

# Welcome!

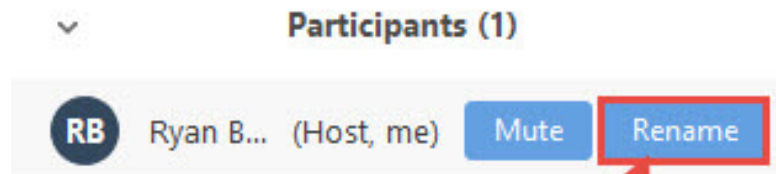
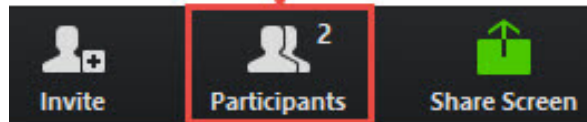
*We will begin in a few moments.*

**LB-ELA Task Force  
Zero-Emission Truck Working Group  
Meeting #18  
October 3, 2023**

# Working Group Member Identification

1

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



2

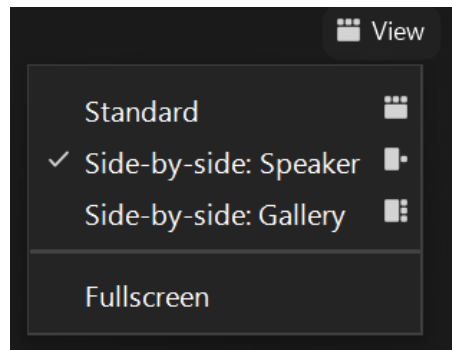
In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.

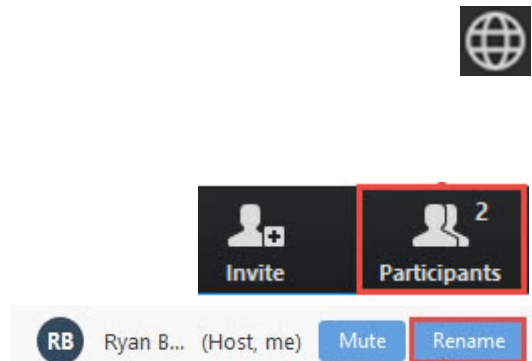
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Click **Interpretation** to choose your language.

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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
- 1:15pm** Agenda Item #2: California's Advanced Clean Fleets Rule: Prospects, Pathways, and Challenges  
*i. Preliminary results - Dr. Genevieve Giuliano*
- 1:45pm** Agenda Item #3: Developing a ZET Program Legislative Platform
- 2:50pm** Closing Remarks and Upcoming Meetings
- 3:00pm** Adjournment

# Welcome!

*We will begin in a few moments.*

**LB-ELA Task Force  
Zero-Emission Truck Working Group  
Meeting #18  
October 3, 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

- > Review Legislative Platform issues and principles
- > Present Highlights from Stakeholder Interviews
- > Discuss areas of consensus and potential legislative priorities
- > Identify areas for more in-depth discussion

# 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

# 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.

7

## Equitable Outcomes

ensured by performance metrics that evaluate sustainable outcomes.

