programs

- *Susan Ambrosini, Principal, AECOM, Lead, Equity Working Group*
 - i. Presentation: Which criteria should be considered in site selection to minimize impacts and maximize community benefits?
 - ii. Working Group Discussion
 - iii. Next Steps

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Corridor Community Benefits — By creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

- > Address **needs of local communities**, many of which have borne impacts of travel and goods movement along the I-710 corridor.
- > **Provide and protect corridor community benefits** at the outset and throughout the project through ZE job training and workforce development.
- > **Establish metrics** to understand if investments are leading to meaningful benefits.

Community Focus Group Attendees

ATTENDEES	
Name	Organization
Gloria Roberts	Caltrans
Dan Rodman	City of LA
Michael Samulon	City of LA
Chris Chavez	Coalition for Clean Air
Dr. Joe Lyou	Coalition for Clean Air
Kareem Gongora	Coalition for Clean Air
Ambar Rivera	Communities for a Better Environment
Jennifer Ganata	Communities for a Better Environment
Jocelyn Del Real	East Yard Communities for Environmental Justice
Laura Cortez	East Yard Communities for Environmental Justice
Lilly O'Brien	LA County Supervisor Holly Mitchell
Viviana Gomez	LA County Supervisor Janice Hahn
Sylvia Betancourt	Long Beach Alliance for Children with Asthma
Najah Louis	National Resources Defense Council

Community Focus Group Highlights

Location Priorities & Safety Measures

- > Prioritize efforts to improve impacted areas and work with local agencies to provide resources to those communities
- > Determine locations that minimize impact and maximize community benefits
 - Implement plans to divert traffic from sensitive receptors
 - Use mapping tools, conduct route studies, and convene with local stakeholders to identify pollution pockets, improve air quality, mitigate impacts to roads, and minimize impact to communities
 - Leverage understanding of current truck movements to facilitate adoption of ZE technology

Community Engagement

- > Work with schools, community centers, and parks along the corridor to engage with the key local stakeholders to work on outreach strategies that educate communities on the benefits of ZE technology
- > Facilitate conversations with truck drivers to gain perspective of their experience and needs and determine a plan to support them with grant funding opportunities
- > Create funding mechanisms with local municipalities to build these local public electrification locations and create a fund to support this initiative.

Example Work Program Tasks

Task 5: Develop performance measures and establish monitoring processes

- 5.1 Identify performance metrics and targets in consultation with corridor communities and freight industry
- 5.2 Examine mid- and long-term impacts associated with the operation of ZE infrastructure facilities
- 5.3 Develop a performance monitoring and reporting system
- 5.4 Coordinate the implementation and evaluation of the program with Metro's Highway Program and other teams, local communities, the Gateway Cities COG, public and private sector stakeholders (local, regional, state, and national), utilities, and supporting infrastructure providers
- 5.5 Identify lessons learned and recommend modifications to the Countywide Clean Truck Initiative and other clean truck programs developed by or coordinated with Metro
- 5.6 Collect, maintain, and distribute information on local, regional, state, and national truck programs (e.g., scope, eligibility, available funding) to impacted parties

Performance Measures and Desired Outcomes – Examples

Workforce Development and Jobs

- Net increase in jobs
- Increase in per capita income
- Growth in new manufacturing and deploying infrastructure

