



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
ZERO/NEAR-ZERO TRUCK COOPERATIVE WORKING GROUP
AGENDA**

Thursday, July 16, 2020 at 1:00 p.m.

Pursuant to Governor Newsom's Executive Orders N-25-20 (March 12, 2020) and N-29-20 (March 17, 2020), the Working Group meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION AT BOTTOM OF AGENDA

Join Zoom Webinar Meeting - from PC or Laptop
<https://scaqmd.zoom.us/j/99172351275>

Zoom Webinar ID: 991 7235 1275 (applies to all)

Teleconference Dial In

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Audience will be allowed to provide public comment through telephone or Zoom connection during public comment periods

PUBLIC COMMENT WILL STILL BE TAKEN

*Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't Code Section 548543.(a)). If you wish to comment on an agenda item or during the public comment period, please "raise your hand" on Zoom or dial *9 on your phone. All agendas for regular meetings are posted at District Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes each.*

CALL TO ORDER

ACTION CALENDAR

1. Consider Proposal Submitted by Los Angeles Cleantech Incubator (LACI)

The MSRC has received a proposal from LACI to allocate \$15 million for charging infrastructure pilot projects for heavy-duty trucks and goods movement. The proposal was not submitted in response to a specific solicitation; however, it does fit within the umbrella of the MSRC's Regional Goods Movement Program. The Working Group will discuss the proposal and may make recommendations for consideration by the MSRC-TAC and/or MSRC.

OTHER BUSINESS

**Any member of the Working Group, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Gov't Code Section 54954.2.)*

PUBLIC COMMENT PERIOD - (Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3)

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Working Group's authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

ADJOURNMENT

Americans with Disabilities Act and Language Accessibility

Disability and language-related accommodations can be requested to allow participation in the MSRC Zero/Near-Zero Truck Cooperative Working Group meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language-related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to the District. Please contact Penny Shaw Cedillo at (909) 396-3179 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to pcedillo@aqmd.gov.

Pursuant to SB 343

All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Working Group after the Agenda is posted, are available prior to the meeting for public review at the South Coast Air Quality Management District, Public Information Center, 21865 Copley Drive, Diamond Bar, CA 91765.

Contacts: Cynthia Ravenstein, MSRC Contracts Administrator – (909) 396-3269
Ray Gorski, MSRC Technical Advisor – (909) 396-2479

*** Visit Our Website At: www.cleantransportationfunding.org ***

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Instructions for Participating in a Virtual Meeting as an Attendee

As an attendee, you will have the opportunity to virtually raise your hand and provide public comment.

Before joining the call, please silence your other communication devices such as your cell or desk phone. This will prevent any feedback or interruptions during the meeting.

Please note: During the meeting, all participants will be placed on mute by the host. You will not be able to mute or unmute your lines manually.

After each agenda item, the Chair will announce public comment.

A countdown timer may be displayed on the screen for each public comment.

If interpretation is needed, more time will be allotted.

Once you raise your hand to provide public comment, your name will be added to the speaker list. Your name will be called when it is your turn to comment. The host will then unmute your line.

Directions for Video ZOOM on a DESKTOP/LAPTOP:

- If you would like to make a public comment, please click on the “**Raise Hand**” button on the bottom of the screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for Video Zoom on a SMARTPHONE:

- If you would like to make a public comment, please click on the “**Raise Hand**” button on the bottom of your screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for TELEPHONE line only:

- If you would like to make public comment, please **dial *9** on your keypad to signal that you would like to comment.

Agenda Item #1

Consider Proposal by Los Angeles Cleantech Incubator (LACI)



and the

TRANSPORTATION ELECTRIFICATION PARTNERSHIP

Proposal for I-710 Corridor Heavy Duty Truck & Goods Movement Charging Infrastructure Pilot Funding

June 8, 2020

Herewith, please find the Los Angeles Cleantech Incubator's (LACI) proposal to the Mobile Source Air Pollution Reduction Review Committee (MSRC) to allocate \$15 million for charging infrastructure pilots for heavy-duty trucks and goods movement at strategic locations along the critical I-710 corridor and the larger goods movement ecosystem in Southern California. We appreciate the MSRC's consideration of this proposal to advance your mission to reduce air pollution throughout the South Coast region. The proposal builds on LACI's original submittal on 11/13/19, as well as the updates provided on 1/10/20 and 2/27/20.

On behalf of LACI and the regional [Transportation Electrification Partnership](#) (TEP) along with the support of the Mayor of Los Angeles, Metro CEO Phil Washington, POLA GM Gene Seroka, POLB CEO Mario Cordero, and others (see attached letters), we **respectfully request the MSRC board to allocate \$15 million at your June Board meeting for this pilot project.** This would enable LACI, TEP, and our partners to:

- Begin immediate work at our initial priority sites (see below) at the Customs House serving both POLA and POLB and in Rialto with TTSI via an initial \$3 million allocation;
- Return to the Board in September with an additional 6 to 8 strategic site locations, partners, and detailed budget for the remaining \$12 million; and
- Demonstrate a related funding commitment to make more competitive the forthcoming applications from the region to CARB and to the CEC for a large-scale, multi-site battery-electric drayage demonstration and charging as well as leverage for other opportunities and sources (e.g., showing leverage for Metro's \$50 million clean truck program and goal of \$200 million that allows only for non-fossil fuel charging infrastructure).

