



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2022-0037, **File Type:** Motion / Motion Response

Agenda Number: 7.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022

SUBJECT: RESPONSE TO MOTION 16: 710 SOUTH CLEAN TRUCK PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on 710 South Clean Truck Program in response to Board Motion 16.

ISSUE

At the October 28, 2021, Metro Board meeting, the Board approved a Substitute Motion by Directors Hahn and Dutra (Attachment A).

Additionally, during the discussion of this item (Motion 16), Metro Director Ara Najarian asked for a report back on the various Zero-Emission technologies being developed for heavy duty truck use, including hydrogen fuel cell.

The authors of the motion have allowed for the first report back to be deferred to the March 2022 Board cycle to permit the 710 Task Force to convene stakeholders through its Clean Truck Working Group that will develop the 710 South Clean Truck Program (710 CTP).

This report provides updates on the development of the 710 CTP, including the stakeholder engagement process and advocacy efforts (as of February 2022) in response to the Board motion. Additionally, this report provides an update on the request made by Director Najarian during the discussion of Motion 16.

BACKGROUND

Metro and Caltrans District 7 established the 710 Task Force in September 2021 to re-engage stakeholders that depend upon, and are impacted by, the movement of people and goods within the Interstate 710 (I-710) South Corridor that includes the I-710 South Freeway facility between the Ports of LA and Long Beach and State Route 60 plus the local impacted communities adjacent to the freeway (Attachment B).

The commissioning of the 710 Task Force responds to the Board action taken in May 2021 that suspended all work related to the original I-710 South Corridor Project EIR/EIS, including the Locally

Preferred Alternative (LPA) 5C that included a form of an I-710 South Corridor Clean Truck Program as a programmatic element as prescribed within the overall environmental document. It is important to note that the 710 CTP to be developed by the 710 Task Force is independent of the prior programmatic element and any of the parameters or elements prescribed within that prior program.

Metro's goal for the 710 Task Force is to convene and work with stakeholders to develop a multimodal, community-supportive Investment Plan to improve regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents along the I-710 South Corridor within the regional context of moving people and goods. The 710 Task Force meets every month and has held five Task Force meetings, with the sixth meeting scheduled for March 14, 2022.

Following the adoption of Motion 16, the 710 Task Force project team initiated a Clean Truck Working Group as the third working group established through the task force's engagement process. The Clean Truck Working Group is charged with developing the 710 CTP as part of the 710 Task Force's overall Investment Plan under the guidance of the Zero-Emission (ZE) technology parameters adopted by the Board (via Motion 16).

The working group currently comprises representatives from community-based organizations, the trucking and logistics industry, the Ports of LA and Long Beach, academia and research groups, utilities, zero-emission technology advocates, the Environmental Protection Agency, California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), Gateway Cities Council of Governments, Caltrans, and Metro. Upon establishment of the Community Leadership Committee (CLC) of the 710 Task Force, community residents selected to be part of the CLC will also be invited to participate in the Clean Truck Working Group. CLC members choosing to participate in the Clean Truck Working Group will have an equal role with Task Force members and other partners in developing the program recommendations that will be reviewed by the full CLC before being considered by the Task Force.

DISCUSSION

The Clean Truck Working Group has held three meetings (November 29, 2021; January 25, 2022; and February 24, 2022) in which Task Force members and key partners reviewed and discussed the following topics:

- The goals and objectives for the 710 Clean Truck Program in the context of Motion 16 (Directors Hahn and Dutra)
- Industry perspectives and the role of stakeholders in the 710 Task Force
- Air quality and environmental justice challenges and opportunities for the I-710 South Corridor, as presented by the Environmental Protection Agency
- Air quality context from the South Coast Air Quality Management District and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZE truck technology and infrastructure to displace the large volume of diesel trucks moving goods in the region.
- The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 heavy-duty trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure

funding opportunities

- Strategies to best leverage Metro's \$50 million in seed funding with the state and federal governments' existing and future resources, while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of LA and Long Beach, CARB and SCAQMD.

A written summary, provision of presentations and materials, and a reporting out of the discussion at every Clean Truck Working Group meeting has occurred at each 710 Task Force meeting following the working group meeting, with multiple public comment opportunities available for members of the public to provide input into the development of the program. These documents and the video of the presentation to the 710 Task Force can be found on the Metro 710 Task Force webpage¹.

The Clean Truck Working Group, originally comprising only members of the 710 Task Force (Attachment C) was expanded permanently to include additional stakeholders and partners at January 25, 2022, meeting. This format and opportunity for collaboration among community, city, council of governments, industry, regulatory, port, utility, air quality/ZE advocacy, and academic/research stakeholders and experts are responsive to the leadership vision for regional collaboration provided by Part B of Motion 16 and vital to the success of the working group's development of the 710 CTP.

During the process of finalizing the scope of the 710 CTP, Metro and Caltrans plan to engage communities directly through (at minimum) a public workshop to gain feedback into the process and on proposals developed by the Clean Truck Working Group before a final presentation to the 710 Task Force for review and approval.

Areas for Possible Further Study and Consideration

The effective and accelerated deployment of ZE trucks within the I-710 South Corridor will require the Clean Truck Working Group to consider an array of policies, infrastructure needs, and mitigations to meet collective equity, public health, and climate action goals while also fostering an environment for public and private actors to advance the availability of ZE trucks at scale to make a significant and timely transition of the thousands of diesel trucks operating in the corridor daily. The following topics will be among those explored and discussed by the Clean Truck Working Group in future meetings as it develops the 710 CTP as part of the 710 Task Force's Investment Plan recommendations.

- **Alignment with 710 Task Force Vision & Goals:** Integrating the development of the working group recommendations will need to align with the Vision & Goals that are currently being developed by the Task Force. Overlaying a review of equity considerations and eliminating disparities will help ensure the working group recommendations will meet the overall Equity perspective employed by the Task Force for the entirety of its Investment Plan recommendations.
- **Regional ZE Infrastructure Planning:** The implementation of ZE infrastructure in the near term to support the growth of ZE truck operations in the I-710 South Corridor has emerged as a top priority - and future bottleneck to address - for the Clean Truck Working Group. Metro has an opportunity to create a regional blueprint developed in partnership

with Caltrans, the Gateway Cities COG, regional stakeholders, and local communities that can identify priorities for state and federal investment into key pieces of ZE infrastructure to serve the needs of current and future ZE truck owner/operators in the corridor.

This planning work will be of vital importance to allow Metro and Caltrans to identify near-term ZE infrastructure projects to compete for funding in upcoming state and federal discretionary grant cycles as well as for priority in state and federal planning efforts such as the California Transportation Commission's (CTC) SB 671 Clean Freight Corridor Efficiency Assessment being conducted currently. The 710 Task Force agreed to send a joint letter of support for the I-710 South Corridor to be a priority for this CTC planning work (Attachment D).