Environmental

- Reduction in GHG Emissions
- Amount of EV subsidies for small fleets

Community

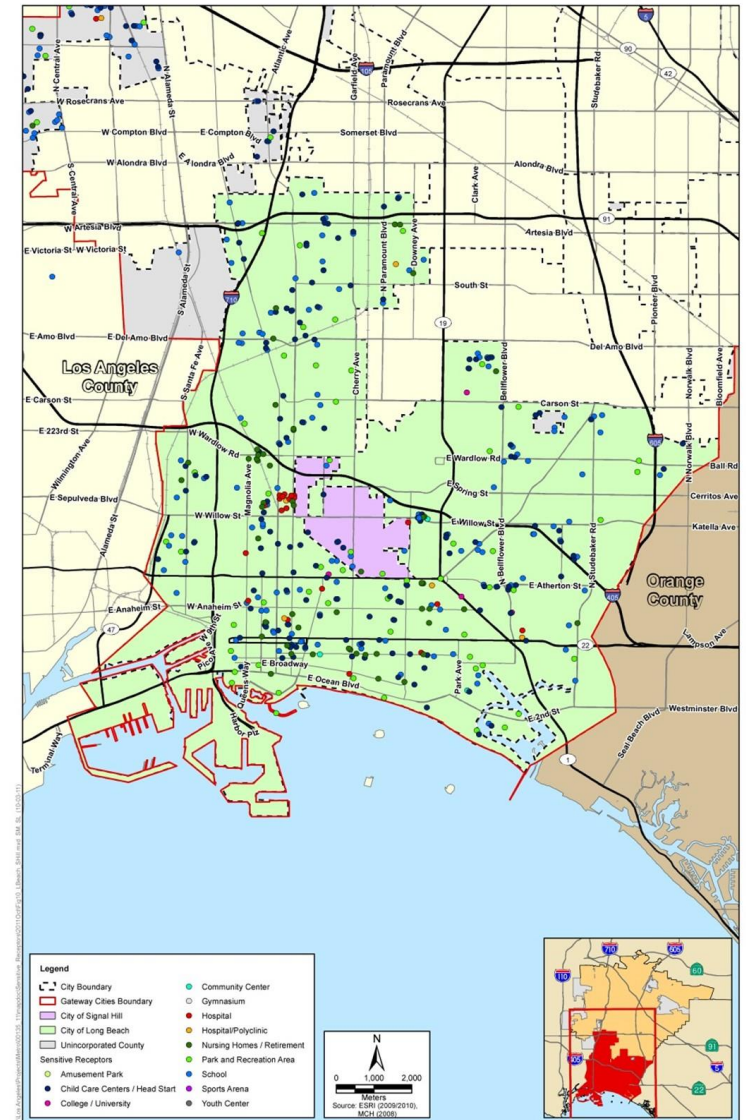
- Reduced household energy costs

LB-ELA Community Benefits – Related Programs

Project/Program	Description and <i>Potential Connection to ZET Program</i>
Air Quality Monitoring Stations LB-ELA_0218	New air quality monitoring stations in coordination with SCAQMD. <i>Locate monitoring stations in proximity to major ZET infrastructure.</i>
Zero Emission Infrastructure for Autos LB-ELA_0191	Develop and site additional charging stations for zero emission autos within the corridor. <i>Include personal ZE vehicle charging opportunities at ZET charging sites, or within surrounding communities.</i>
Energy / GHG Reduction Programs LB-ELA_0134	Provide funding and education targeted to GHG reduction strategies, such as renewable energy projects and solar-power generation, energy-efficient lighting, tree planting. <i>Incorporate solar panels, energy-efficient lighting, tree planting as part of ZET infrastructure.</i>
Urban Greening LB-ELA_0113	LB-ELA projects must be sensitive to existing environmental context and consider incorporating "Urban Greening" elements that foster environmental resilience. <i>Include context-appropriate Urban Greening elements as part of ZET infrastructure sites.</i>
Targeted Hire Programs LB-ELA_0195	Support the development of targeted and local hire programs. <i>Establish Project Labor Agreements that specify local and targeted hire goals for ZET infrastructure projects.</i>
Employment / Recruitment Initiatives LB-ELA_0196	Conduct recruitment and provide information to residents regarding work opportunities. <i>Actively advertise and recruit for ZET infrastructure positions to ensure that job opportunities for ZET projects benefit local communities.</i>
Vocational Educational Programs LB-ELA_0197	Expand vocational and education programs for community residents within the LB-ELA Corridor. <i>Provide vocational training for skills related to ZET infrastructure within communities selected for charging sites.</i>
Traffic Calming Program LB-ELA_0202	Implement Traffic Calming Features including restrictions on trucks over a certain weight using non-designated truck routes, including signage and geofencing alerts. <i>Apply truck restrictions surrounding ZET facilities to ensure that increased truck traffic does not spill into surrounding neighborhoods and present adverse noise and safety impacts.</i>