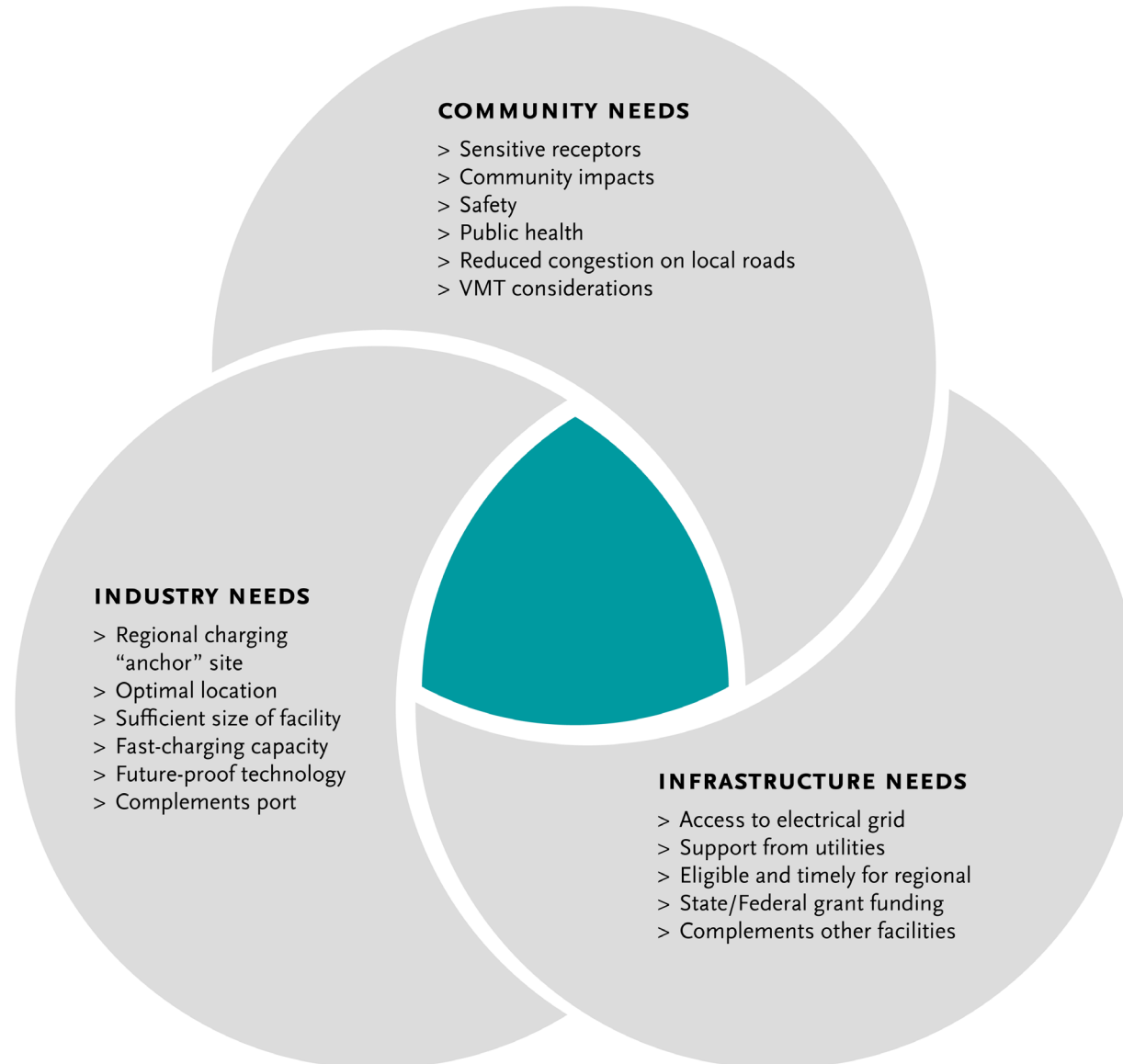
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## Legislative Platform

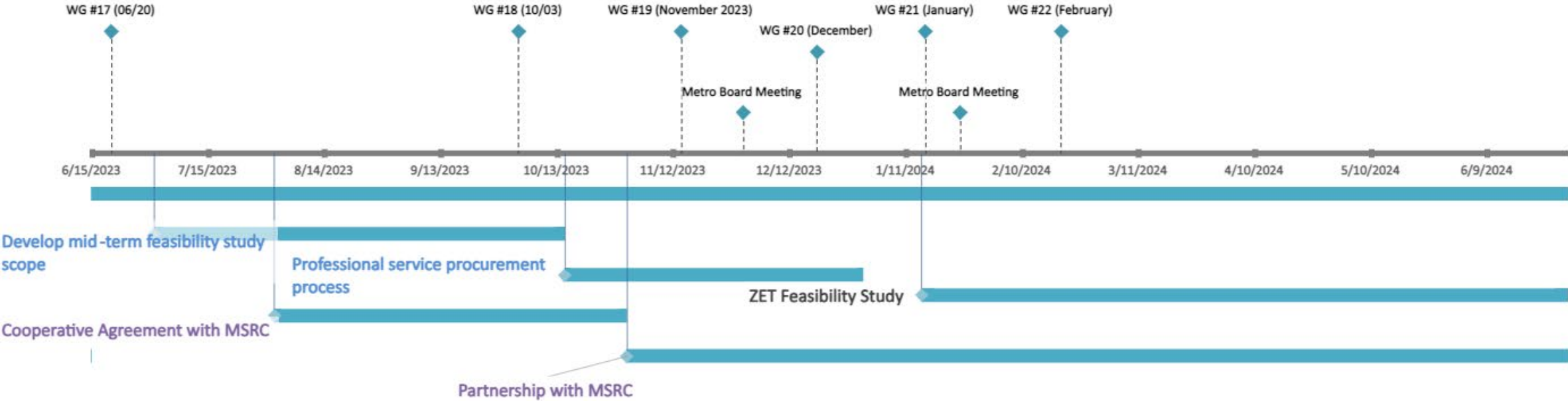
designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

# Metro Vision:

## Regional Zero-Emissions MD/HD Truck Charging and Fueling Facilities



# Where We're Going in 2023-24



**Agenda Item #2:**  
**California's Advanced Clean Fleets Rule:**  
**Prospects, Pathways, and Challenges**

*Preliminary Results – Dr. Genevieve Giuliano*



## **Dr. Genevieve Giuliano**

Distinguished Professor at USC Sol Price School of Public Policy  
Ferraro Chair in Effective Local Government

