



LA Metro Long Beach-East LA Corridor Mobility Plan Zero-Emission Truck (ZET) Program

2943 East Las Hermanas Street ZET Charging Depot Frequently Asked Questions (FAQ)

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Introduction

Metro is partnering with Forum Mobility, a clean transportation infrastructure company, to build a publicly accessible electric vehicle (EV) charging depot for zero-emission medium- and heavy-duty trucks (ZE-MHDTs) at 2943 East Las Hermanas Street, Rancho Dominguez, CA 90221. The site will be along the Long Beach-East LA (LB-ELA) corridor, a region that experiences high freight traffic and elevated levels of air pollution and respiratory illness.

This new charging facility will offer high powered chargers that will support the daily charging needs of more than 200 zero-emission trucks. The project is designed to help reduce emissions from freight operations and improve air quality in surrounding communities. Construction is expected to begin in Summer 2026, with the depot becoming fully operational by early 2027. Read on to learn more about the project.

Charging Depot Overview

How will this charging depot reduce pollution in the community?

The ZET charging depot will reduce emissions by supporting the operation of approximately 200 zero-emission trucks per day, replacing diesel-powered trucks that impact air quality.

Each year, the depot is expected to eliminate approximately:

- 8,625 pounds of nitrogen oxides (NO_x).
- 15 pounds of sulfur dioxide (SO₂).
- 150 pounds of particulate matter (PM).
- 2,126 short tons of carbon dioxide equivalent (CO₂e).

These reductions help improve air quality and reduce health risks in surrounding neighborhoods. As more diesel trucks are replaced with ZETs, these benefits are expected to grow even further.



Why was the location chosen for the charging depot?

This site was selected because of:

- **Strategic Location:** It is located in the industrial area within the LB-ELA Corridor, close to major freeways like the I-710 and SR-91 and the Ports of Los Angeles and Long Beach, making it a key hub for freight movement.
- **Truck-Friendly Access:** The site is already zoned for industrial use and has direct access to designated truck routes.
- **Power Infrastructure:** The site is uniquely well-suited for access to Southern California Edison’s 16-kilovolt (kV) power distribution network, making it easier to deliver the high-capacity electricity needed to charge heavy-duty electric trucks.

Charging Depot Hours and Noise

What are the hours of operation for the new ZET charging depot?

The charging depot will be open 24 hours a day, 7 days a week, to meet the needs of around-the-clock truck operations.

Will the charging depot increase noise in the neighborhood?

The new ZET charging depot will operate more quietly than the current level of noise from trucks already operating in the area. Because electric trucks are battery-powered, they operate much more quietly than diesel trucks. A noise study confirmed that the site will remain below LA County noise limits.

Safety, Lighting, and Security

What kind of security and lighting will be in place at the ZET charging depot?

The depot will have several security and lighting features, including:

- A secure perimeter fence.
- Gated access with controlled entry.
- An on-site depot attendant.
- Security cameras.
- LED-powered lights that will be directed or shielded to avoid shining onto nearby properties.



Depot Operations

Will trucks park there for long periods?

Yes. Some trucks will use overnight “slow charging”, which helps reduce demand on the electric grid and offers more flexibility for operators.

How does the depot operate?

Each customer will be assigned a designated charging port. In the future, the depot may operate more like a gas station, where trucks can use available chargers on a first-come, first-served basis.

How many trucks can charge at the same time?

Dependent on the final engineering, there will be approximately 20-40 trucks charging simultaneously.

How long does it take to charge a truck?

Depending on the type of truck, it will take between 30 minutes to 2 hours. It’s anticipated that most trucks charging here will charge within 20-40 minutes. Some trucks will still charge overnight.

Who will use the depot?

The depot will serve local trucking companies and larger fleet operators. Most of the depot’s users are expected to come from within a 2–3-mile radius of the site.

Depot Design and Community Input

Has the site design been approved?

Yes. Los Angeles County approved the site design in 2024. The plan met all building and zoning codes, and no public hearing or special permit was required given its consistency with the General Plan and Zoning Code.

Can the community help shape any aspects of the depot’s design?

The community will have input on:

- Public art on the perimeter fence.
 - The developer is committed to providing public art within the project. Current proposals call for making the perimeter fence feature a unique design that is reflective of the neighborhood’s character and identity, or



Will the project increase truck traffic in the neighborhood?

Yes. Some trucks will travel along Las Hermanas Street to reach the depot, but most are already operating in the area. A traffic impact study completed during the planning process and approved by the Los Angeles County Department of Regional Planning concluded that no street modifications are required, and that the existing network can support expected activity.

What safety measures are in place for pedestrians and cyclists?

As a private infrastructure developer, Forum Mobility is limited in its ability to implement safety measures outside of its site, so improvements would be the responsibility of LA County. In this industrial area, there are few pedestrians and cyclists using Las Hermanas Road.

The site itself does include:

- clear traffic flow lanes.
- wide turning radii.
- well-lit drive aisles that improve visibility and safety.

Also, depot customers are required to adhere to site safety procedures, including the use of back-up alarms and observation of speed limits.

Metro and Forum Mobility Partnership

Who is developing the charging depot?

Metro is working with Forum Mobility, a California-based company that specializes in:

- Developing and operating electric truck charging infrastructure.
- Leasing and financing zero-emission trucks.
- Helping fleets secure state and federal clean vehicle incentives.

Forum Mobility has also worked in partnership with the Port of Long Beach to build the FM Harbor Charging Port.

To select Forum Mobility as a partner, Metro used a joint Request for Information (RFI) process with the Mobile Source Air Pollution Reduction Review Committee. The RFI was used to gather information about what companies are pursuing ZET charging or fueling projects within the LB-ELA Corridor. Metro used the ZET Program Principles to access the



RFI respondents' alignment with the program principles, particularly on the project's readiness and alignment with the state funding opportunity, location, and the respondents' willingness to work with Metro to conduct community engagement activities.

Why is Metro partnering with a developer for this project? Has this been done before?

Metro has been exploring ways to build ZET supporting infrastructure within the LB-ELA Corridor to accelerate the transition of diesel trucks to ZETs. After assessing the availability of suitable land for Metro to develop for such use cases, the cost, and the time it may take to build such infrastructure, Metro concluded that partnering with willing charging or fueling depot developers to support their project would be the most effective and efficient way to achieve the number of facilities to support the heavy-duty vehicle replacement. This project represents a new model where Metro leverages private-sector expertise to advance regional sustainability goals.