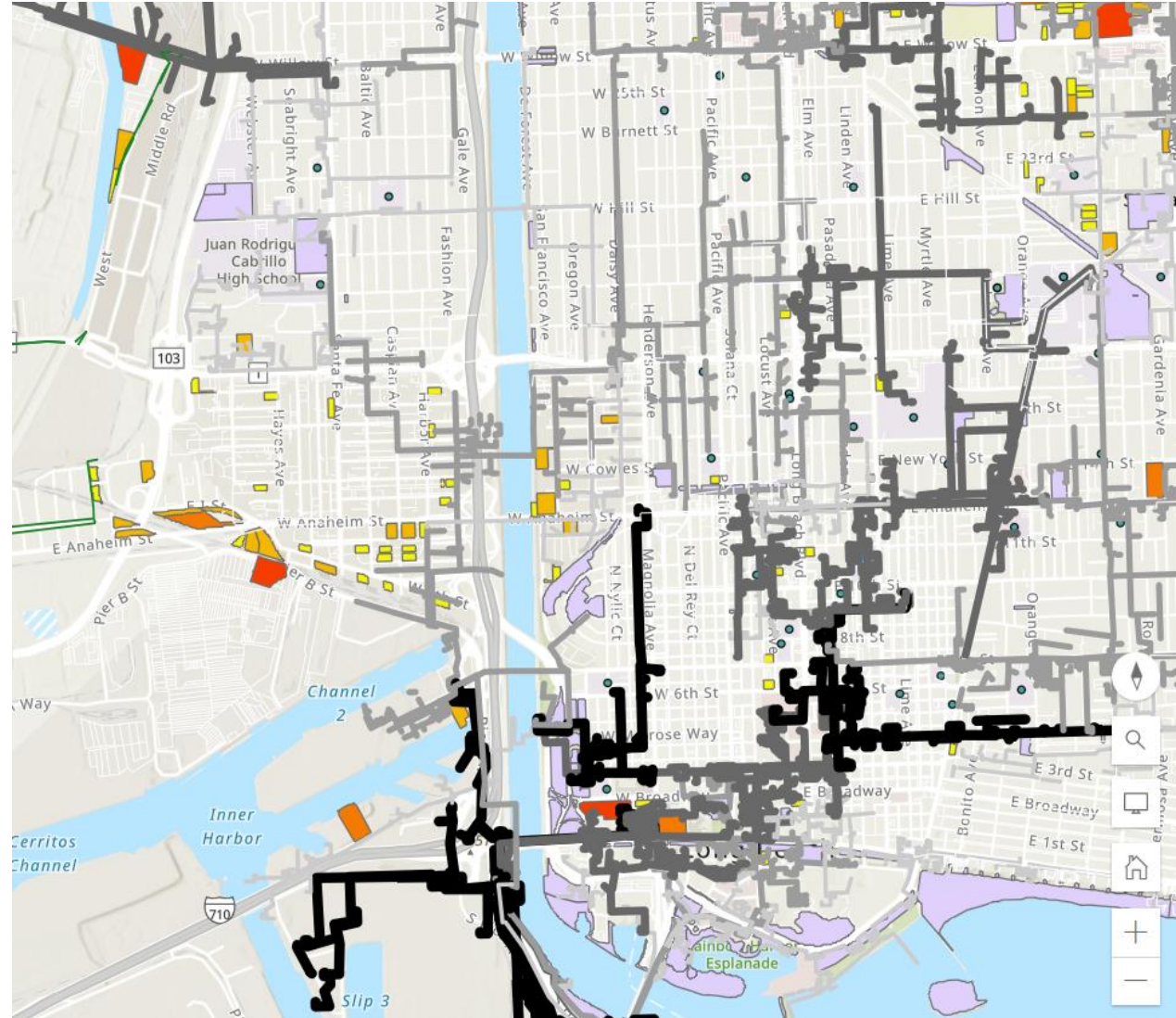
Community Engagement around Sensitive Receptors