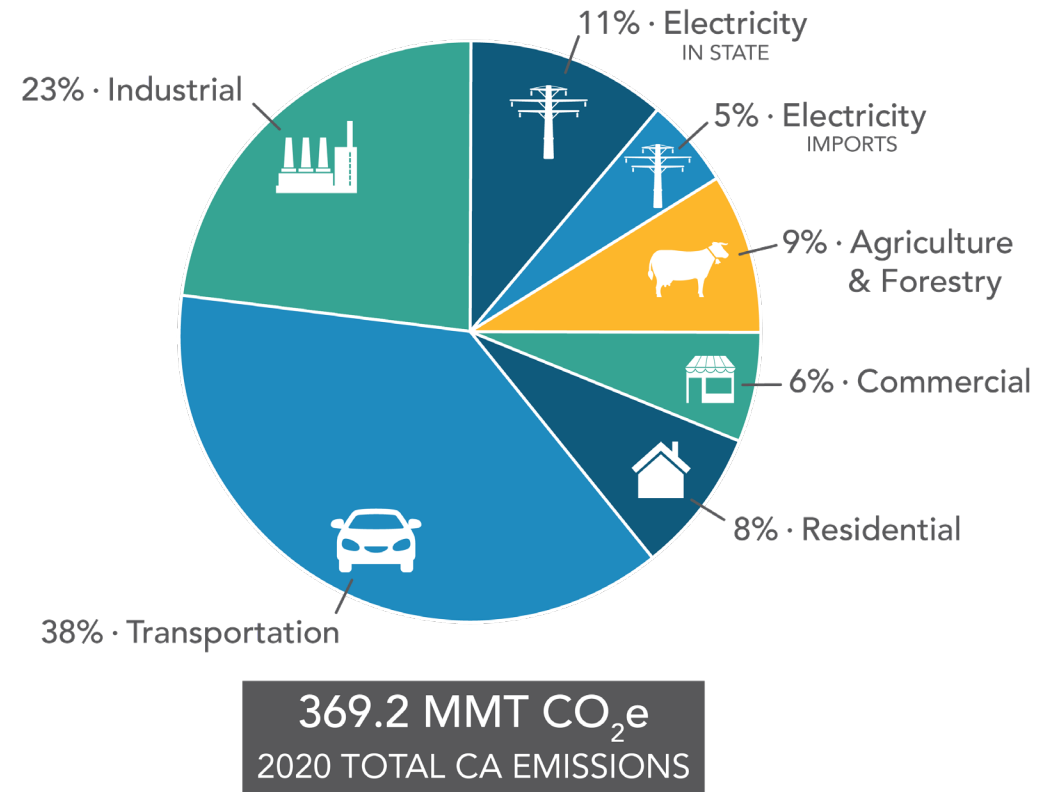
# California's Advanced Clean Fleets Rule: Prospects, Pathways, and Challenges

Marlon G. Boarnet and Genevieve Giuliano  
USC Sol Price School of Public Policy  
METRANS Transportation Consortium

Research Assistance: Clemens Pilgram, Qifan Shao, Ruoyu Chen

# The Context

- **Local Emissions:** 5,400 annual premature deaths from PM 2.5 exposure in California
- **Global Greenhouse Gas Emissions:** Transport = 38% of California GHG emissions; heavy duty trucks are 24% of transport GHG



Source: <https://ww2.arb.ca.gov/ghg-inventory-graphs>

# What is the Advanced Clean Fleets (ACF) Regulation?

- The ACF sets targets for zero emission truck fleets in California
  - Government
  - Medium and heavy-duty
  - Drayage (carry cargo from port to local destinations)
- Drayage is on the fastest time frame
  - **Jan. 1, 2024** – all new trucks entering drayage fleet must be zero emission
  - **Jan. 1, 2025** – trucks removed from drayage fleet if older than 13 years and more than 800,000 miles, to maximum age of 18 years
  - **2035** – 100% zero emission drayage fleet statewide



# Drayage Truck Fleets at the Ports of Los Angeles and Long Beach

- The drayage truck industry
  - Lots of small companies
  - Firms with 20 trucks or less:
    - Are about 70% of all firms serving the ports
    - Do about 28% of all truck moves
- The drayage truck registry
  - All trucks used for drayage must be part of the drayage truck registry
  - About 20,000 trucks in registry
  - All trucks in registry must meet engine age criteria: 2010 or newer

**Few zero emission vehicles – 46 battery electric, 1 hydrogen fuel cell**



# What this project is doing

- Interview stakeholders and early adopters
- Estimate the needed pace of change
- Highlight needed next steps
- Starting with the drayage fleet, will expand analysis to medium and heavy-duty fleets

*The Advanced Clean Fleets regulation is ambitious, and there are several changes that need to happen quickly.*

# Early Adopters: Results from Industry/Fleet Owner Interviews

Firm with about 200 trucks in CA has 6 battery electric trucks (BET) in use; has ordered 20 hydrogen fuel cell trucks

One firm currently uses 20-25% BE trucks at one depot serving short drays to and from the San Pedro Bay ports (POLA and POLB)

