



Board Report

File #: 2025-0576, File Type: Agreement

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

**SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSION TRUCK
PROGRAM IMPLEMENTATION**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
 - 1. Program \$2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;
 - 2. Program \$1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
 - 3. Receive \$3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
 - 4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

ISSUE

On June 26, 2025, the California Transportation Commission (CTC) adopted the 2024 TCEP to award funds for 26 projects, including a full funding award in the amount of \$13,653,000 for the Metro -submitted LB-ELA Zero-Emission Truck (ZET) Project.

The Board will now need to take actions to secure the TCEP funding allocation from the CTC: (1) program the \$2,000,000 in Metro's funding commitment for Forum Mobility's FM Hermanas Project, (2) program the \$1,000,000 in Metro's funding commitment for MN8's Rio Vista Project, (3) receive \$3,000,000 from MSRC as their contribution towards these projects, and (4) negotiate and execute necessary agreements to make TCEP funds and MSRC's contribution available to the project implementing entities for implementation.

BACKGROUND

In November 2024, staff submitted the LB-ELA ZET Project for the 2024 TCEP grant program in partnership with two ZET charging depot developers (Forum Mobility and MN8) and MSRC. Seeking TCEP discretionary grant funding was a response to the Board approved Motion #16 by Directors Hahn and Dutra (October 2021) (Attachment A) to leverage \$50 million in CMIP funds as seed funding to secure Federal and State funding for a 710 South Clean Truck (now LB-ELA Corridor ZET) Program to reach a program funding target of \$200 million (Motion #5.1 by Directors Hahn, Solis, Garcia, and Dupont-Walker, March 2018) (Attachment B). Stakeholders convened by Metro to develop the LB-ELA Corridor ZET Program identified the lack of sufficient ZET charging infrastructure as a main impediment toward the overall adoption of zero-emission (ZE) technology for medium- and heavy-duty trucks (MHDTs) operating in the LB-ELA Corridor. This insight informed Metro's strategy on how best to leverage funding dedicated to the ZET Program.

Metro proposed to pursue the 2024 TCEP in partnership with Forum Mobility and MN8 to facilitate the construction of two publicly accessible charging depots for battery electric medium- and heavy-duty ZETs within the LB-ELA Corridor. Forum Mobility is the charging depot developer for the FM Hermanas in Rancho Dominguez, who will be responsible for maintaining and operating the site after completion. MN8 is the charging depot developer for the Rio Vista site in Boyle Heights. MN8 will be responsible for maintaining and operating the site after completion.

When complete, the sites will support daily charging needs for up to 331 ZE MHDTs, which more than doubles the current available charging capacity for MHDTs within the corridor.

The TCEP award requires matching funds to be expended concurrently and proportionally. Metro committed \$3,000,000 from the adopted LB-ELA CMIP as matching funds, consistent with prior Board action.

Additionally, in May 2024, Metro entered into a cooperative agreement with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to jointly accelerate the implementation of ZET infrastructure. Under this agreement, MSRC offered to match Metro's commitment with an additional \$3,000,000 funding for the LB-ELA Corridor ZET Project. To make this MSRC contribution available to the project implementing entities, Metro will need to negotiate and execute a dedicated funding agreement with MSRC.

DISCUSSION

To receive the TCEP funds and make the funds available for the projects included in Metro's TCEP

application, as well as making Metro's and MSRC's contributions available for the projects, Metro will need to negotiate and execute necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC. Therefore, staff requests Board approval to program Metro's contribution from Measure R funds dedicated to the LB-ELA CMIP and enter into agreements with Caltrans, Forum Mobility, MN8 and MSRC.

Additionally, Metro is committed to engaging surrounding communities to share the information on the ZET charging projects and offering a space for the communities to become familiar with ZE technology and depot developers. As part of Metro's contribution to support these projects, Metro requested each developer to host community engagement events in partnership with Metro.

TCEP Award Amount

The total project cost for both projects is estimated at \$38,123,000. The FM Hermanas project, a ZET charging depot led by Forum Mobility, is estimated at \$28,414,000. The Rio Vista project, a ZET charging depot led by MN8, is estimated at \$9,709,000. Metro's contribution of \$3,000,000 toward these projects has successfully leveraged \$35,123,000 in private, regional, and state funding to help meet the overall LB-ELA Corridor ZET program target of \$200,000,000.

