



# Clean Truck Fund Rate Spending Plan

**THE PORT**   
**OF LOS ANGELES**

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# Background - CTF Rate Spending Plan

- On November 4, 2021, the Board directed staff to prepare a Spending Plan prior to rate collection
  - Board direction is that all CTF money be invested into 100% ZE trucks and associated ZE infrastructure
- Proposed Spending Plan maps out the first three years of revenues, 2022-2025, and describes potential spending pathways and anticipated annual funding amounts.
  - Modeled after CARB's Heavy-Duty Investment Plan process that is also developed in three-year increments
- Staff will provide annual reports on Spending Plan activity and progress
  - Actual program funding allocations may change by Board resolution, depending on issues such as stakeholder input and future state and federal regulations.



# Spending Plan Guiding Principles

- **Efficiency:** Based on existing successful grant programs to continue to deploy ZE trucks quickly.
- **Equity:** Ensure small fleets and independent drivers also have access to funds.
- **Consistency:** Application processes are designed to be consistent with existing grant funding programs (i.e. CARB, CEC, etc.).
- **Flexibility:** Preserve ability to adjust as ZE truck market develops.



# Spending Plan Programs

Each of the following programs will be developed individually and brought to the Board for approval:

- **POLA ZE Truck Voucher Incentive Program**
  - Direct point-of-purchase voucher for ZE truck purchases that will operate at POLA
- **Infrastructure Match Program**
  - Provide funds to help drayage Licensed Motor Carriers install or obtain charging and/or fueling infrastructure.
- **Small Fleet Support Program**
  - Dedicated support of small fleets and IOOs
  - Recommended as part of CTF Rate Outreach
- **Advanced Truck Technologies & Innovative ZE Truck Concepts**
  - Funding for technology development projects and efficient demonstrations



# Funding Allocation

## Anticipated Three-Year Funding Priorities for ZE Truck Incentives

	FY 22-23	FY 23-24	FY 24-25
<b>Truck Vouchers</b>	89%	40%-90%	40%-80%
<b>Infrastructure Match</b>	-	up to 20%	up to 20%
<b>Small Fleet Support</b>	-	10%-20%	10%-20%
<b>Advanced Truck Technologies</b>	11%	up to 10%	up to 10%
<b>Innovative ZE Truck Concepts</b>	-	up to 10%	up to 10%

*Note:* This table is for relative prioritization only, Actual allocations will be determined by future Board actions.



# Next Steps

- Approve proposed agreement with CALSTART, Inc. to administer POLA ZE Truck Voucher Incentive Program
  - CARB selected administrator of the HVIP program
- Begin Rate Collection (April 1, 2022)
- Develop other spending programs
  - Present to Board for Approval of each
- Present first annual Spending Plan Report (April 2024)

An aerial photograph of a large city harbor, likely San Francisco, showing a dense urban area on the left, a large marina with many boats in the center, and a large body of water on the right. A semi-transparent green rectangular box is overlaid in the center of the image, containing the text "Thank you!" in white, bold, sans-serif font. The background shows a mix of urban buildings, industrial areas, and a coastline with a beach and pier.

**Thank you!**