



Metro[™]



REQUEST FOR INFORMATION

For

Goods Movement Zero-Emission Infrastructure
in the Long Beach – East Los Angeles Corridor

A Collaboration Between the MSRC & LA Metro

RESPONSES REQUESTED ON OR BEFORE OCTOBER 7, 2024

RFI2025-01

September 6, 2024

Clean Transportation Funding[™] from the
Mobile Source Air Pollution Reduction Review Committee (MSRC)

SECTION 1: INTRODUCTION

In early 2024, the Los Angeles County Metropolitan Transportation Authority (Metro) and the Mobile Source Air Pollution Reduction Review Committee (MSRC) entered into a Cooperative Agreement wherein both agencies agreed to partner on projects and programs that support the air quality improvement objectives of both agencies.

The MSRC and Metro have identified a near-term partnership opportunity that would allow both agencies to further support the transition of heavy-duty truck goods movement to zero-emissions, while significantly leveraging funding available from each agency. Metro and the MSRC intend to pursue funding available through the California Transportation Commission – Trade Corridor Enhancement Program¹ – Cycle 4 (TCEP) as an immediate opportunity. When awarded, the funding will be used to construct zero-emission infrastructure to support goods movement trucks.

Over the past several years, both Metro and the MSRC have taken direct actions - and achieved tangible results - in reducing ozone precursor, particulate matter, and greenhouse gas air pollutant emissions associated with Goods Movement in the South Coast Region.

- Metro adopted the 2021 Los Angeles County Goods Movement Strategic Plan to address the issues facing goods movement throughout the region. The plan presents a roadmap of strategic initiatives and priority elements centered on Metro’s core values of equity and sustainability, as shaped by the myriads of stakeholders and local community groups that participated in the plan’s development. The Plan focuses on improving the region’s multimodal freight system, a critical element of LA County’s overall surface transportation system.
- Also in 2021, Metro reaffirmed its zero-emission Clean Truck Program (CTP). Metro has committed \$50 million in seed funding for the zero-emission CTP, developed in collaboration with Metro's 710 Task Force and other stakeholders.
- In 2022, Metro’s Board directed Metro Staff to work with the Los Angeles Cleantech Incubator (LACI) on implementing its Clean Truck Program, based on LACI’s work executing a California Energy Commission (CEC) Medium/Heavy-duty Zero-Emission Vehicle Infrastructure Blueprint grant for drayage truck infrastructure along the 710 Corridor (710 Blueprint).
- In 2020, the MSRC launched its Inland Ports Program, focusing on heavy-duty truck goods movement between the San Pedro Bay Ports and the network of warehouse, distribution, and logistics facilities located in the Inland Empire. In 2021, the MSRC invested over \$37 million in heavy-duty trucks and supporting infrastructure, including electric vehicle charging (EVSE)

¹ <https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>

and hydrogen refueling (H₂), along major corridors to support zero and near-zero emission goods movement.

- Most recently, the MSRC, in partnership with the Port of Long Beach, Port of Los Angeles, and South Coast AQMD, has pursued the implementation of publicly accessible EVSE and H₂ infrastructure. The total investment from all stakeholders in the Publicly Accessible Goods Movement Zero-Emission Infrastructure Program is anticipated to exceed \$400 million.
- In 2023, LACI completed its 710 Blueprint, and shared updates with the Metro Zero-Emission Truck Working Group.

The MSRC and Metro have selected the Long Beach to East Los Angeles Corridor (LB-ELA) as the targeted trade corridor to seek California Transportation Commission TCEP funding. As discussed below, the MSRC and Metro are seeking willing partners to help facilitate MSRC, Metro, and CTC-TCEP investment in publicly accessible infrastructure to support an equitable transition of goods movement trucks to zero-emissions in this corridor.

While the California Transportation Commission TCEP is identified as an immediate State funding opportunity, it is Metro's and MSRC's intent to work with private partners in seeking additional federal and state funding opportunities beyond TCEP Cycle 4.

SECTION 2: OVERVIEW OF THIS REQUEST FOR INFORMATION

The purpose of this Request for Information (RFI) is to identify potential partners to join Metro and the MSRC in pursuit of Trade Corridor Enhancement Program – Cycle 4 funding offered through the California Transportation Commission. When awarded, TCEP funds, plus the potential for additional funding from Metro and the MSRC, will be used to construct zero-emission vehicle refueling infrastructure along the Long Beach to East Los Angeles Corridor.

Metro and the MSRC will use the information obtained through this RFI to develop the TCEP grant application. This will include the identification of infrastructure development sites, project partners, the amount of TCEP funding sought, and co-funding that will be brought to the program by the participating partners.

2.1 – Long Beach to East Los Angeles Trade Corridor

The LB-ELA Corridor encompasses the Interstate 710 freeway and 23 surrounding communities:

- Bell
- Bellflower
- Bell Gardens
- Carson
- Commerce
- Compton
- Cudahy
- Downey
- Huntington Park
- Lakewood

- Long Beach
- Lynwood
- Maywood
- Paramount
- Signal Hill
- South Gate
- Vernon
- Wilmington
- East Los Angeles
- Boyle Heights
- San Pedro
- East/Rancho Dominguez
- Walnut Park



2.2 – Who Should Respond to this RFI?