Firm with about 800 trucks has 15% BE trucks in 65 truck So Cal drayage facility, has ordered 20 hydrogen fuel cell trucks

## Motivations

Learn in advance of CA regulations

Serve customers who have ESG goals

Internal zero emission goals

# Characteristics of Early Adopters

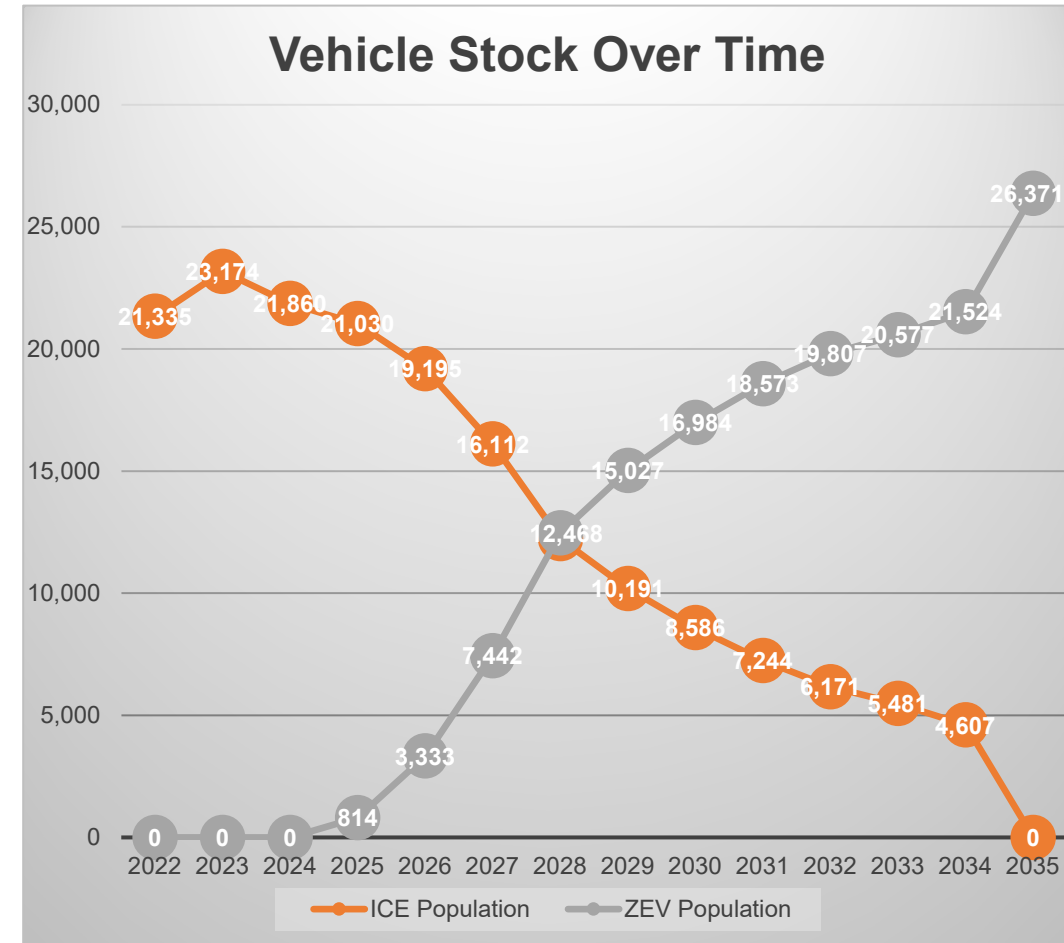
Interviews with firms, early adopters are:

- Larger companies
- Partners with OEM's (truck manufacturers)
- Motivated by ESG (Environment, Sustainability, Governance) goals
- Have routes that fit with current range and charging technology
  - Short distance trips to and from ports and home depot
  - Use trucks less than 3 shifts per day; enough idle time for charging



# The S-Curve and the Pace of Change

- How quickly will battery electric trucks (BETs) be in the drayage fleet?
  - One Estimate:
    - Status quo demand for drayage in ports
    - Diesel trucks are replaced by BETs as diesels age out
    - Current fleet size is sufficient in 2024
    - BET performance gradually improves
    - Estimate → 12% to 15% zero emission by 2026 (approximately 2,600 to 3,300 battery electric by 2026)



