

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, IJIA, 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