

Development of the 710 Clean Truck Program

To support Metro's development of the 710 Clean Truck Program, staff reached out in advance of the upcoming March 17 Regional Clean Truck Initiative Working Group meeting to key stakeholders seeking a response to the following questions:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology in the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years?
- What should the first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?

In addition to these questions, staff is seeking more details from each stakeholder regarding their respective areas of expertise that will be helpful in developing the program. Answers received from these questions will help develop the framework for creating and implementing the 710 Clean Truck Program and for the evaluation of potential strategies to accelerate progressive transition to ZE trucks in the I-710 corridor, as requested by Motion 8.1.

Following the March 17 RCTI meeting, staff will provide an update to the Board on the results of that meeting and progress made toward developing the program, with more information to help delineate the details of the 710 Clean Truck Program as requested in Motion 8.1. Additionally, staff will need to work with EPA to ensure that the structure and scope of the program meets their expectations and will support the issuance of the ROD by FHWA.

Development of the 710 Clean Truck Program will require resolution of key issues through discussion with RCTI stakeholders to ensure the recommended program can be implemented and accomplish the goals of the Board.

Metro seeks responses to the following questions, at a minimum, to help resolve these key issues:

What is the appropriate mechanism or delivery model for incentivizing the transition from diesel to NZE/ZE trucks?

- Current programs like the HVIP (Hybrid and Zero Emission Truck and Bus Voucher Incentive Program) provide subsidies designed to cover the incremental market cost of purchasing an NZE/ZE truck over a diesel one.
- Feedback from the RCTI suggests that the amount of subsidy provided is not enough to cover the total cost of conversion, while other stakeholders suggest that a different delivery model, such as leasing, might be more effective.
- Additional feedback from the trucking industry expresses concern that the standard for NZE has not yet been clarified by regulatory agencies, and the lack of clarity may cause risk for drivers that want to switch to NZE and then be deemed out of compliance with future rule setting by regulatory agencies before the useful life of the truck technology is exhausted.

What is the state of readiness for ZE technology, and what is the role of NZE technology in the interim?

- The combination of concerns over readiness and reliability of ZE technology for trucks and the presence of electric power or hydrogen fueling stations available to charge/fuel and maintain operation of these trucks creates a barrier to adoption from truck owners.
- Meanwhile, NZE trucks (typically fueled by natural gas) are available at greater scale in the near term and reduce up to 90% of NO_x and 100% of diesel particulate matter tailpipe emissions compared to ZE trucks.

How can Metro and other agencies best invest in infrastructure that supports the acceleration of ZE technology adoption?

- What type of infrastructure needs to be developed and implemented currently to support the ZE operations of the future along I-710?
- What programs are in place or being developed to address this issue? The Los Angeles Cleantech Incubator (LACI) is seeking funding for an application to identify charging infrastructure implementation along I-710, for example.
- Discussion also has emerged regarding the potential for congestion pricing related concepts along I-710 that would prioritize NZE and ZE trucks over diesel trucks.

What efforts are underway in the region to accelerate the deployment of NZE/ZE truck technology, such as the Ports' Clean Air Action Plan?

- The Ports of Long Beach and Los Angeles are implementing a Clean Truck Fund Rate designed to capture drayage trucks that service the Ports.
- How can the 710 Clean Truck Program complement this effort and identify the remainder of trucks using I-710 to ensure additional clean truck technology implementation above and beyond that generated by the Ports?

What are the funding opportunities available to leverage local funding with state, federal and private funding sources to maximize investment in implementing the 710 Clean Truck Program?

- While state gas tax funds that support most Senate Bill 1 programs are not eligible for clean truck subsidies due to Article XIX restrictions, programs like the Trade Corridor Enhancement Program, which also uses federal funding, could fund applications for clean truck subsidies and infrastructure using federal funds.
- SCAQMD, CARB, and various state and regional agencies have funding opportunities available to match "seed funding" provided by Metro for an early phase of the 710 Clean Truck Program.

What existing policy and legislative barriers or regulations need to be modified to support the acceleration of NZE and ZE truck technology adoption along the I-710 Corridor and countywide?

- One early recommendation is to exempt the purchase of NZE and ZE trucks from sales taxes, similar to how AB 784 (Mullin) exempts ZE buses.
- Also, truck drivers that accept a subsidy from the state to purchase an NZE or ZE truck are then taxed because that subsidy is considered income – eliminating this subsidy from being counted as income for tax purposes would encourage the early adoption of NZE and ZE technology ahead of regulatory requirements.

What are the key equity-related concerns with the scope and implementation of the 710 Clean Truck Program that need to be identified and resolved?

- Several community-based organizations have expressed concern that funding NZE technology early on may detract from Metro's commitment to implement ZE-only technology on the I-710 corridor.
- How can Metro best accomplish the greatest reduction in truck emissions along I-710 in the near-term with NZE technology while supporting the development of ZE technology as the future for the I-710 corridor, given limited resources?