- > The California Air Resources Board (CARB) defines sensitive receptors as places where children, the elderly, and those with pre-existing respiratory health conditions are most likely to congregate, such as:
 - Schools and schoolyards,
 - Parks and playgrounds,
 - Daycare centers,
 - Nursing homes,
 - Hospitals, and
 - Residential communities
- > Local government can play a significant role in improving health outcomes through land use decisions, truck route planning, and mitigation measures
- > Communities can develop effective outreach programs to reduce the exposure of children and the elderly by developing a list of sensitive receptor sites to aid in planning efforts



Community Engagement around Sensitive Receptors

- Schools and schoolyards
- Hospitals
- Parks
- Available parcels of land
- Grid capacity



ZET as a Catalyst for Corridor Community Benefit Programs

1. Characterize and evaluate potential cancer and non-cancer health risks associated with exposure to toxic air contaminants (TACs) from both stationary and mobile sources.
2. Identify significant sources and locations of TAC emissions within the jurisdiction
3. Assess existing exposures of sensitive receptors including children, senior citizens, and people with respiratory illnesses and identify priority communities.
4. Develop and implement mitigation measures to reduce TAC emissions and to avoid the over-concentration of these facilities near sensitive receptors.
5. Prioritize use of resources to reduce TACs in the most highly impacted areas (i.e., priority communities)

Agenda Item #5: Grant Funding Opportunities

- i. Recent awards
- ii. Pending applications

Grant Funding Updates

California Transportation Commission

Anticipated announcement on June 28/29

The CTC will consider a total of **\$202.344 million** in ATP, Port, highway, and technology projects for the LB-ELA Corridor. The following are from SB 1 Trade Corridor Enhancement Program:

- Metro I-710 Integrated Corridor Management (ICM) Project (Metro PIPO project)
Recommended award: \$27.84 million
- Port of LA Maritime Support Facility Access — Terminal Island Project
Recommended for \$14.936 million
- Port of LB Pier B Early Rail Project
Recommended for \$70.442 million

California Transportation Agency

Port and Freight Infrastructure Program (Announcement TBD)

POLB/POLA seeking state Port & Freight Infrastructure Program funds – **\$840 M available for Southern California**

Awards: To date, **\$116.24 M** awarded to LB-ELA projects since May 2022

- \$30.0 M – Reconnecting Communities – W. Shoreline Drive (Long Beach)
- \$30.14 M – Port Infrastructure Development Prog. – Mid. Harbor Terminal ZE Conversion Project
- \$56.1 M – State Active Transportation Program (ATP) – Five projects awarded

Recently Completed and Upcoming Opportunities

Federal Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

Tri-state application submitted by the CEC/Caltrans joint team on June 13th

Over 100 support letters received

Support letter template is available if interested in submitting

Partnership with MSRC

Key to advancing shovel-ready projects within the Corridor

Key to pursuing upcoming funding opportunities for these near-term projects

- State SB1 Trade Corridor Enhancement Program (TCEP) FY2024 cycle and FY2026
- Federal Infrastructure for Rebuilding America (INFRA) program, future CFI cycles

Agenda Item #6: ZET Program as a Catalyst for Workforce Development & Job Training

- i. Lessons learned from May panel discussions
- ii. Identify Metro's role in supporting workforce investment
- iii. Collaborate with partners to establish workforce development outreach strategy
- iv. Working Group Discussion

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Workforce Development — that ensures community benefits and access to opportunity through the pursuit and implementation of ZE Technology.

- > Work with regional and community partners to **understand job training and workforce needs** related to ZET.
- > Work with labor partners to pursue **local and targeted hire** opportunities.
- > Increase **community access to quality job opportunities** that pay living wages.
- > Coordinate with **existing workforce development** programs.