- **Community Outreach for ZE Infrastructure Siting:** While local communities are supportive of the deployment of ZE truck technology in the corridor-and the attendant infrastructure necessary to support that deployment-they also raise concerns about where potential ZE infrastructure will be sited in local communities adjacent to the I-710 South freeway. The inclusion of community members and advocates in the planning of ZE infrastructure siting will be of great importance going forward to ensure community input is received and further disparities are avoided.
- **Reliability of infrastructure and fuel/electricity:** Securing reliable and accessible ZE fueling and charging for trucks will require a level of comfort for truck owners/operators to depend upon the availability of charging or fueling for their ZE trucks at the time and speed necessary to maintain duty cycles.
- **Workforce development:** With the introduction of new ZE technologies into the corridor comes opportunities to develop workforce, skills, and training programs designed to link members of disadvantaged communities within the I-710 South Corridor to new and emerging jobs, such as installation of electric charging infrastructure.
- **Impact of slow scaling of ZE technology on equity, public health, and meeting state and federal mandates:** The South Coast Air Quality Management District must meet federal attainment deadlines or else the region-including LA County-risks losing access to federal transportation funding or other penalties associated with being out of compliance with clean air mandates (Attachment E).

The slow rollout of ZE technology-and the impending bottlenecks due to a lack of ZE infrastructure-makes bringing ZE technology into the region at scale a difficult challenge considering the magnitude of over 16,000 trucks that call on the Ports of LA and Long Beach daily. According to SCAQMD, the scale to commercialize and adopt ZE trucks (including infrastructure) is not on pace to meet the region's air quality goals or mandates.

The delay in bringing ZE trucks to market quickly and in large quantities creates additional equity concerns, disparities, and public health impacts for local communities due to tailpipe emissions from diesel trucks that will continue to operate in the corridor for the foreseeable future as ZE technology continues to mature and scale.

- **Entrained particulate matter:** Even if every truck and vehicle that operated within the I-710 South Corridor used ZE technology, there still would remain a significant amount of particulate matter generated by the movement of trucks - particularly on the freeway facility - due to brake and tire wear and deterioration of the freeway and roadway pavement. The presence of this form of particulate matter-which causes severe public health impacts for surrounding communities-is a contributing factor to the EPA's decision on whether a project to be implemented on the I-710 South Corridor will require a hotspot conformity analysis as part of the environmental process. Limiting or mitigating this source of public health hazard will be important to achieving equitable outcomes for local communities in addition to implementing ZE technology.
- **Tax and Incentive Funding Barriers to Adoption:** 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.
 - 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. 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.
 - 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. A legislative exemption from this tax could serve as an additional incentive for truck owners/operators to transition to ZE technology.
 - Sales tax - disincentive: Truck owners/operators that take advantage of incentive funding to subsidize the purchase of a new ZE truck must pay the full sales tax-sometimes up to 10%--on the purchase of a fully priced ZE truck. Exemption from this tax could serve as an additional incentive for truck owners/operators to transition to ZE. AB 784 (Mullin) could serve as a template for legislation given its partial exemption of sales tax for the purchase of certain ZE buses.
- **Truck parking:** One of the main challenges for truck drivers to transition to a ZE Battery Electric truck is the need to charge the truck overnight to run full duty cycles without losing time and economic opportunity because of having to charge during the day. Many truck drivers do not domicile their trucks at home or in a facility that would have access to electric charging; rather, they park their trucks on the street or at facilities that have no access to electric charging.

- **Vegetation and other truck mitigations:** Removing particulate matter and other toxic emissions from the air before they can impact local community health and the environment will likely be a priority for the working group and the 710 Task Force. Finding non-traditional ways to do so, including the introduction of vegetation or other strategies, could become part of the scope of work for the working group.
- **Technology and Innovation:** Using technologies to reduce truck VMT and eliminate unnecessary or inefficient truck trips will help reduce the impact of diesel truck operations in the corridor. An example would be the Drayage, Freight, and Logistics Exchange (DrayFLEX) program Metro helped implement to create efficiencies in truck movements in the Gateway Cities area.

A more detailed report on these topics will be provided in the May 2022 update to the Board.

Request from Director Najarian

During the discussion of Motion 16, Director Najarian asked for a report back on all ZE technologies being developed for heavy-duty trucks, including hydrogen fuel cells. This request reflects a growing need in the region to identify potentially multiple forms of ZE technology to meet the needs of different movements of goods, such as long-haul drayage, by Class 8 trucks.

The Goods Movement Planning unit is currently procuring professional services to advance the LA County Goods Movement Strategic Plan five key initiatives, including the Countywide Clean Truck Initiative. The proposed scope of work for these services includes a comprehensive evaluation of available heavy duty truck Zero-Emission technologies. Staff will coordinate this work with our partners at EPA, CARB, SCAQMD, and CalStart to develop a full response to Director Najarian's request. Staff estimates this report will be available in September 2022.

Federal Advocacy

The Infrastructure Investment and Jobs Act (P.L. 117- 58) signed into law by President Biden on November 15, 2021, provides funding for a variety of programs that could be used to fund the I-710 South Corridor Clean Truck Program. These programs include but are not limited to, the INFRA grant program, the RAISE grant program, and more than \$30 billion in grant funding for the deployment of electric and other clean vehicles and infrastructure to be administered by the U.S. Departments of Transportation (USDOT) and Energy (DOE). At present, the USDOT and other Executive Branch agencies are in the process of issuing Notices of Funding Opportunity (NOFO) that outline the specific parameters being used to issue grants to applicants from across the nation. As these NOFOs are published in the Federal Register, our agency will have the ability to understand which grant program is best suited to provide funding for the 710 CTP.

At the direction of Metro's Chief Executive Officer, a TIGER team has been created to work across all agency departments to support the agency's development of a road map on how to seek funding from the new and existing federal grant programs authorized and/or appropriated funding through the

Infrastructure Investment and Jobs Act. Once Metro determines that we are seeking federal funding for a Metro project through a specific grant program - our agency will - consistent with our standard operating procedure - launch an aggressive advocacy effort to ensure that our federal grant application has the highest degree of success possible. This aggressive advocacy effort includes engaging our Board members to directly advocate for a federal grant with federal stakeholders - in both the Legislative and Executive Branches of government. This effort also involves a concentrated effort to secure support from local and regional stakeholders - to transmit their support for a given grant request to the Biden Administration and their federal elected officials in both the House and Senate. NOFOs for federal grant programs that could fund eligible components of the 710 CTP are expected to be issued in mid-February and will continue to be released through the Spring of 2022.

State Advocacy

Metro's state advocacy team is continuing to aggressively advocate for clean fuel vehicle funding as identified in the Golden Opportunity Package recommended by the Board of Directors. The Governor's budget proposal contains significant amounts of funding for heavy-duty clean fuel vehicles including buses and trucks. We are continuing to advocate that the California Air Resources Board and the California Energy Commission should prioritize funding trucks in the I-710 South Corridor.

However, the actual structure of Metro's 710 CTP is still being developed by the 710 Task Force as of the writing of this report. Advocacy for that program will begin once its details are in place so that staff can communicate its structure--including funding structure, participant criteria, and performance requirements amongst other issues. Once the final structure of the Metro 710 CTP is approved by the Board (following action by the 710 Task Force to submit recommendations to the Board), we will engage in appropriate and aggressive advocacy to support that program.

