

## Discussion summary and action items on Clean Truck Incentive Program

Weston - There needs to be a comprehensive study on electric trucks, charging infrastructure, energy reliability, and existing hindrance to full-scale electric truck deployment. The study needs to deep dive in on questions including:

- Do we have reliable grid to support ZE system?  
Even if we had a reliable grid system, is the source of energy generation is not minimizing the GHG emission, what is our goal?
  - Is our program goal to reduce the I-710 area emission, or more global GHG reduction?Vehicle conversion is the easiest element of full EZ conversion, buy the infrastructure and reliable energy sources are critical to achieve the conversion.
  - Where do we accommodate the charging stations? If accommodating at the owner locations, how much space will be needed to install truck charging station?
  - How will the construction affect the business operations?
  - If fleet owners want to deploy electric trucks, they'd need to modify their facility to charge their trucks. In doing so, cities typically impose considerable amount of fees when facility owners want to upgrade/modify their facility, which add to the cost of electric truck operations. Current city ordinances and regulations around upgrading facilities are counterintuitive to those who want to deploy electric trucks.

Allison - the SPB Ports already have a successful and on-going clean truck program. Any clean truck initiatives along I-710 should be closely coordinated with the SPB Ports.

Allison - It is time to reinstate the regional zero emission truck collaborative. This would include:

- SPB Ports
- AQMD
- CARB
- Metro
- SCAG
- Gateway Cities COG and other interested COGs
- Utilities
- Other County Transportation Commissions (SBCTA, RCTC, OCTA)
- Department of Energy

Kerry – insert a summary of his comment referencing the technology or application differences between inside and outside of port properties (per Susan).

### Follow-up items

Talk to these individuals to have a current status on electric truck technology, charging infrastructure needs. At a minimum, reach out to the following individuals:

- Andrew Papson worked for CalStart and has been focusing on Ports electric trucks.
- Volvo - Arvind
- Mark Jensen from CS
- Steve Gota and Ed Alegre

## **Take ways from TCEP Guideline Discussions**

Following points were raised during the discussion of this item, and should be relayed to the CTC for further clarifications and considerations.

- How will air cargo facility improvement projects be eligible under the TCEP guidelines?
- Metrolink has a set of safety projects that include positive train control. Will the TCEP consider such projects eligible?
- Any highway projects that will improve the operational efficiency will inevitably increase the throughput, thereby increasing the total truck VMT a facility would process. Increased truck VMT as a result of operational efficiency gain is a positive outcome of a project. Given that the TCEP objective is to improve the freight movement, increased truck VMT as a result of a project should not be penalized as long as the project bring other benefits such as emission reductions and safety improvements.