The TCEP application requested funding awards of \$10,000,000 for FM Hermanas and \$3,653,000 for Rio Vista for construction phase costs. Forum Mobility, MN8, MSRC, and Metro are contributing funds for the construction phases of their respective projects as seen in Attachment C, Table 1.

Necessary Agreements

For TCEP, CTC expects Caltrans to coordinate Baseline Agreements with grant recipient agencies within six months after a project has been adopted into the program. As a grant recipient agency, Metro will need to execute agreements to make the TCEP funds, Metro and MSRC contributions available to Forum Mobility and MN8.

Separately, Metro will need to enter into an agreement with MSRC to access MSRC's contribution through a reimbursement mechanism.

Community Engagement

Metro and Forum Mobility jointly hosted a ZET Community Event in-person at Compton College on August 25, 2025, and virtually on September 9, 2025, as part of Metro's continuous efforts in engaging communities along the LB-ELA Corridor for this program and the implementation of the LB-ELA CMIP. The event highlighted the LB-ELA CMIP ZET Project status updates, and details of the FM Hermanas project to facilitate local community understanding and support for the project. One of the drayage trucking companies that serves the Ports of Los Angeles and Long Beach joined the event to share the reasons for the owner making a business decision to switch from diesel trucks to battery electric trucks, and her drivers' favorable experiences of driving ZETs. Community feedback from this meeting will be verbally presented during the Board meeting.

Compton College and Rio Hondo College joined the event to share their workforce resources and investment programs with the event participants.

Community-Based Organizations (CBOs) active in Cities of Compton and Long Beach were selected

through Metro's CBO Partnership to inform residents in the area and encouraged them to participate in the event.

Metro will plan a community engagement event with MN8 for its Rio Vista site in late Fall 2025 / early Winter 2025-26. Details of the event will be shared at a future Board update on the LB-ELA CMIP.

DETERMINATION OF SAFETY IMPACT

The approval of the recommended actions will not impact the safety of Metro's customers and employees. The site developers have safety protocols to ensure safe operations of the sites.

FINANCIAL IMPACT

Funding for these projects will be budgeted under the LB-ELA CMIP project, which is funded by the Measure R Highway Capital, Line Item 37, Interstate 710 South and/or Early Action Projects in Cost Center 4611.

To date, \$15,150,000 of the \$432,000,000 CMIP funds from Measure R Highway Capital funds have been programmed for the following CMIP projects.

- \$3,000,000 for the Port of Los Angeles Drayage Truck Charging Depot Project;
- \$9,000,000 for the City of Long Beach Shoemaker Bridge/Shoreline Drive Project; and
- \$3,150,000 for the Rail to River Active Transportation Corridor Segment B Project

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway Funds dedicated to the I-710 South (now LB-ELA) Corridor in project 475316 (Long Beach-East LA Corridor Mobility Investment Plan). This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The LB-ELA Corridor contains a higher than the County average number of Equity Focus Communities (EFCs). Due to the heavy usage of I-710 South as a freight corridor, residents within the Corridor have suffered from poor air quality and severe health consequences of diesel Particulate Matter exposures.

The LB-ELA ZET Program is a project included in the LB-ELA CMIP to eliminate diesel emissions from MHDs that operate in the area, particularly the drayage trucks that carry ocean containers to and from the Ports of Long Beach and Los Angeles. During the development of the LB-ELA ZET Program, Metro created a ZET Working Group whose membership was made up of partner agencies, subject matter experts, and community members. The ZET Working Group guided staff in developing the ZET Program vision, goals, and principles that reflected the communities' desired outcomes including improved air quality, improved health, and increasing employment prospects within the corridor area.

Both projects are in an area zoned for industrial use within the LB-ELA Corridor and are expected to open for operation in late 2026 and late 2027. The projects will primarily serve drayage trucks. Together, these projects are anticipated to support 331 battery-electric ZETs when reaching full operating capacity, eliminating diesel tailpipe emissions from replaced trucks that severely impact air quality, particularly in the LB-ELA Corridor.