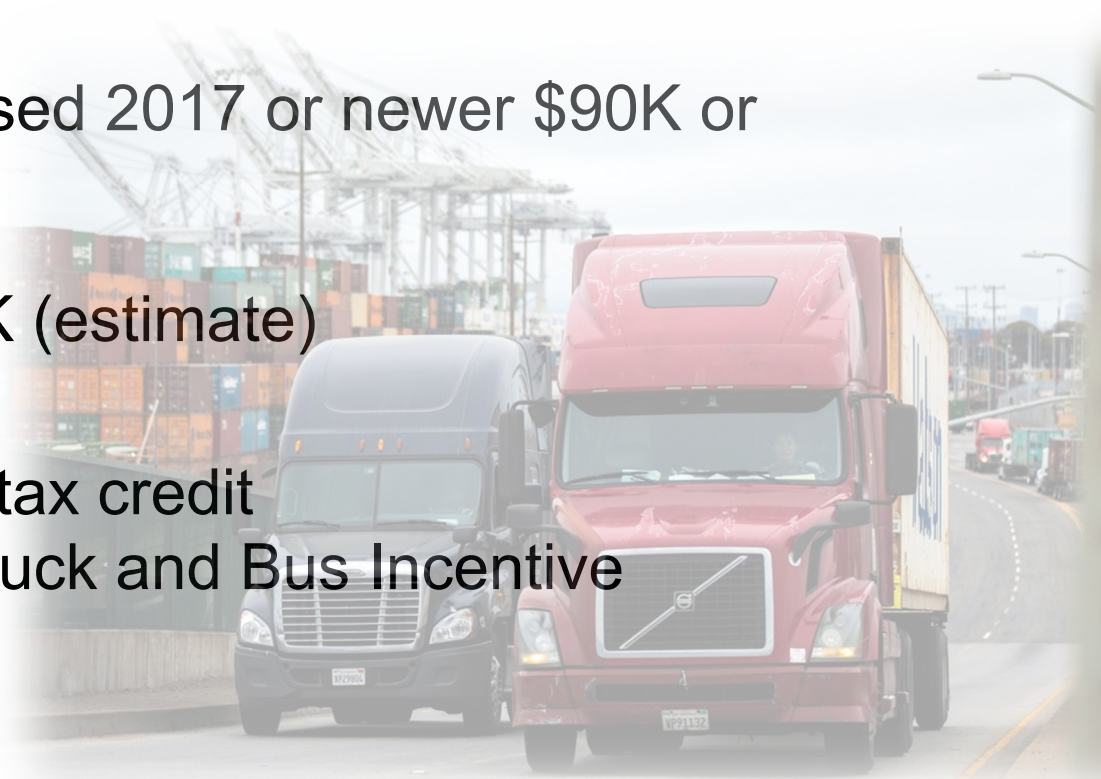
# We have about two years

## And three big challenges ...



# Challenge 1: Price

- Purchase Price
  - New Diesel Truck: \$120 - \$150K; used 2017 or newer \$90K or less
  - Battery Electric: \$400 - \$590K
  - Hydrogen Fuel Cell: \$420 - > \$600K (estimate)
- Subsidies and Tax Credits
  - Inflation Reduction Act: up to \$40K tax credit
  - HVIP (Hybrid and Zero-Emission Truck and Bus Incentive Project):
    - \$150K voucher for battery electric
    - \$240K for hydrogen fuel cell



***Battery electric is the only zero emission truck commercially available, so early years of transition will be battery electric trucks.***

# Challenge 2: Performance

- Battery Electric (BE) Duty Cycle
    - Expected performance vs operational experience
    - Battery charge time
      - 4 to 6 hours for full charge
      - Fast charge options generally not available
    - Range = 150 miles (expected to improve)
    - Additional weight: batteries weigh about 5000 lbs
  - Implications of above
    - Constraints on hours BE truck can be in service per day
    - Constraints on distance BE truck can travel before recharge
    - Constraints on load weight
- Need to replace one diesel truck with more than one BE truck



# Challenge 3: Infrastructure

- Charging Infrastructure
  - No public infrastructure, must have charging facilities on site
  - On-site charging not always feasible
    - About 30% of drayage fleet parks on streets or on private lots
    - Lease property is common
  - On-site charging infrastructure
    - Additional cost and time for permits, **up to two years**
    - Availability of electricity capacity
    - Sub-station upgrades can take **5 years or more**



# Next Steps for the Drayage Fleet

- Will need approximately 2,600-3,300 zero emission trucks in the 2024 to 2026 timeframe
  - Almost certainly battery electric
  - Likely in medium and large firms
- We have approximately two years to:
  - Permit and build charging infrastructure
  - Adapt operations to charge time
  - Purchase new vehicles and support large and small firms
- When hydrogen fuel cell trucks become commercially available at a mass market, might create opportunity for those trucks to serve:
  - Operations requiring three shifts per day / short fuel times
  - Hauls outside of battery electric range

# Next Steps for this Study

- We will continue to interview industry stakeholders
- We will expand the study to:
  - Drayage fleets statewide
  - Medium and heavy-duty truck fleets (non-drayage) statewide

*Results to be released in January 2024*

Thank you!

# Sources

## Slide 2

Premature deaths from PM2.5: From 2014-2016 data, analysis in CARB “Inhalable Particulate Matter and Health,” <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health#:~:text=An%20update%20to%20this%20analysis,in%20addition%2C%20PM2.5>.

