



Board Report

File #: 2020-0067, **File Type:** Motion / Motion Response

Agenda Number: 8.1.

**PLANNING & PROGRAMMING COMMITTEE
JANUARY 15, 2020**

Motion by:

DIRECTORS HAHN, SOLIS, BUTTS, GARCIA AND NAJARIAN

Related to Item 8: Los Angeles County Goods Movement Strategic Plan
Development Status Update

After a decade of extensive community outreach and environmental studies, the Metro Board of Directors voted to adopt Alternative 5C as the Locally Preferred Alternative to advance into the Final Environmental Document for the I-710 South Corridor Project in March of 2018. However, as a condition of its passing, Directors Janice Hahn and Hilda Solis led the introduction of two motions, 5.1 and 5.2, that provided Metro staff with direction to focus their efforts on implementing early action projects that would provide the most immediate mobility and air quality relief. Most notably, both motions directed staff to convene working groups consisting of all relevant stakeholders and industry experts to develop a Clean Truck Program to incentivize the transition to clean truck technology along the I-710, including an increase in the program funding target from \$100 million to \$200 million.

As part of the environmental review process, the United States Environmental Protection Agency (EPA) is evaluating the draft environmental document and has sent Metro and Caltrans feedback on the Clean Truck Program. The EPA requested the identification of funding sources to guarantee the program is viable. In terms of improving air quality, the I-710 Clean Truck Program is the most critical of all the operational elements that comprise the build alternatives evaluated in detail in the I-710 EIR/EIS. While motion 5.1 increased the program funding target from \$100 million to \$200 million, no funds have been committed to date. This lack of commitment has disincentivized other agencies from also pledging funding for this purpose and as a result has stalled the overall development of the program.

Metro staff is currently developing the Los Angeles County Goods Movement Strategic Plan. The intent of the Plan is to develop a strategic vision for the Metro Board in collaboration with the many goods movement stakeholders in the County and to provide recommendations that will allow the County to maintain its national freight competitiveness in a sustainable manner. Part of this Plan includes the development of a Regional Clean Truck Initiative to accelerate the deployment of near-zero and zero emission trucks in the region to address air quality and public health concerns, particularly for our most vulnerable communities. As a result, staff working on this Plan has initiated a

Working Group comprised of experts that are looking at the complex regulatory framework, technology readiness, infrastructure needs and funding opportunities to develop a Regional Clean Truck Initiative that will support the deployment of cleaner trucks in Los Angeles County.

Implementing the I-710 Clean Truck Program should be an early focal point for the Regional Clean Truck Initiative. In order to avoid duplicative work and to advance the development of the I-710 Clean Truck Program, it makes sense to make the I-710 Clean Truck Program an Early Action Item to be developed under the Goods Movement Strategic Plan.

SUBJECT: LOS ANGELES COUNTY GOODS MOVEMENT STRATEGIC PLAN DEVELOPMENT STATUS UPDATE

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Butts, Garcia and Najarian that the Board:

1. Direct that the I-710 Clean Truck Program be developed as an Early Action Item under both the Goods Movement Strategic Plan as well as the I-710 South Corridor Project.
2. Request a report back in 60 days that provides a framework for implementation of the 710 Clean Truck Program. This framework should delineate, at a minimum the:
 - a. Assessment of eligible Metro funding sources and recommendations for seed funding.
 - b. Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources and administration.
 - c. Evaluation of different potential strategies to accelerate progressive transition to Zero Emission Trucks in the I-710 corridor.
 - d. Recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.