EQUITY PLATFORM

Metro is working to center equity in all future decision-making, budget allocation, and community engagement activities for the Project(s) developed by the 710 Task Force along the I-710 South Corridor. Through the task force process, staff is currently working with stakeholders, including residents most impacted by potential projects along the corridor who will serve on the new Community Leadership Committee, to collaboratively develop an investment plan to implement priority multimodal projects and programs. One of these programs is the 710 CTP, as prescribed by Motion 16.

The 710 CTP will be vetted by stakeholders and assessed for its ability to support equitable outcomes. Development of the 710 CTP will directly address the pollution, air quality, and public health impacts caused by the operation of thousands of diesel trucks daily within the I-710 South Corridor. The 710 CTP is intended to be a new process independent of the parameters and elements attached to the previous version of this program that served as a programmatic element of the now-suspended I-710 South Corridor project environmental document.

In response to input from community representatives, Metro will engage and include members of the

CLC in the development of the working group recommendations, receive CLC review of the recommendations prior to consideration by the Task Force, and will consider re-naming the working group to reflect the Zero-Emission focus as directed by Motion 16 and requested by community stakeholders.

The 710 Task Force and its attendant working groups and Community Leadership Committee (composed entirely of local stakeholders from the corridor) will promote community-driven conversations to ensure an equitable decision-making process as the Task Force develops the vision and goals, creates multimodal strategies, and identifies priority projects and programs for the I-710 South Corridor to be brought to the Metro Board for consideration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the I-710 South Corridor stakeholders through 710 Task Force meetings and Clean Truck Working Group meetings is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 4: Transform LA County through regional collaboration and national leadership.

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

The 710 Task Force and Clean Truck Working Group will continue to work to define the 710 CTP and its associated investment and implementation plan to accelerate the deployment of ZE Heavy-Duty Class 8 trucks and infrastructure along the I-710 South Corridor.

The next meeting of the 710 Task Force Clean Truck Working Group will be on March 22, 2022.

Once the 710 Task Force approves a set of recommendations for the 710 CTP, staff will present those recommendations to the Metro Board for consideration.

As requested in Motion 16, Metro staff will report back on further updates during the May 2022 Board cycle.

ATTACHMENTS

Attachment A - Substitute Motion by Directors Hahn and Dutra, October 2021
(Item 16, Legistar # [2021-0708](#))

Attachment B - 710 Task Force Study Area

Attachment C - 710 Task Force Roster

Attachment D - 710 Task Force Joint Letter of Support for SB 671 prioritization

Attachment E - SCAQMD Presentation to January 2022 710 Task Force Clean Truck Working Group

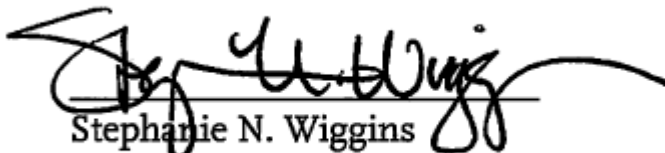
Prepared by: Dan Lamere, Transportation Associate, Countywide Planning & Development, (213) 922-4946

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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2021-0708, **File Type:** Motion / Motion Response**Agenda Number:** 16.

**REGULAR BOARD MEETING
OCTOBER 28, 2021****Motion by:****DIRECTORS HAHN AND DUTRA****Substitute Motion - 710 South Clean Truck Program**

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a “710 South Clean Truck Program,” contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

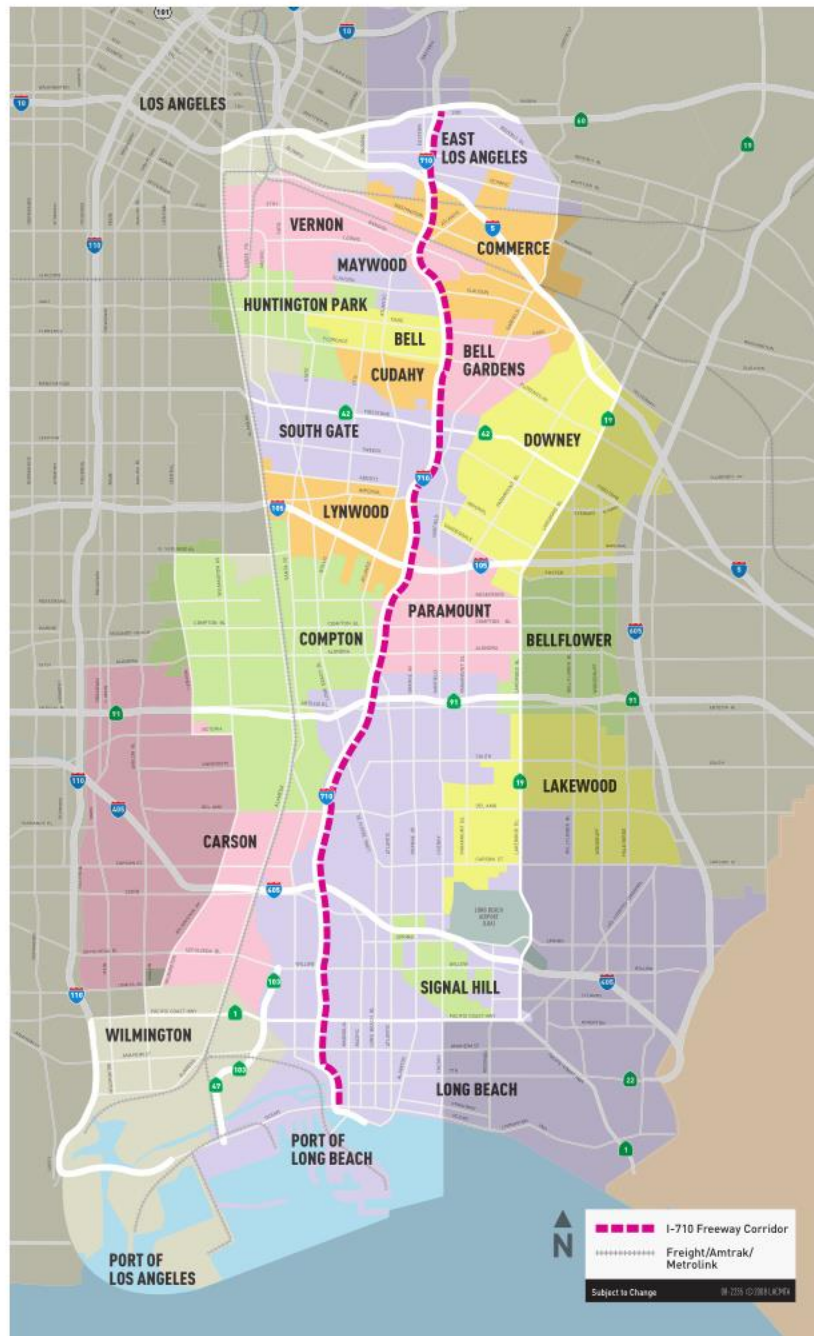
SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM**RECOMMENDATION**