Battery-electric trucks operate quietly with less vibration than diesel trucks and eliminate diesel fume exposure to the drivers, which causes health impediments. While the number of direct jobs created may be limited at the project sites, these projects will send signals on the future of clean vehicle technologies that support employment opportunities that did not exist before.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

VMT has already been analyzed for this item as Freight Throughput under the TCEP application's Performance Metrics. The result of this analysis was no change to the truck volumes due to the project completion, as the project targets the conversion of engine types of the existing MHDTs. The project's intent is to provide charging depots to support an accelerated transition from diesel MHDTs to battery-electric MHDTs to bring immediate air quality benefits to the LB-ELA Corridor. Therefore, no new vehicles or additional VMT were assumed in the analysis.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support strategic plan goals:

Goal 2: Enhance communities and lives through mobility and access to opportunity.

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

ALTERNATIVES CONSIDERED

The Board can choose not to approve the recommended action. Staff do not recommend this alternative because, without Board approval, Metro would not fulfill its commitment to providing the local match funds to TCEP, which would result in foregoing the opportunity to improve air quality and public health through the ZET Program. Metro would also lose the TCEP funds.

NEXT STEPS

Forum Mobility has expressed its desire to seek a TCEP fund allocation at the December 2025 CTC meeting to maintain the current project schedule.

To meet the urgency for the TCEP fund allocation, staff will negotiate and execute all necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC/AQMD for both projects immediately upon approval by the Board.

Staff will seek a funding allocation from the CTC at its December 2025 meeting for the Forum Mobility FM Hermanas ZET project.

For the MN8 Rio Vista ZET project, staff will coordinate with MN8 to determine the appropriate timing to seek the CTC allocation, plan, and execute community engagement activities.

ATTACHMENTS

Attachment A - Board Motion 16, October 2021

Attachment B - Board Motion 5.1, March 2018

Attachment C - Additional Data

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Metro

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Metropolitan Transportation
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One Gateway Plaza
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Los Angeles, CA

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.



Board Report

File #: 2018-0053, File Type: Motion / Motion ResponseAgenda Number: 5.1

**REGULAR BOARD MEETING
MARCH 1, 2018****REVISED Motion by:****HAHN, SOLIS, GARCIA, AND DUPONT-WALKER****Related to Item 5: I-710 South EIR/EIS Project**

The 710 Freeway is a major transportation corridor not only for daily commuters, but also for freight movement from the Ports of Los Angeles and Long Beach to the nation. While “goods movement” is a major economic driver for our region, it comes at a high cost for the many communities and residents along the 19 mile freeway. For many years, children and adults alike have suffered from serious health issues as a result of the pollution emitted by the trucks delivering freight inland, and neighborhoods have been severely impacted by congestion and traffic. This freeway is known as the “diesel death zone.”

For 15 years, Metro has partnered with Caltrans, the Gateway Cities Council of Governments, the Ports, the individual cities along the 710, community activists and others, to develop different ‘alternatives’ to re-imagine the 710 in a way that balances commerce and environmental responsibility.

There are now three alternatives for the Metro Board to choose from: “No Build”, “5c” and “7.” Both include a funding target of \$100 million for the purchase of “Near Zero” (NZE) or “Zero” emission (ZE) trucks that would travel on the 710 corridor. Yet, according to AQMD, even taking into consideration either build alternative, “the region will need substantial additional emission reductions to attain the National Ambient Air Quality Standards.” Additionally, Metro has reported that greenhouse gas tailpipe emissions would be reduced by nearly the same levels for either alternative.

Dedicating the funding exclusively to “zero emission” technology once is available and requiring only ZE vehicles be allowed - once they are constructed - could improve air quality standards significantly. The technology for long haul trucks that would emit NO poisonous fumes is emerging quickly, as exhibited by leading auto manufacturers such as Tesla and Daimler AG. Freeways in China, Israel and Norway are being constructed to have electric chargers embedded under the pavement, thus enabling electric vehicles - both cars and long haul trucks - to charge their batteries as they are moving. This significant investment by Metro can be a game-changing accelerator of “zero emission” technology, eliminating the need to subsidize “near zero” emission vehicles.

The future 710 freeway must not be a “diesel death zone” but a corridor where freight can be moved quickly without impairing the health of communities alongside the 710 Freeway. Both can be

achieved.