GHG Emission Percentages: “California Greenhouse Gas Emissions for 2000 to 2020,” CARB, [https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020\\_ghg\\_inventory\\_trends.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf).)

## Slide 3: Photo credit: On slide

## Slide 5

Port of Los Angeles, Clean Truck Program, Gate Move Analysis, May, 2023

Photo credit: Robert Hanashiro, USA TODAY NETWORK, at KNX News, <https://www.audacy.com/knxnews/news/local/long-beach-port-works-to-install-electric-charging-stations>

## Slide 7: Photo credit: Port Technology International, <https://www.porttechnology.org/news/port-of-los-angeles-funds-22-zero-emission-trucks/>

## Slide 8: Authors’ calculations

## Slide 9: Photo Credit: Container News, 2021 <https://container-news.com/port-of-los-angeles-launches-zero-emissions-trucks-project/> (photo courtesy of Port of Los Angeles)

## Slide 10: Photo credit: Cal Matters, photo by Martin do Nascimento, <https://calmatters.org/environment/2022/09/california-phase-out-diesel-trucks-zero-emission/>.

## Slide 11:

Photo credit: DC Velocity, “Prologis unveils charging stations for 38 heavy trucks at California logistics sites,” <https://www.dcvelocity.com/articles/55994-prologis-unveils-charging-stations-for-38-heavy-trucks-at-california-logistics-sites>

## Slide 12

30% drayage parking on streets: Tetra Tech, “San Pedro Bay Ports 2018 Feasibility Assessment for Drayage Trucks,” cited in Port of Long Beach, “Fueling the Future Fleet,” Starcrest Consulting, Sept., 2021

Photo credit: Sue Dexter, Giuliano et al., “Improving Environmental Justice and Mobility in Southeast Los Angeles,” METRANS research report, June, 2022

## Slides 6, 7, 10-12: Information from stakeholder interviews

# Working Group Discussion

# Agenda Item #3: Creating a ZET Program Legislative Platform

## Today's Frame

**In our last meeting, we discussed as part of ZET Program Principles moving forward to develop a Legislative Platform.**

# ZET Program Principles – Overview

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by collaborating with regional partners and funding agencies.

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## Equitable Outcomes

ensured by performance metrics that evaluate sustainable outcomes.

8

## Legislative Platform

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

## Today's Frame

**Today, we will bring you up to date on actions taken during the past few months to develop a Legislative Platform.**

# ZET Legislative Platform Discussion Highlights

## Summary

- > Metro conducted 10 legislative platform discussions with key stakeholders
- > 25 Working Group members and other stakeholders participated

## Highlights




- Representatives from key stakeholder groups (including *CTC, GCCOG, SCAG, Caltrans, CEHAJ, Utilities, Ports, and Trucking Associations*) discussed:
  - Barriers to implementation,
  - Disincentives and lack of proper incentives/funding,
  - The need for legislative clarity or support, and
  - Other items related to ZET adoption and ZE Infrastructure implementation
- Discussions coalesced around key themes:
  - Maintaining regional coordination to identify priority sites for ZE infrastructure development,
  - Streamlining permitting processes for utilities, and
  - Ensuring continued funding support for large and small fleets to transition.

**Transform the I-710/LB-ELA Study Area  
into the nation's first zero-emission  
goods movement corridor**

# Framing Our Discussion

## What are the key Barriers and Solutions to developing a zero emissions goods movement corridor?

California Transportation Commission – SB671 Assessment Recommendations Draft, page 6

<b>Key Barriers</b>		<b>Key Solutions</b>
Time and sequencing of corridor station development		Streamline clean freight infrastructure development
Economic viability of ZEV transition for fleet owners		Support fleet owners with the costs of transition
Complex ecosystem of potential stations and stakeholders		Create a central delivery team and a corridor -first approach

# Key Barriers and Solutions Summary

Issue	Principle
<b>Timing</b>	<b>Support efforts to streamline clean freight infrastructure development</b> <ul style="list-style-type: none"><li>• <i>Identify opportunities to increase speed of delivery of clean freight infrastructure</i></li><li>• <i>Foster standardized approach and timing for permitting and approval processes</i></li></ul>
<b>Money</b>	<b>Support fleet owners with the costs of transition to ZE technology</b> <ul style="list-style-type: none"><li>• <i>Align funding programs to support the transition</i></li><li>• <i>Ensure appropriate access to infrastructure for all freight types and movers across early minimum viable network</i></li><li>• <i>Support local jurisdictions in identifying funding opportunities to assist with increased need for street maintenance</i></li></ul>
<b>People</b>	<b>Create a corridor-first approach</b> <ul style="list-style-type: none"><li>• <i>Support an “ecosystem approach” to corridor development to ensure coordination &amp; timeliness</i></li><li>• <i>Coordinate funding and project delivery opportunities (e.g. innovative public private partnership opportunities; reduction of public support once demand established)</i></li></ul>