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

710 Task Force Study Area

I-710 Corridor Project EIR/EIS



710 Task Force Membership

CBO'S, ENVIRONMENTAL, ADVOCACY GROUPS & COMMUNITY SERVING ORGANIZATIONS	CITIES & GOVERNMENTAL AGENCIES	GOOD MOVEMENT/ TRANSPORTATION/LABOR/ BUSINESS
Southeast Los Angeles (SELA) Collaborative	County of Los Angeles Supervisorial District 1	METRANS Transportation Consortium
East Yard Communities for Environmental Justice (EYECJ)	County of Los Angeles Supervisorial District 2	Cal State University, Long Beach Center for International Trade and Transportation (CITT)
Communities for a Better Environment (CBE)	County of Los Angeles Supervisorial District 4	USC Equity Research Institute (ERI)
Long Beach Alliance for Children with Asthma (LBACA)	LA County Public Works	LA Unified School District (LAUSD)
Long Beach Residents Empowered (LBRE)	City of Long Beach	CALSTART
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	City of Los Angeles	International Brotherhood of Teamsters, Local Union 848
Coalition for Clean Air (CCA)	Southern California Association of Governments (SCAG)	LA County Business Federation (BizFed)
EarthJustice	Metrolink (Southern California Regional Rail Authority)	Burlington Northern Santa Fe (BNSF) Railway
National Resources Defense Council (NRDC)	Gateway Cities Council of Governments (GCCOG)	LA Customers Broker & Freight Forwarders Association (LACBFFA)
BREATHE LA County (Breathe LA)	City of Bell GCCOG Ad Hoc Committee	Harbor Trucking Association (HTA)
The California Endowment (TCE)*	City of Commerce GCCOG Ad Hoc Committee	Union Pacific (UP) Railroad
	City of Cudahy GCCOG Ad Hoc Committee	Pacific Merchant Shipping Association (PMSA)
	Alameda Corridor Transportation Authority (ACTA)	Total Transportation Services, Inc. (TTSI)
	Long Beach Transit (LBT)	Watson Land Company
	Access Services, Inc	International Longshoremen Workers Union (ILWU)
	US Environmental Protection Agency (EPA)	
	California Air Resources Board (CARB)	
	South Coast Air Quality Management District (AQMD)	
	LA County Economic Development Corporation (LAEDC)	
	Port of Long Beach (POLB)	
	Port of Los Angeles (POLA)	



March 8, 2022

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: 710 Task Force Joint Nomination of I-710 South Corridor for SB 671 Clean Freight Corridor Efficiency Assessment

Dear Mr. Weiss:

The Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans District 7, the Gateway Cities Council of Governments (COG) and the 710 Task Force respectfully and jointly submit the I-710 South Corridor as our collective priority for the Senate Bill (SB) 671 (Gonzalez) Clean Freight Corridor Efficiency Assessment to be conducted by the California Transportation Commission (CTC).

The 710 Task Force comprises approximately 50 stakeholder organizations—from community representatives to regional government, freight industry to air quality regulators, transit operators to regional planners, and public health advocates to research institutions—that have come together to develop a strategic, multimodal Investment Plan for the I-710 South Corridor that will be considered by the Metro Board of Directors upon completion. This Investment Plan is intended to reflect and 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—including those to public health resulting from

toxic tailpipe emissions, as well as particulate matter (PM) from brake and tire dust—associated with the movement of people and goods through the corridor.

The 710 Task Force members and partners clearly recognize that 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 harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents. Over the past year our members have actively supported the deployment of ZE truck technology within the corridor, including the following highlights:

- Last August, the **South Coast Air Quality Management District** (SCAQMD) announced its Joint Electric Truck Scaling Initiative (JETSII), financed by the **California Air Resources Board** (CARB) and the **California Energy Commission** (CEC), that serves as the largest deployment of battery-electric trucks in North America to date.
- Last September, **Metro** and the **COG** issued a joint request to CARB and CEC to establish a meaningful working relationship to address the existing air quality and public health crisis confronting the communities along the I-710 South Corridor
- Last October, the **Metro** Board approved \$50 million in seed funding to support the Task Force’s development of a I-710 South Clean Truck Program that will focus on expediting the delivery of ZE truck technology and infrastructure within the corridor.

The I-710 South Corridor, as defined by the 710 Task Force, includes the I-710 South Freeway between Long Beach and State Route 60, the adjacent communities and major arterial rail and highway transportation system, the Ports of Long Beach and Los Angeles, and the Alameda Corridor. This multimodal corridor serves as the most vital freight corridor in California, directly linking the Ports of Long Beach and Los Angeles—which handle approximately 85% of California’s containerized goods—to major freight intermodal yards, warehouses, transloading centers and logistics hubs that serve regional, statewide and national community and economic needs. The importance of this corridor is highlighted by the ongoing supply chain disruption and port congestion crisis that has impacted the flow of goods to every part of California.

The statewide freight importance of moving goods through the I-710 South Corridor in combination with the urgent need to eliminate disparate health harms to corridor communities that are caused by the operation of diesel trucks to move these same goods makes this freight corridor an excellent priority candidate for the deployment of ZE medium and heavy-duty vehicles, as SB 671 establishes. In addition to seed money and new programs mentioned above, funding from the recently established Clean Truck Fund rate at the Ports of LA and Long Beach may also help deploy ZE heavy duty trucks along the I-710 South Corridor, creating another opportunity for state and federal funds to leverage local investment and make ZE solutions a priority for the region.

Metro, Caltrans District 7, the Gateway Cities Council of Governments and the 710 Task Force appreciate this opportunity to work with you, your staff and the Commissioners to support the

expedited deployment of ZE truck technology and infrastructure along the I-710 South Corridor through this SB 671 process and other CTC discretionary grant programs. We have greatly appreciated our ongoing partnership with the CTC in securing new transportation funding sources (such as SB 1) and delivering vital projects to improve the movement of people and goods throughout LA County's multimodal transportation network. As part of this ongoing partnership, we ask that efforts like the Clean Freight Corridor Efficiency Assessment prioritize consultation and collaboration with community members and stakeholders to effectively address these disproportionate impacts and ensure resources and benefits like clean air and permanent jobs are distributed equitably. Developing relationships with community members and environmental justice advocates takes time and effort, but if done well will result in a comprehensive Assessment that considers the full impacts of freight on surrounding communities and supports a community-centered vision for the future. It's crucial that the California Transportation Commission (CTC) build in the time to engage and collaborate with the communities directly impacted by the selected freight corridors well before the December 2023 deadline.

The SB 671 process should also be transparent and accessible to community members and stakeholders. The CTC should provide more information about how the SB 671 Assessment will be developed, where community members can go to get more information, and what their community engagement process will be. The CTC's community engagement strategy should not focus on the California Freight Advisory Committee public meetings, which are highly technical spaces and inaccessible to many community members, particularly those who speak a language other than English. A clear process for how community members can engage over the next two years as the CTC develops its Clean Freight Corridor Assessment is an important first step to ensuring that the CTC's recommendations are informed by the lived experiences and priorities of the surrounding communities.