BACKGROUND ON ZERO EMISSIONS HEAVY DUTY TRUCK AND CHARGING RFI

In the autumn of 2018, LACI partnered with CARB, the CEC, POLA and POLB to issue a *Request for Information on Zero Emissions Trucks, Infrastructure and Pilot Concepts for Goods Movement*. With 39 respondents across startups and incumbents, vehicle manufacturers and infrastructure providers, the RFI demonstrated significant product development in the battery electric drayage truck space.

Furthermore, the RFI specifically asked about readiness to participate in a 50 to 100 zero emissions on-road drayage truck deployment at the San Pedro Bay Ports. Seven vehicle manufacturers, both incumbent and startup, replied in the affirmative, with six offering battery electric drayage solutions. Subsequent responses to RFI questions around product launch timeline indicated that 2020 and 2021 would be feasible, and that the deployment of EV

charging infrastructure at locations that align with drayage duty cycles would be an essential factor in the success of such a deployment.

Despite a zero emissions drayage market that has product either on the road or is soon to arrive, today’s patchwork of unconnected pilots has not yet convinced fleet purchasers that their next drayage truck must be zero emissions. Without a coordinated multi-stakeholder planning process, it will take years before fleet operators see enough of a seamless charging network, in both density and distribution, for them to feel confident in purchasing zero emissions drayage trucks.

Acting now to deploy charging infrastructure at strategic locations throughout the Southern California goods movement ecosystem is essential to achieving the goal declared by the mayors of Los Angeles and Long Beach for all on-road drayage trucks serving the Ports to be zero emissions by 2035. As recent [research by UCLA’s Luskin Center](#) has shown, waiting until the early 2030s to implement zero emissions trucks and the supporting infrastructure would lead to significantly more stranded assets and notably worse air quality and public health outcomes. With this in mind, the Transportation Electrification Partnership’s [Zero Emissions 2028 Roadmap 2.0](#), set the interim goal for 40 percent of all short haul and drayage trucks entering the ports to be zero emissions by 2028—an aspirational goal that senior executives at both ports signed off on as a signal to key agencies and organizations of the investments needed in this sector.

PILOT CHARGING INFRASTRUCTURE PROPOSAL

By focusing on cost-effective infrastructure deployment and charging management, LACI will develop a pilot project involving multiple sites and fleets that can serve as a model for electrification for others. As a bridge between regional public entities and cleantech companies, LACI and TEP will prioritize identifying what businesses need to thrive in a battery-electric goods movement ecosystem and how public entities can provide support.

Our first step has been identifying area fleets with interest in joining in a large-scale pilot, as well as associated sites available to deploy infrastructure. In particular, we are looking to account for a broad spectrum of location and infrastructure typologies across the participating sites. Our goal will be determining how different technologies can fulfill operational requirements under the constraints of the location infrastructure.

The below table lists the potential locations and technologies to be involved in the pilot:

Locations	Technologies
<ul style="list-style-type: none"> • Fleet Depots • Warehouses and Distribution Centers • 3rd Party Yards • Truck Stops and Bus Yards* • Dealerships* 	<ul style="list-style-type: none"> • Overnight Charging • DC Fast Charging • Mobile Charging • Load Management System • Energy Storage

**Potential for Co-Mingled, Shared Infrastructure*

LACI and TEP are the process of securing partners and sites to ensure the project accounts for all location and technology typologies, and we intend to have this completed by September. In the meantime, with MSRC funding, we would be able move forward with our first confirmed

priority fleet, which will address technologies across multiple locations in Southern California, from Los Angeles to San Bernardino.

INITIAL PRIORITY SITES—ON PORT AND INLAND EMPIRE

After reviewing preliminary opportunities and partner support, LACI has selected an initial priority site deployment with Total Transportation Services Inc. (TTSI), which electrifies freight transportation between the San Pedro Bay Ports and Rialto. TTSI has a deep history of deploying alternative fuel trucks, including battery-electric, and we will capitalize on that experience throughout this pilot project. Additionally, TTSI's organizational structure (employee drivers and company-owned assets) is ideal for managing the operational requirements of a zero emission fleet.

Deployment requires an infrastructure development at TTSI's depot at the US Customs House at the Port of LA, as well as a Rialto distribution center. At the Port of LA, infrastructure would support overnight and between-shift charging, while a Rialto location would support high-powered opportunity charges during transloading.

Currently, LACI is working with TTSI and technical advisors to determine the site-specific infrastructure to deploy. These evaluations consider the specific charging technology to install at each site, the potential need for storage to supplement infrastructure upgrades, and the possibility of third-party charging installations. **LACI intends to have this evaluation done in time to begin installation as early as September, if proposal is approved in June and initial funding provided.**

The budget will be allocated proportionally, with an estimated \$1.5 million per site. An updated specific budget for each site will be provided along with 6 to 8 additional sites and partners by the September. Please do not hesitate to contact us if you have any questions about our proposal or the initial priority site we have identified for development. Thank you for your consideration of this proposal.