**SUBJECT: REVISED MOTION BY DIRECTORS HAHN, SOLIS,
GARCIA, AND DUPONT-WALKER**

WE THEREFORE MOVE to direct the Metro CEO and Staff to, as part of, staff recommended Locally Preferred Alternative 5c:

- A. Change the Zero Emission/Near Zero Emission truck technology development program to the phased-in “Zero Emission Truck Technology Development Program.”
- B. Increase program funding target from \$100 million to \$200 million, and include in the Program incentives and grants investment in the acceleration of zero emission technology both for long hauling trucks and for freeway infrastructure, including but not limited to, “under the pavement” vehicle charging capacity as options to consider.
- C. Convene a working group comprised of the California Air Resources Board (CARB), California State Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (AQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, zero-emission industry experts and other key stakeholders to develop a policy recommendation for a full, zero-emission only, dedicated lane including, but not limited to “rechargeable roadways” on the entire 19 mile long stretch of the 710 freeway, and include this as part of the final EIR/EIS document, presented in the September 2018 Metro board meeting, as part of the reevaluation of the remaining elements of Alternative 5c, after the Early Action Projects have been completed.

Additional Data

Table 1: Breakdown of Construction Phase Cost by Sources of Funds

Project Name	FM Hermanas Site		Rio Vista Site	
Fund Sources (Construction phase only)	Forum Mobility	\$12,850,000	MN8	\$3,729,000
	Metro	\$2,000,000	Metro	\$1,000,000
	MSRC/AQMD	\$2,000,000	MSRC/AQMD	\$1,000,000
	CEC Energize	\$1,000,000		
	TCEP	\$10,000,000	TCEP	\$3,653,000
	TOTAL	\$27,850,000	TOTAL	\$9,382,000



We're developing a new vision for the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Planning and Programming Committee
September 17, 2025
File # 2025-0576



Metro

Recommendations

A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:

1. Program \$2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 and 27;
2. Program \$1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
3. Receive \$3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards

2024 Adopted Trade Corridor Enhancement Program

Total Number of Projects Programmed	26
Total Project Costs	\$3,054,960,000
Total TCEP Funding	\$995,474,000
Metro's LB-ELA ZET Project TCEP Award Amount	\$13,653,000

TCEP funds projects designed to move freight more efficiently on corridors with high volumes of freight.

TCEP funding requirements

- > Execute Baseline Agreement with Caltrans within six months of the program adoption.
- > Local match funds need to be expended concurrently and proportionally to the TCEP funds.

Metro partnership:

- > Project implementing entities: Forum Mobility & MN8
- > Funding partner: Mobile Source Air Pollution Reduction Review Committee

LB-ELA ZET Projects

Benefits:

- Support charging of 331 medium- and heavy-duty zero-emission(ZE) trucks
- More than double the current available charging capacity within the corridor.
- Replacement of diesel drayage trucks and immediate air quality improvements within the corridor
- Signaling the employment opportunities related to the future of ZE trucks and alternative fuel technology

Project Implementing Entity/Location	Forum Mobility/Rancho Dominguez		MN8/Boyle Heights	
Fund Sources (Construction phase only)	Forum Mobility	\$12,850,000	MN8	\$3,729,000
	Metro	\$ 2,000,000	Metro	\$1,000,000
	MSRC/AQMD	\$ 2,000,000	MSRC/AQMD	\$1,000,000
	CEC EnergiIZE	\$ 1,000,000		
	TCEP	\$10,000,000	TCEP	\$3,653,000
	TOTAL	\$27,850,000	TOTAL	\$9,382,000



Community Engagement

Location: Compton College

Date: August 25th, 2025

Location: Virtual

Date: September 9th, 2025

ZET Partner: Forum Mobility

Information sharing:

- > Drayage business owner experience
 - King Fio Trucking
- > Workforce Investment Partnership
 - Compton College
 - Rio Hondo College
- > Forum Mobility's FM Hermanas site descriptions

Notification Strategy:

- > Door-to-door canvassing conducted by Community-Based Organizations
- > Flyers distributed by a canvassing vendor to adjacent residential neighborhoods
- > Digital notification (project specific emails, CRM newsletters)
- > Social media campaign
- > Flyers distributed at public locations throughout the corridor



Next Steps

Upon Board approval, staff will:

1. Negotiate and execute all necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC/AQMD.
2. Seek a funding allocation from the CTC at its December 2025 meeting for the Forum Mobility FM Hermanas ZET project.
3. Coordinate with MN8 to determine the appropriate timing to seek the CTC allocation, plan, and execute community engagement activities.