If you have any questions about this request or the 710 Task Force, please do not hesitate to contact Michael Cano, Executive Officer, at canom@metro.net

With great appreciation,



Attachments:

710 Task Force Membership
Joint Metro and Gateway COG letter to CARB and CEC

CC: Lee Ann Eager, Chair, California Transportation Commission
Members of the California Transportation Commission
Hannah Walter, Associate Deputy Director, California Transportation Commission
Metro Board of Directors
710 Task Force Members and Partners

South Coast AQMD Regional Air Quality and Call to Action

*I710 Clean Truck Working Group
January 25, 2022*





OVERVIEW

- Our regions suffer from some of the worst air quality in the country
- Heavy Duty trucks are the largest source of smog-forming emissions
- The technology for trucks over 90% cleaner than current trucks is available and cost-effective
- Delaying deployment is causing significant health impacts

BACKGROUND



~17 Million People

Our jurisdiction
would be 5th
largest state after
New York.



Environmental Justice

Nearly 67% of CA
EJ population lives
in South Coast
region.



Economy

CA's economy is 5th
largest in the world.
Southern CA Ports
are the gateway to
the nation.



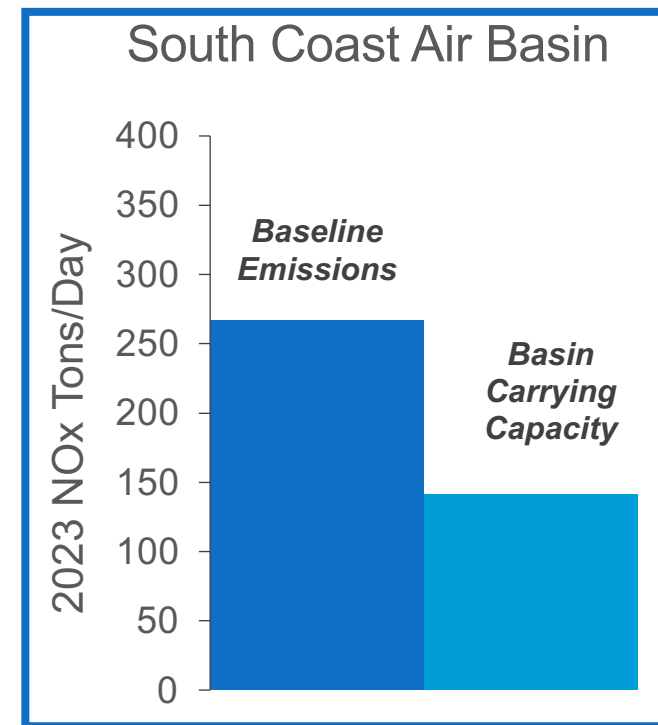
Climate

Year-round fire
season, drought, and
heat-waves impact
air quality, public
health and the
economy.

South Coast AQMD Attainment Challenges

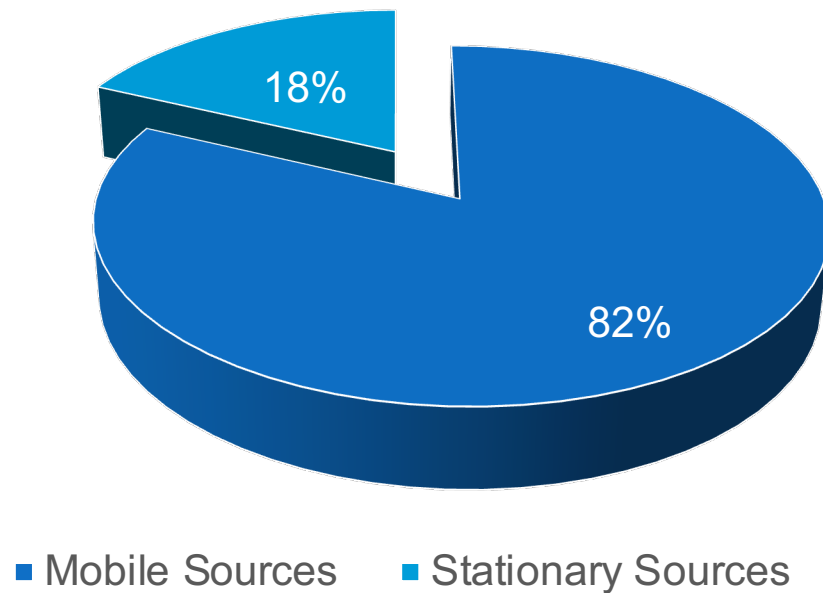
- Upcoming Attainment Deadlines

Standard*	Concentration	Latest Attainment Year
2015 8-hr Ozone	70 ppb	2037
2008 8-hr Ozone	75 ppb	2031
1997 8-hr Ozone	80 ppb	2023
1979 1-hr Ozone	120 ppb	2022
2012 Annual PM2.5	12 µg/m ³	2025
2006 24-hr PM2.5	35 µg/m ³	2019

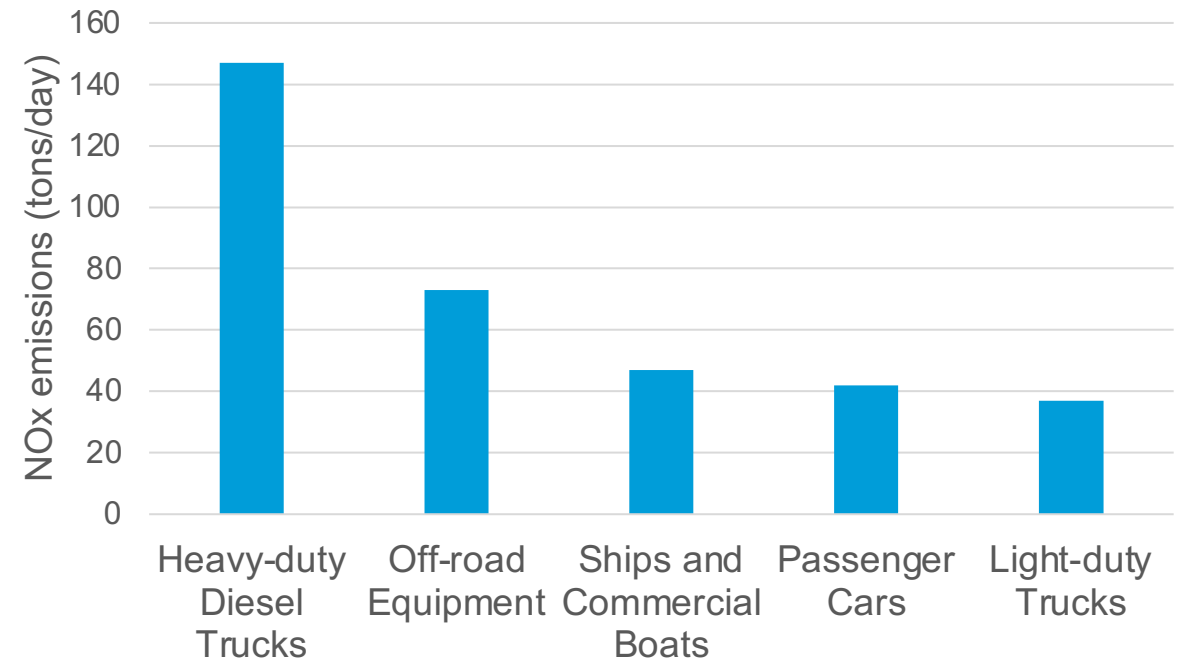


ADDRESSING TRUCK EMISSIONS are CRITICAL to ACHIEVING AIR QUALITY GOALS

2019 NOx Emissions



Top Sources of NOx in South Coast AQMD



Transition to zero and near-zero emission technologies is essential to meeting air quality goals