Scaling Beyond Pilot Projects - Lessons Learned in Developing Charging/Fueling Infrastructure

Panelists



Seungbum Ha

Program Supervisor –
Electric & Hybrid Vehicles
*South Coast Air Quality
Management District*



Leela Rao

Environmental Specialist
Port of Long Beach
LB-ELA CP Task Force Member



Jacob Goldberg

Environmental Specialist
Port of Los Angeles

Scaling Beyond Pilot Projects - Lessons Learned in Developing Charging/Fueling Infrastructure Key Takeaways

How did you implement or cultivate relationships with Original Equipment Manufacturers (OEMs), fuel providers, Third-Party Logistics (3PLs), and dealerships?

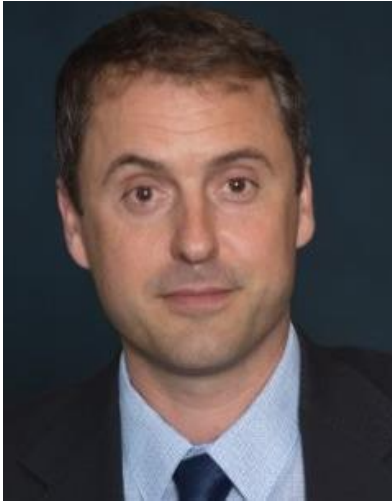
- Relationships driven by terminal and fleet partners
- Determining what OEM partners were comfortable with; letting them lead the way

What does it take to scale from an infrastructure that will support an entire corridor?

- Projects should be fully invested with different groups/government agencies/universities/etc.
- Critical to determine how coordination can expedite deployment and commercialization of ZE technology

ZET Program as a Catalyst for Workforce Development & Job Training

Panelists



Dr. Tyler Reeb

Director of Research and
Workforce Development
*Center for International Trade
and Transportation*
*Cal State University of Long
Beach*



Jannet Malig

Statewide Director Advanced
Transportation & Logistics
Cerritos College
Co-Director
Long Beach Clean Cities