# ZET Legislative Platform

Issue	Principle
People	<b>Create a corridor-first approach</b>

*Support an “ecosystem approach” to corridor development to ensure coordination & timeliness*

- Coalesce around existing sites and available resources to coordinate and prioritize site development. This should be done concurrently with conducting Phase I feasibility studies to account for longer term plans beyond the next 5-7 years. (Caltrans/SCAG)
- Work directly with local jurisdictions to understand land-use policies, identify available land for infrastructure deployment, and establish preferred truck patterns. (GCCOG)
- Work with local communities to determine what to do with available parcels of land. (CEHAJ)
- Coordinate and collaborate with regional stakeholders, including private companies, to understand the process of site development and implementation (Caltrans/SCAG)
- Engage private companies who are intimately aware of the processes of site development and implementation (Caltrans/SCAG)
- Establish a small forum for continued conversations (3-4 times a year) among key agencies to coordinate and optimize site development across the region. Potential group members include AQMD, CEC, CT, HTA, LACI, Metro, MSRC, POLA, POLB, and SCAG. (Caltrans/SCAG)

## Issue

## Principle

### Timing

### Support efforts to streamline clean freight infrastructure development

*Identify opportunities to increase speed of delivery of clean freight infrastructure*

- A central delivery team should be created to coordinate state and local stakeholders and carry out recommendations and shorten the station development timeframe. (CTC)
  - Increase coordination among transportation agencies, the freight industry, and utilities to improve the efficiency of infrastructure development. (SCE)
  - Maintain regular engagement about legislation and to support projects that will advance deployment of ZE infrastructure and truck deployment (POLB)
  - Participate in a regionally coordinated effort to advance deployment if convened by a regional agency (POLB)
  - Utilize AQMD’s regional model for regional ZE truck ecosystem. (SCAG)
  - Engage with potential hosts for charging infrastructure sites even if formal agreements are not in place to kickstart projects. (SCE)
- The Legislature should pursue a Categorical Exemption from the California Environmental Quality Act (CEQA) for zero-emission freight charging and hydrogen fueling stations. (CTC)
- The Legislature should seek delegated authority for the California State Transportation Agency to act as the National Environmental Policy Act lead on zero-emission infrastructure projects to allow for a quicker process. Existing law (Public Resources Code 13979.2) allows this for some transportation projects, but zero-emission infrastructure projects are not currently included as eligible. (CTC)

# ZET Legislative Platform

## Issue

## Principle

### Timing

### Support efforts to streamline clean freight infrastructure development

*Standardized approach and timing for permitting & approval processes*

- The central delivery team should work with a consultant to create a set of standardized station development model(s) (zoning and building permits) that can be replicated for each station across a priority corridor, based on affected local municipality guidelines. (CTC)
- Support SB 420 to raise the threshold from 50kV to 150kV for utilities to require CPUC review, reducing implementation planning time by 2-3 years (SCE)
- The Legislature should consider a default permit approval deadline for zero-emission freight charging and hydrogen fueling stations that allows a permit for a charging station to be approved by default if it is not approved or otherwise commented on within a specified time period. (CTC)
- Establish process for stakeholders to engage with the CPUC to navigate the licensing and approval process. (SCE)
- Coordinate with GO-Biz to understand how to streamline permitting processes at the point of implementation (POLB)
- Explore differences in permitting times and utility requirements. These could be conflated and the processes to overcome them are different. (POLB)
- Work in partnership with SCE to streamline their process (POLB)

# ZET Legislative Platform

Issue	Principle
<b>Money</b>	<b>Support fleet owners with the costs of transition to ZE technology</b>

*Ensure appropriate access to infrastructure for all freight types and movers across early minimum viable network*

- Income tax burden on incentive recipients relating to purchase of ZE vehicles (ZET Working Group)
- Sales tax and vehicle registration fees assessed based on the Manufacturer's suggested retail price (ZET Working Group)
- Support legislation that provides equitable opportunities for all fleets, not excluding larger fleets. Very few fleets, especially those dealing with Class 7 and 8 tractors, are adequately prepared to comply with the new regulations. (HTA/CTA)
- Support legislation that does not exclude support for larger fleets in transitioning. These fleets with capital resources will likely be a strong mover towards broader commercialization. (POLB)
- Establish a more precise threshold for small fleets that accounts for factors like fleet size and service load. (HTA/CTA)
- The California Air Resources Board and, if necessary, the Legislature should consider creating a provision within the Low Carbon Fuel Standard program to support buildout and operation of fast charging and hydrogen refueling infrastructure for medium-duty and heavy-duty vehicles, similar to the existing capacity crediting provision in the Low Carbon Fuel Standard regulation. (CTC)

# ZET Legislative Platform

Issue	Principle
<b>Money</b>	<b>Support fleet owners with the costs of transition to ZE technology</b>