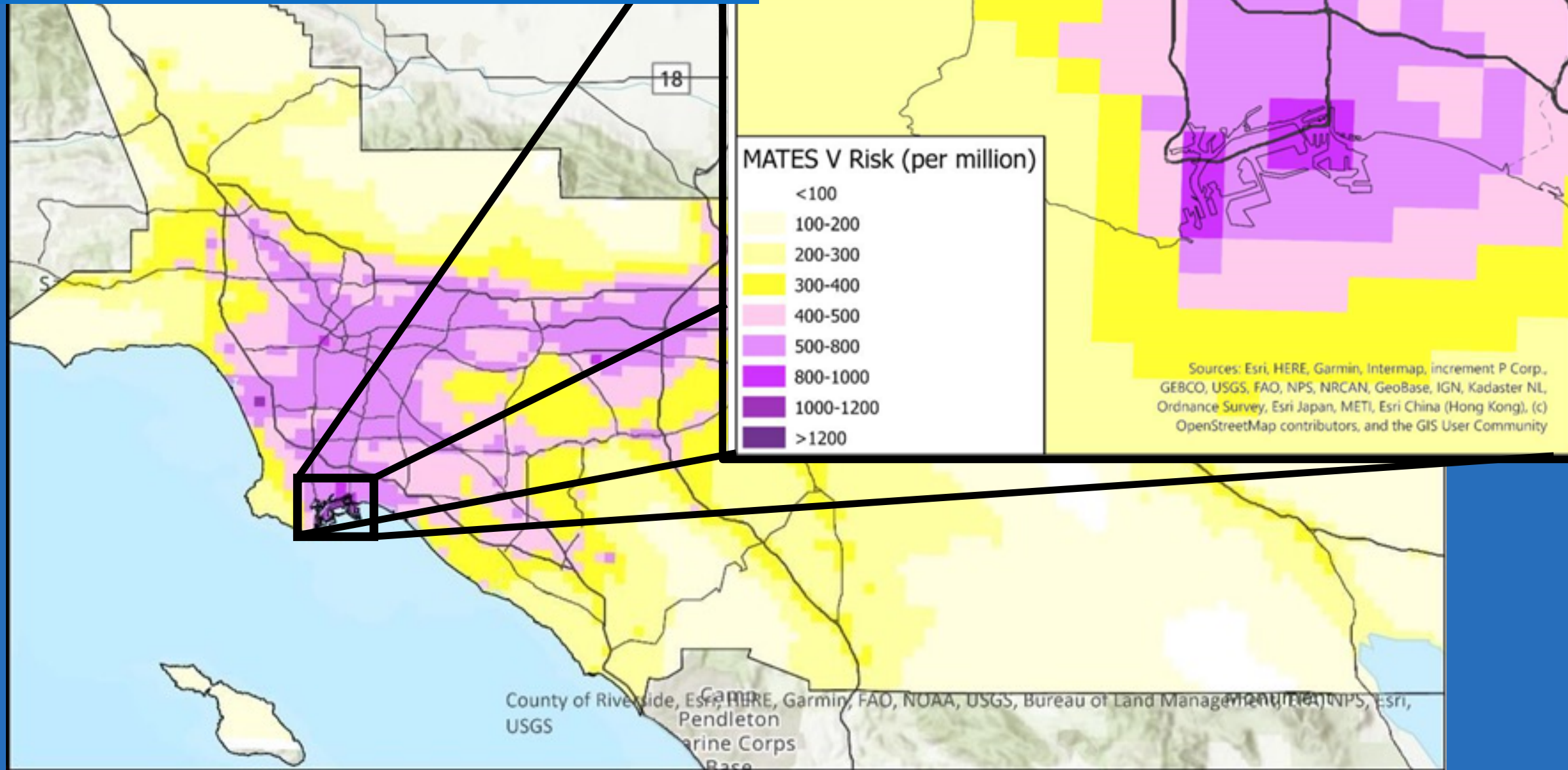
COSTS OF NOT MEETING CLEAN AIR ACT REQUIREMENTS:

NEED FOR REVISED NO_x EMISSION STANDARD FOR HEAVY-DUTY TRUCKS

1. Continued poor air quality for our residents
 - Premature death, higher hospitalization rates, increased asthma, more severe asthma attacks
 - Tens of billions of dollars per year in monetized health impacts
 - Impact is greater in environmental justice communities
2. Potentially millions of dollars in extra costs on major sources every year
3. Potentially billions of dollars in lost transportation revenue affecting tens of billions of dollars in projects
4. Potentially significant curtailing of economic activity



Multiple Air Toxics Exposure Study (MATES V)