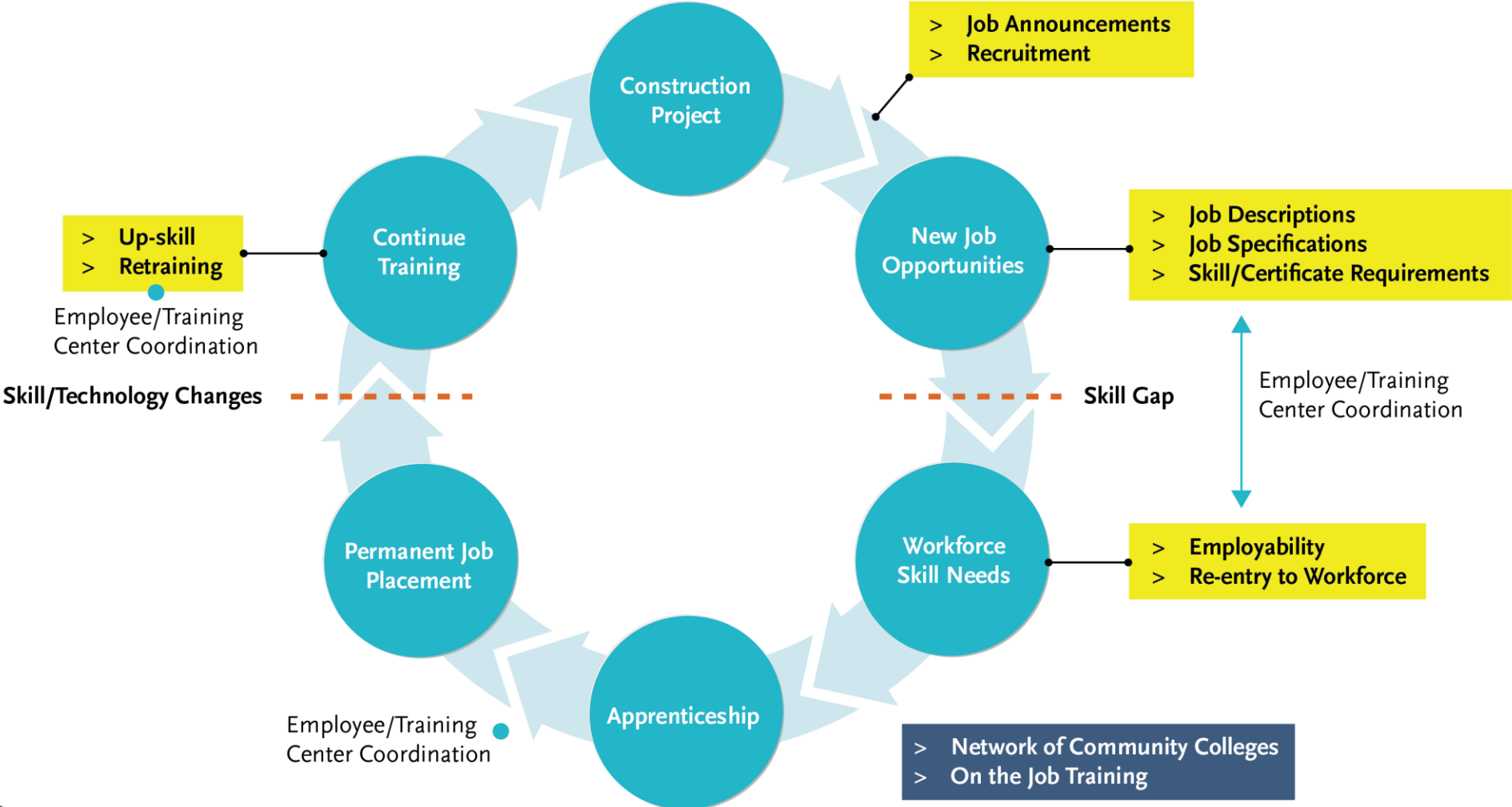


Robert Chavez

Program Manager
*South Bay Workforce Investment
Board*

Cycle of Workforce Investment

Metro 710 ZET Program



Key Takeaways:

ZET Program as a Catalyst for Workforce Development & Job Training

How do we create and maintain a sufficient workforce pool to support ZE truck programs?

- Focus on upskilling existing workforce instead of trying to hire all new employees
- Invest in local hires within the community
- Implement organizational strategy of working with OEMs
- Focus on being the backbone support for “collective impact” by keeping continuity and ensuring progress on a common agenda

How do we ensure that LA County residents, particularly corridor residents, reap the benefit of job opportunities presented by the ZE truck programs?

- Work with employers to get word out into community about job opportunities
- Going into community colleges to recruit for construction jobs
- Working with pre-existing job training programs
- Build out apprenticeships

Key Takeaways:

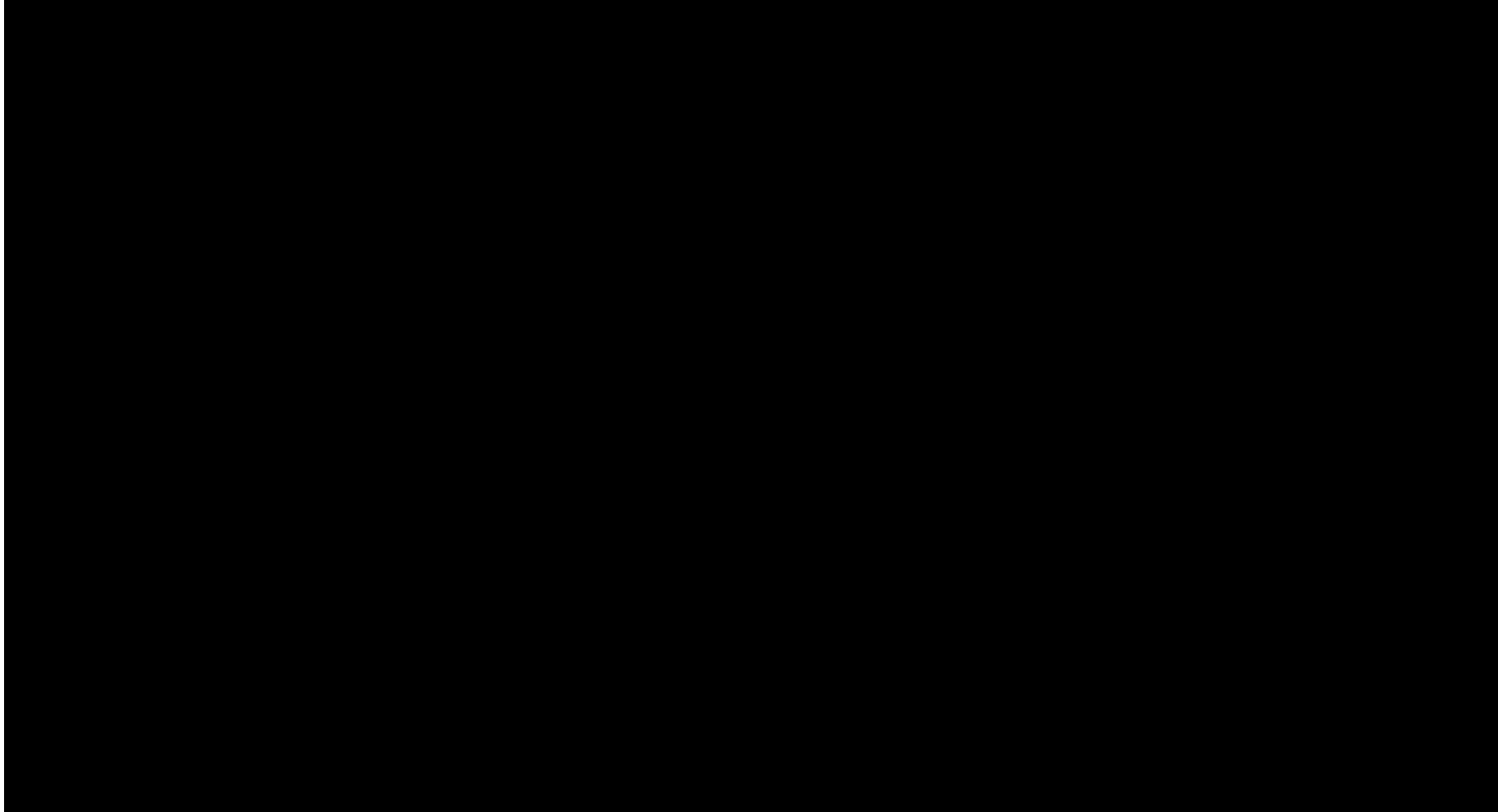
ZET Program as a Catalyst for Workforce Development & Job Training

What are the best ways to engage communities and generate support?

- Create programs that meet needs of employers and educate community about jobs available (how to apply/how to get trained)
- Create a “jobs coordinator” component to hiring/employment part of project
- Implement program like Construction Utility Pathways Program (CUP) to connect employers/job opportunities with community
- Empower local businesses and landowners to tap into Fed/State incentives to repurpose land for charging facilities
- Ensure that planned labor agreements involve clear standards/requirements for local hiring
- Invest in community engagement, particularly to ensure a diverse workforce

Closing Remarks & Next Steps

Newsletter and Updated Project Hub



Upcoming Meetings and Project Information

CLC In-Person Hybrid Meeting #16

Thursday, June 22, 5-7pm

Location: *Horchatería Rio Luna
15950 Paramount Boulevard
Paramount, CA 90723*

Corridor Tours for Task Force & CLC Members

*Saturday, June 24, 8:30am-2:00pm or
Wednesday, June 28, 8:30am-2:00pm
RSVP Required*

Equity Working Group #13 – Equity Planning and Evaluation Tool Workshop

Thursday, June 29, 5-7pm

New Meeting Schedule

Combined Task Force & CLC - Hybrid Meeting

Monday, July 10, 5-8pm

Location: *South Gate Park Auditorium
4900 Southern Avenue
South Gate, CA 90280*

Combined Task Force & CLC - Virtual Meeting

Thursday, July 20, 5-7pm

Stay connected to this project



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Thank you!