*Align funding programs to support the transition.*

- State agencies and the Legislature should consider creating a new limited-term (five-year) zero-emission truck incentive program aimed at assisting high-priority fleets, such as larger drayage fleets with 100 to 500 trucks, who are subject to the Advanced Clean Fleets regulation with purchasing zero-emission trucks. Program development should take place with input from the fleets who will be impacted and should be flexible to ensure support in a way that is considerate of their needs. The California Air Resources Board could administer this program. (CTC)
- The Legislature should consider authorizing a vehicle buy-back program that would appropriate funds to a state agency who could work with truck sales companies to set aside funds to buy back used zero-emission trucks from fleets once they reach their useful life as a “new” vehicle. This could be a part of existing or new truck incentive programs. (CTC)

# ZET Legislative Platform

Issue	Principle
<b>Money</b>	<b>Support fleet owners with the costs of transition to ZE technology</b>

*Support local jurisdictions in identifying funding opportunities to assist with increased need for street maintenance*

- Work with Federal Highway Administration to consider increasing gross vehicle weight limits of ZE trucks on highways (CTC)
- Budget for increased maintenance and repair costs and consider new ways to reduce repair cost (CTC)
- Seek additional funding opportunities to assist cities with increased street maintenance needed to support heavier ZE trucks. (GCCOG)
- Explore options to establish "green gates" at Ports to increase revenue and encourage adoption through quicker turnaround times (GCCOG)

# ZET Legislative Platform Discussion Summary

## Summary

- Identify legislative priorities that align with the goals of Metro to support the transition to zero emission transportation.
  - Explore subsidies, sales tax incentives, income tax penalties, and retrofitting trucks to encourage the adoption of zero-emission (ZE) vehicles.
  - Fast-tracking the installation of ZE equipment is also emphasized.
- Engage communities to:
  - Address local impacts resulting from the installation and ongoing operation of ZE truck infrastructure.
  - Receive input on truck patterns through local communities
- Consider best practices, additional funding for local road maintenance, and the need to balance infrastructure development with local needs and concerns.
- Streamline processes in a thoughtful manner, engage with utility companies, and coordinate with agencies like GO-Biz to overcome these challenges
- Coordinate efforts to address permitting issues, workforce development, and rail electrification. There is a need for regular engagement and communication to ensure shared priorities and messaging.

**What topics need additional discussion?**

**How should Metro continue working with regional stakeholders to develop an effective legislative platform?**

# Closing Remarks & Next Steps

# Upcoming Meeting Schedule

## *Calendario de Próximas Reuniones*

### **CLC Meeting**

Virtual Meeting

Tuesday, October 10, 5-7pm

### **Task Force Meeting**

Virtual Meeting

Monday, October 23, 5-7pm

For the most updated list  
of meeting dates, please visit:

<https://www.metro.net/projects/lb-ela-corridor-plan/>

*Para obtener la lista más actualizada de  
las fechas de las reuniones, visite:*

<https://www.metro.net/projects/lb-ela-corridor-plan/>

# Stay connected to this project



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*losangelesmetro*

**Thank you!**

# ZET Legislative Platform Discussion: Key Takeaways

## Summary

- Identify legislative priorities that align with the goals of Metro to support the transition to zero emission transportation.
  - Explore subsidies, sales tax incentives, income tax penalties, and retrofitting trucks to encourage the adoption of zero-emission (ZE) vehicles.
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- Streamline processes in a thoughtful manner, engage with utility companies, and coordinate with agencies like GoBiz to overcome these challenges
- Coordinate efforts to address permitting issues, workforce development, and rail electrification. There is a need for regular engagement and communication to ensure shared priorities and messaging.

# Legislative Platform: People

## Regional Collaborative for ZE Infrastructure Deployment

### > Overview

- Create a working group to coordinate and collaborate with regional stakeholders to identify priority sites and streamline ZE infrastructure deployment

### > Relevance

- > Important to coalesce around existing sites and available resources to coordinate and prioritize site development. This should be done concurrently with conducting Phase I feasibility studies to account for longer term plans beyond the next 5-7 years.

### > Support

- Caltrans
- SCAG
- Ports
- Utilities
- City of LA
- Gateway Cities COG

# Legislative Platform: Money

## Funding Support for Large and Small Fleets.

### > Overview

- Consider creating a new zero-emission truck incentive program aimed at assisting high priority fleets with 100-500 trucks, who are subject to the Advanced Clean Fleets regulation

### > Relevance

- Explore continued incentive options for larger fleets because they have the financial means to implement charging solutions at their sites. Their success will provide subsequent opportunities for smaller fleets down the road.

### > Support

- California Transportation Commission
- Harbor Trucking Association and California Trucking Association

### > Opposition

- CARB economic analysis indicates that larger fleets don't need additional support to transition
  - CTC work group and independent owner/operators did not agree with this analysis

# Legislative Platform: Money Funding Support for Small Fleets

## > Overview

- Explore subsidies, sales tax incentives/penalties, income tax penalties, additional funding for road repair and maintenance

## > Relevance