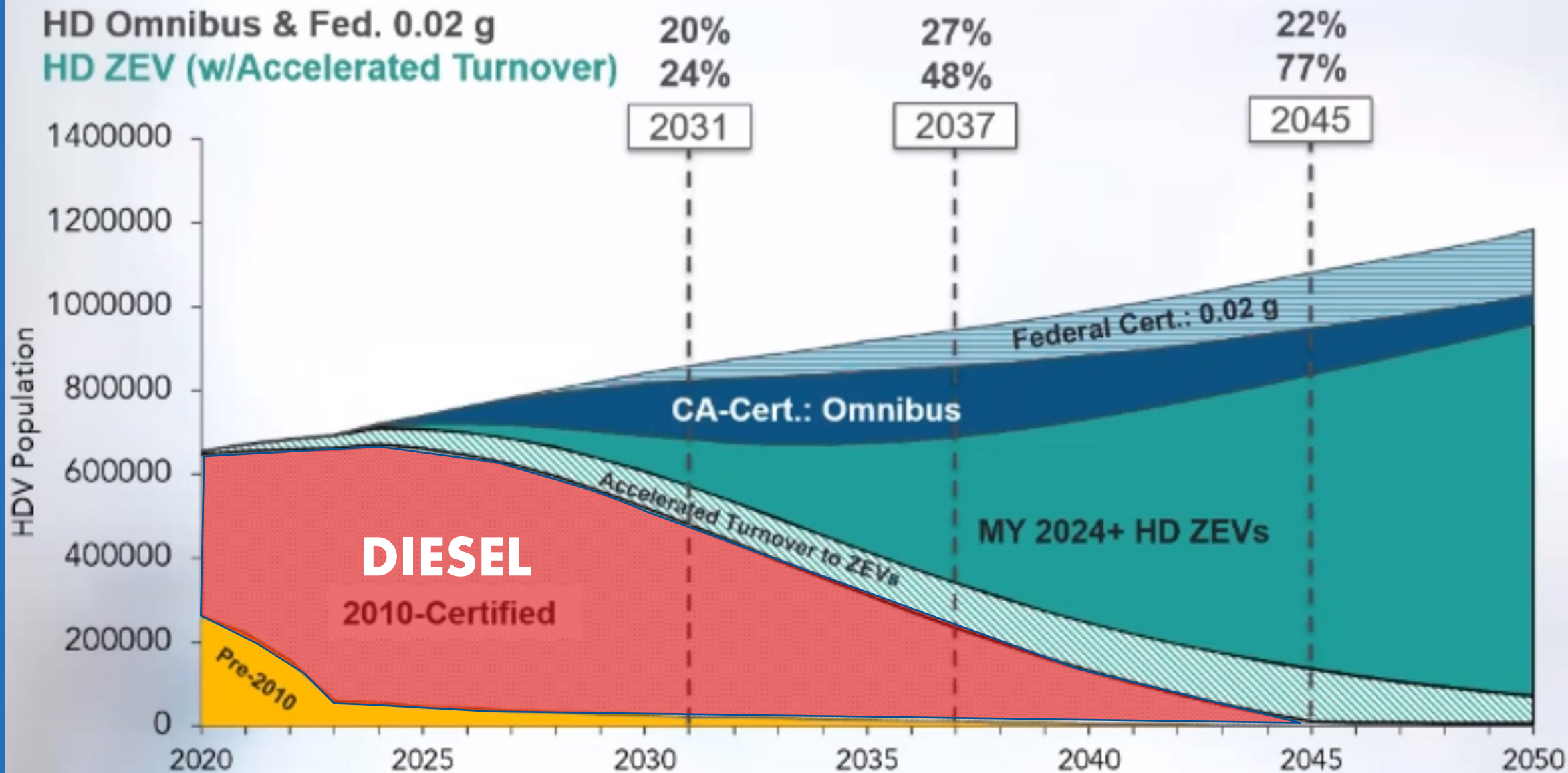


STATE OF TECHNOLOGY

- South Coast AQMD leading efforts to commercialize heavy-duty, class 8 Zero Emission Trucks – Volvo, Daimler, Petebilt, Kenworth, BYD
- Scale of Zero Emission Truck commercialization is in infancy



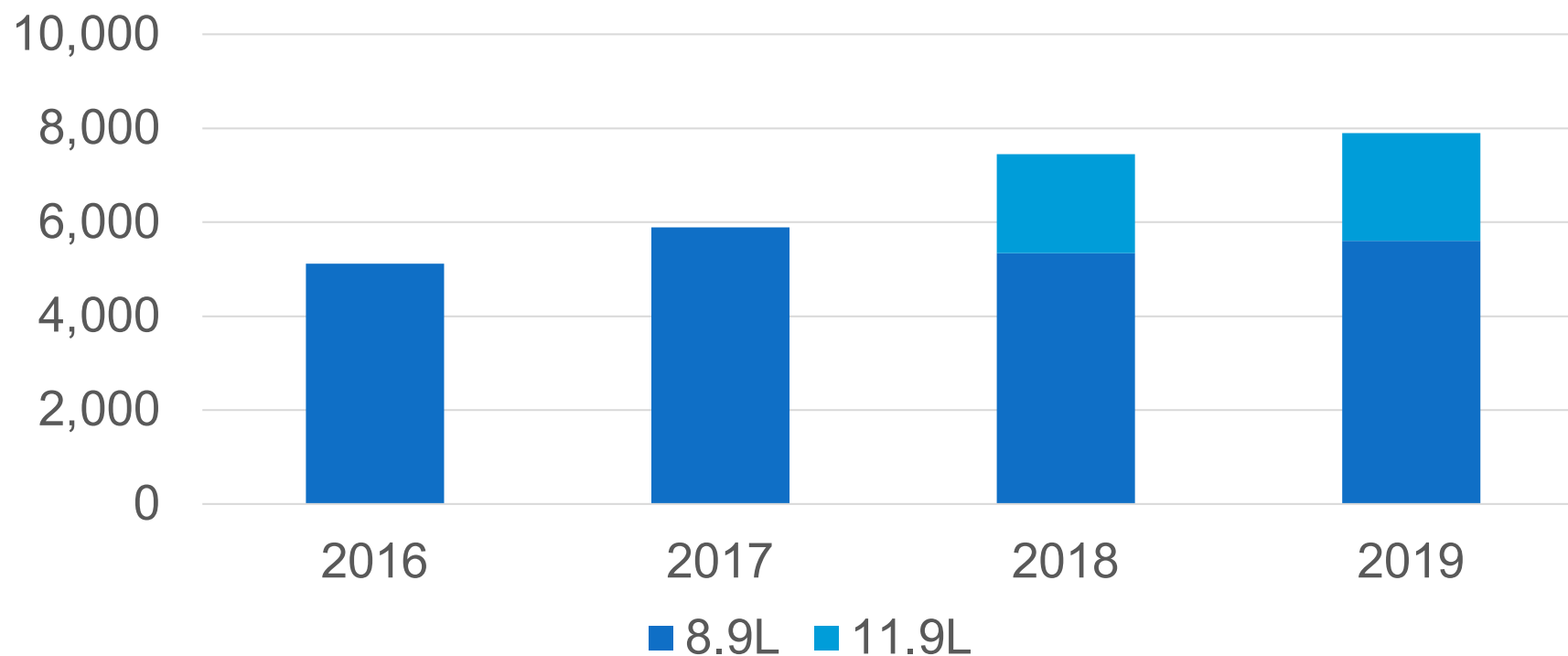
On-Road Heavy-Duty Scenario





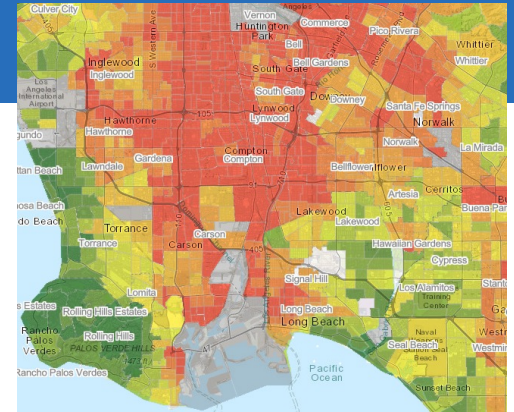
NEAR-ZERO ENGINES

- 8.9L engine certified at 0.02 g/bhp-hr NOx in 2016
- 12L engine certified at 0.02 g/bhp-hr NOx in 2018