Business entities and public and private agencies who own or operate facilities or land parcels located within the LB-ELA Trade Corridor, and have a stake in the transition of goods movement trucks to zero-emissions, should consider submitting an Information Package under this RFI. This includes, but is not limited to:

- Property owners interested in working with Metro and the MSRC to pursue TCEP funding for the purpose of constructing battery electric truck EVSE or H₂ refueling infrastructure on their property. This could include, but is not limited to:
 - The Ports
 - Warehouse, distribution, & logistics facilities that could offer opportunity charging
 - Logistics real estate and supply chain logistics developers
 - Truck stops & truck service centers
 - Trucking companies that could offer daytime opportunity charging/refueling
 - Trucking companies that could provide overnight opportunity charging for fleets and independent owner-operators, particularly those without a home base for charging
 - Industrial business facilities that could offer opportunity charging
 - Caltrans
 - Local governments, including cities, counties, public agencies, etc.
 - Owners of existing public access electric charging plazas/destination points, hydrogen refueling stations open to capacity expansion, or petroleum fueling stations open to redevelopment
 - Commercial real estate development companies and service agents
- Zero-Emission-related Business Enterprises, including:
 - Charging as a-Service (CaaS) providers
 - Trucking as a Service (TaaS) providers

- EVSE & H₂ technology providers
- Engineering, architecture, construction, & infrastructure development firms
- Agencies seeking to leverage their available zero-emission infrastructure funding
 - County Transportation Commissions
 - State Agencies
 - Metropolitan Planning Organization (SCAG)
 - Local Governments
 - Nongovernmental organizations & non-profits

Interested parties are asked to submit an Information Package that identifies the respondent's potential role and available resources to partner with Metro and the MSRC to pursue California Transportation Commission TCEP funding and, when awarded, work with Metro and the MSRC to develop zero-emission truck charging/refueling infrastructure. Details on the requested contents of an Information Package are included in Section 3 of this RFI, below.

Based on information submitted in response to this RFI, Metro and the MSRC may take the following actions:

- Include the RFI respondent in a grant application to the California Transportation Commission seeking an award of TCEP Cycle 4 funding;
- Issue a joint Metro – MSRC Request for Proposals (RFP), or at the discretion of Metro and the MSRC, issue separate RFPs;
- Metro and the MSRC may, at each agency's discretion, select one or more RFI respondents and enter into discussions and/or negotiations. Metro and the MSRC, at each agency's discretion, may enter into sole source contractual agreements with a RFI respondent(s) as a result of this RFI.

SECTION 3: HOW TO RESPOND TO THIS RFI – INFORMATION PACKAGE PREPARATION

Metro and the MSRC seek the submittal of Information Packages from stakeholders who share the goal of accelerating deployment of infrastructure to support zero-emissions goods movement.

While there are no absolute requirements when submitting an Information Package under this RFI, adherence to the following guidelines and content suggestions will enable Metro and the MSRC to prepare a more comprehensive, and thus competitive, grant funding application to the California Transportation Commission TCEP funding program. A more complete Information Package will also allow the MSRC and Metro to evaluate candidate infrastructure development locations for a separate RFP or sole source agreement negotiation, as discussed above.

Recommended elements of an Information Package include the following:

3.1 - Transmittal Letter that identifies the name of the organization submitting the Information package, contact information, including but not limited to company website URL, telephone and e-mail address of the contact person(s) for technical and contractual matters, and any other relevant contact information.

3.2 - Candidate Project Location – Please provide the address of the site location within the LB-ELA Corridor. To the extent available, please provide Information on the proposed location’s ownership status, parcel size, existing conditions, accessibility, existing environmental or remediation needs, and any other descriptive information as available.

3.3 - Conceptual Project – If your organization has a zero-emission truck refueling concept that could benefit from a partnership with the Metro and the MSRC, please provide a description of the proposed conceptual project. Please include the following elements to the extent applicable and feasible:

Please include the following elements to the extent applicable and feasible:

- a. Current Status: Please provide an overview of your agency or firm’s conceptual project, addressing the following topics to the extent known:
 - Customer Base - Describe the targeted customer base, such as trucking fleets, independent owner operators, other users, and/or some combination thereof.
 - Charging and/or H₂ Refueling Scenarios - Describe how the site will support battery-electric truck charging or H₂ refueling, such as opportunity charging, overnight charging, etc.
 - Hours of Operation and Public Accessibility - Include general operating hours and the hours of public accessibility if the development is not exclusively public. Describe any restrictions on public access.
 - Customer Service Model - Describe your firm’s customer service model, such as how you plan to handle payments, reservations, etc.
 - Anticipated new CEQA requirements and permits needed to complete construction and the status of obtaining approvals.
- b. Site Design & Capital Improvements: To the best of your ability, describe the proposed capital improvements planned for the site. Include a conceptual design drawing, indicating the rough locations of charging units and/or H₂ refueling equipment, power supply equipment, and supportive services. If you are not proposing to develop the entire site, indicate the square-

footage required. Additionally, please describe the following to the extent information is available:

- Number of charging units - Include the anticipated number of charging units, noting the number of units in overnight or opportunity configurations.
 - Type of charging units - Identify the charging rate(s) and connector type(s).
 - Energy storage: If applicable, describe any onsite energy storage or generation.
 - Supportive services - Identify plans for supportive services, such as restrooms, offices, and/or car parking, if applicable, and their approximate site locations.
- c. Conceptual Development Schedule: Provide a high-level development schedule, including the timeframe for permitting, construction and full operations.
- d. Cost Estimate and Budget: To the extent feasible, please provide a cost estimate and cost breakdown for the charging/refueling-facility concept. The MSRC understands that these are preliminary costs and subject to change. Please identify the following:
- Estimated capital costs - Include all costs associated with the design and construction of a publicly accessible truck charging/refueling facility. Please list the assumptions used to derive the estimated capital costs.
 - Estimated operations costs - Include costs such as energy, staffing, and maintenance. Please state the assumptions used in estimating operations costs and the minimum re-fueling or charging sales needed to cover operating costs.
 - Expected commitment of private investment and source of funding.
 - Grants or subsidies - Please describe any grants, subsidies, incentives, and/or public utility participation or incentives that are assumed in your budget.
- e. Business Plan and Financial Projections: Provide a description of your business model, including proposed revenue-generating mechanisms and cost-recovery strategies. Indicate the level of financial assistance requested from Metro and the MSRC. If your business plan relies on additional grant funding (or utility program funding), describe the agency or firm's plan for securing such funds. Qualitatively, describe the resources and actions needed to ensure the long-term viability of the charging/refueling facility.
- f. Support for Disadvantaged Fleet Operators: Please discuss if your conceptual project or business plan supports the unique needs of smaller, disadvantaged trucking operators, including independent owner operators. Include information, to the extent applicable, on

financing mechanisms to support smaller operators, availability of overnight parking, or other support mechanisms that benefit disadvantaged trucking operators.

SECTION 4 TCEP PRIORITY SITES

As discussed above, all organizations with candidate Conceptual Projects within the identified LB-ELA Trade Corridor are encouraged to submit an Information Package, addressing the above-listed elements to the extent feasible and applicable.

Additionally, Metro has been in preliminary discussions with property owners of sites identified in the 710 Blueprint. Four priority sites have been identified for potential inclusion in a TCEP application:

710 Blueprint Identified Sites:

- 4570 and 4610 Ardine Street, South Gate CA 90280
- 4223 Independence Ave, South Gate CA 90280
- 8530 S Alameda Street, Los Angeles, CA 90001
- 5340 Bandini Blvd, Bell CA 90201 (eastern half of property)

If your organization has a zero-emission truck refueling concept that could benefit from a partnership with the Metro and the MSRC, and be developed on one of the above-listed properties, please submit an Information package detailing the proposed conceptual project, taking into consideration the physical attributes of the 710 blueprint/TCEP priority site.

Note that Metro, the MSRC, and the 710 blueprint Developer LACI cannot assist in connecting potential RFI respondents with any property owners while this RFI is open. Respondents interested in developing zero-emission truck refueling infrastructure on a 710 blueprint-Identified site should rely on publicly available data and knowledge of the surrounding area when developing a Conceptual Project Information Package.

However, upon Information Package submittal and review, Metro and the MSRC will assist in connecting respondents to the identified property owners to advance project development discussions.

SECTION 5: ADDITIONAL INFORMATION REQUESTS

5.1 - Community Engagement – Please affirm that your business or agency is willing to participate with Metro to engage surrounding communities and, to the extent feasible, incorporate community benefit agreement (CBA) features into the project design.

5.2 - Workforce Development – Please discuss to what degree your business or agency is willing to work with Metro and local workforce resource centers, trade schools, and community colleges to fulfill the TCEP funding State Workforce Development commitment.

5.3 - Use of Licensed & Certified Contractors – Please affirm that should your project be selected to receive funding from the California Transportation Commission, Metro, or the MSRC, that your business or agency will utilize licensed electrical contractors with EVITP certification or other relevant state certification programs.

5.4 - Unique Project Attributes: Please highlight any elements of your organization structure, project concept, business model, or any other element that enhances a potential partnership with Metro and the MSRC.

SECTION 6: INFORMATION PACKAGE SUBMITTAL INSTRUCTIONS

The Information Package submittal period for this RFI closes on **October 7, 2024**, unless extended by the MSRC. Responses should be sent via e-mail to:

Cynthia Ravenstein
MSRC Contracts Administrator
cravenstein@aqmd.gov

If you have any questions regarding this Request for Information, please contact Ray Gorski, MSRC Technical Advisor, at rgorski@aqmd.gov or by phone at (909) 396-2479.