SUMMARY

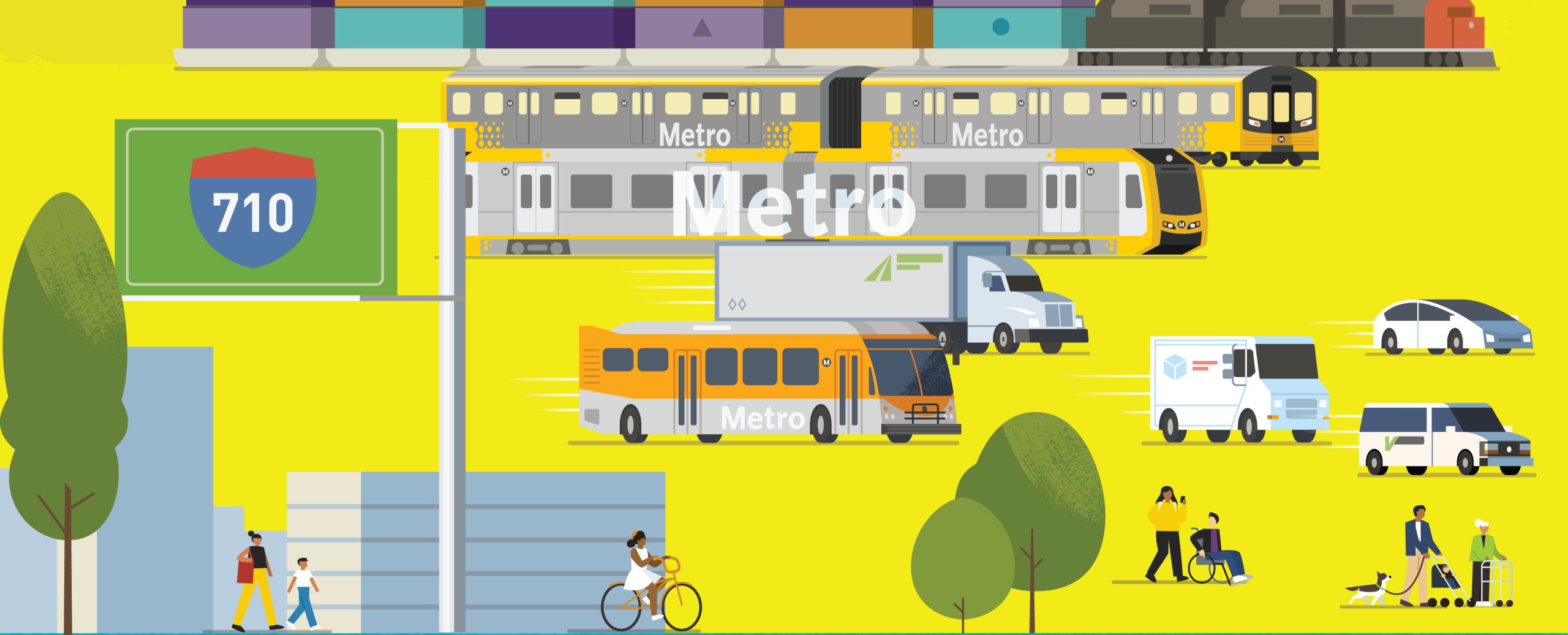
- Diesel emissions from trucks represent a significant on-going health concern, especially in disadvantaged communities
- South Coast AQMD is leading the state and nation in commercializing Zero Emission class 8 trucks
- The scale to commercialize and adopt ZETs (incl. infrastructure) is not on pace to meet our air quality goals
- NZE offers near-term, lower cost emission reductions



710 South Clean Truck Program Update

Planning & Programming Committee

March 16, 2022



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

710 TASK FORCE



Metro

Background: I-710 South Clean Truck Program

- > **May 2021:** Board action to suspend all work related to the original I-710 South Corridor Project EIR/EIS
- > **September 2021:** 710 Task Force established by Metro and Caltrans District 7 to re-engage stakeholders
- > **October 2021:** Motion 16 (Legistar # 2021-0708) by Directors Hahn and Dutra directed the CEO to take the following actions:
 - A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
 - B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
 - C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget,
 - D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero-Emission goods movement objectives along the I-710 South Corridor.
- > **November 2021:** Clean Truck Working Group established within the 710 South Task Force

Clean Truck Working Group – Goals and Membership

> **Goals of the working group:**

- Develop the 710 South Clean Truck Program as part of the 710 South Task Force's overall Investment Plan
- Focus exclusively on Zero-Emission technologies, as directed by the Board via Motion 16

> **Membership of the working group includes:**

- Community-based organizations
- Trucking and logistics industry
- Ports of Los Angeles and Long Beach
- Academia and research groups
- Utilities
- Zero-Emission technology advocates
- Environmental Protection Agency (EPA)
- California Air Resources Board (CARB)
- South Coast Air Quality Management District (SCAQMD)
- Gateway Cities Council of Governments
- Caltrans

Clean Truck Working Group – Updates

> Meetings to-date:

- November 29, 2021 / January 25, 2022 / February 24, 2022

> Next meetings:

- Zero-Emission Truck Working Group: Tuesday, March 22, 2022
- Task Force Meeting #7: Monday, April 11, 2022 (5-7:30 pm)

> As requested in Motion 16, Metro staff will report back on further updates during the **May 2022** Board cycle

> Topics reviewed and discussed:

- Goals and objectives for the 710 South Clean Truck Program
- Industry perspectives and the role of stakeholders in the 710 South Task Force
- Air quality and environmental justice challenges and opportunities in the corridor
- The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- Strategies to leverage Metro's \$50 million in seed funding at the state and federal level
- Request to re-name group as the **Zero-Emission Truck Working Group** to align with Board motion

Clean Truck Working Group – Funding Opportunities

> **Governor's Budget Proposal**

- \$6.1 Billion for ZE Vehicle related activities overall
- **New funding program: ZEV Fueling Infrastructure Grants**
 - \$600 Million over 4 years
 - EV charging infrastructure; prioritize fast-charging infrastructure

> **SB-1 Trade Corridor Enhancement Program**

- \$300 Million per year + apportionment to California from federal IIJA (FAST Act successor)
- ZE Infrastructure is eligible and desired; ZE subsidies for rolling stock ineligible (Article XIX)

> **CARB HVIP**

- ZE truck and bus subsidy focused – \$46 Million of \$197 Million available March 30th for Class 8 trucks

> **CA Energy Commission (CEC)**

- Infrastructure-focused -- \$1.4 Billion plan to build out ZEV infrastructure (2021-23)

> **Federal Programs: IIJA/BIL, INFRA, etc.**

- Infrastructure-focused

Development of the 710 Clean Truck Program

Options emerging for use of \$50 million:

> **Focus on ZE Infrastructure only**

- Will require a strong community outreach component to plan, site and implement ZE infrastructure
- Work with current pilot programs / early adopters
- Will need fast-tracked Regional ZE infrastructure planning for Metro/Caltrans
 - Partner with SCAG, AQMD, LACI, Communities, etc.
- Many opportunities for Metro to leverage \$50 million many times over – TCEP, IIJA, CARB, CEC

> **Focus primarily on ZE Infrastructure with some targeted subsidy funding**

- Targeted subsidy funding will need to layer on top of other funding sources (Ports, AQMD, CARB, etc.)
- What will be the focus? Small Business, Independent Owners/Operators in corridor, etc.?

> **Focus primarily on subsidy funding for ZE truck purchases/leases**

- Need a strong business case as subsidy need per ZE truck is extremely expensive in near term
 - Also, dependent upon access to ZE infrastructure for charging/fueling.

Development of the 710 Clean Truck Program

Other elements to consider:

- Drayage segmentation to create near-to-long term strategies for ZE deployment
- Consideration of Metro's role and opportunity in relation to other agencies and partners in the region
- Tax and incentive funding barriers to adoption
- Workforce development linked to I-710 S Corridor Communities
- Truck parking + ZE charging/fueling infrastructure
- Pilot programs to battle entrained particulate matter generation
- Vegetation and other truck emission mitigations
- Technology / Innovation applications to reduce Truck VMT / idling

Thank you



Metro