ATTACHMENT 7: LETTERS OF COMMITMENT

The Harbor Department has included letters of commitment from our partners, subcontractors and technology demonstrators, as listed below to complete the application.

City of Los Angeles Harbor Department
Equilon Enterprises LLC (d/b/a Shell Oil Products US)
Toyota Motor North America
Kenworth Truck Company
Port of Hueneme
National Renewable Energy Laboratory
United Parcel Service
Total Transportation Services Inc.
Southern Counties Express
Air Liquide
Toyota Logistics Services
South Coast Air Quality Management District
Community for a Safe Environment (CSAFE) – Community Partner
Port of Long Beach
Merced County

THE PORT OF LOS ANGELES
425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Eric Garcetti | *Mayor, City of Los Angeles*
Board of Harbor Commissioners | Jaime L. Lee *President* | David Arian *Vice President* | Lucia Moreno-Linares *Commissioner* | Anthony Pirozzi, Jr. *Commissioner* | Edward R. Renwick *Commissioner*
Eugene D. Seroka | *Executive Director*

July 18, 2018

Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, CA 95814

Dear Mr. Landberg:

SUBJECT: CITY OF LOS ANGELES HARBOR DEPARTMENT APPLICATION FOR CALIFORNIA AIR RESOURCES BOARD GRANT – ZERO EMISSION "SHORE TO STORE" PROJECT

The City of Los Angeles Harbor Department (Harbor Department) is pleased to submit this application to the California Air Resources Board's (CARB) Zero and Near Zero Emission Freight Facilities Project for the first phase of a long-term industry collaboration to transform the freight market in Southern California to zero emissions (ZE). In support of CARB's vision of transformative emissions reduction, the Harbor Department proposes to establish a new forward-looking framework for future goods movement throughout Southern California and beyond. Our team is committed to developing this Zero Emission Freight "Shore to Store" (S2S) Project in several phases that would ultimately encompass ZE freight movement activity in Southern California, the Central Coast Area, and Merced County.

The initial phase of this proposed Project described contains three key elements. First, ten hydrogen fuel cell-powered ZE on-road trucks would be developed through a partnership between Kenworth Truck Company and Toyota Motor North America to move cargo from the Port of Los Angeles (Port) to inland locations such as Riverside County, the Port of Hueneme, and eventually Merced. The second key element of this proposed Project is foundational infrastructure that would be developed by Equilon Enterprise LLC (d/b/a Shell Oil Products US (Shell)) to support the operation of the fuel cell electric trucks (FCET) throughout the region. Shell proposes to establish two new large capacity hydrogen fueling stations in Wilmington and Ontario, California as part of this Project. These two stations are in addition to three separately funded stations at Long Beach and Gardena. The establishment of this five station strategically developed, situated, and integrated hydrogen fueling network will enable ZE freight transport to flow through the Ports of Los Angeles and Long Beach and across the greater Los Angeles basin. The on-road trucks would be operated by United Parcel Services, Toyota Transport, Total Transportation Services Inc., and Southern Counties Express. The third key element of this proposed Project involves development of ZE off-road equipment to be operated at inland warehouses by Toyota Logistics Service, and the first ZE cargo handling equipment at the Port of Hueneme.

These proposed Project elements complement the extensive ZE and near zero emission (NZE) equipment that is already under development for testing at Los Angeles terminals through partnership with the California Energy Commission and CARB. These investments, viewed together, showcase a clear and concise snapshot of the ZE supply chain of the future, and will provide a model by which freight facilities can structure their operations to support ZE/NZE emissions operations. Review and input on Project development and implementation will be provided by the National Renewable Energy Laboratory and the South Coast Air Quality Management District. The Coalition for A Safe Environment, an important community activist group in the Port area, will attend Project meetings to monitor potential community benefits and provide input on strategy and project management. The total Project cost for this initial phase is $82,568,872 with project partners providing 50.2%, or $41,446,612 in match funding ($14,317,281 cash and $27,129,331 in-kind).

Once the foundational initial phase of the Project is completed, subsequent phases will increase the amount of ZE equipment operating in warehouses and between the Port and Southern California inland areas, as well as expand the ZE pathway between the Port and the Inland Empire, the Port of Hueneme and the California central coast. An especially exciting part of the second and third phases of this project will be their contribution to an already planned development at the Mid-California International Trade District in Merced County that will include processing activities to help facilitate the movement of cargo to and from the central valley of California by truck and rail. A Memorandum of Understanding with Merced County has already been signed by the Port. Merced County, a supporter of this S2S Project, is particularly interested in seeing expanded efficiencies for movement of cargo in and out of the California Central Valley, which would support development of the Mid-California International Trade District.

The Harbor Department is strongly committed to encouraging the use of ZE goods movement technology. This Project directly aligns with the Harbor Departments' Zero Emission Roadmap, Zero Emission Whitepaper, and the 2017 Clean Air Action Plan Update, and would help forge a path towards commercialization of ZE drayage trucks and cargo handling equipment.

We are excited to partner with industry leaders such as Shell, Toyota, and Kenworth as they demonstrate their continued commitment and collaboration with the Harbor Department, and we are proud to lead this team of industry experts and innovators for the S2S Project, as it will provide vital support to ZE initiatives in the heavy-duty transportation sector. Please feel free to contact me with any questions at (310) 732-3763 or via email at ccannon@portla.org.

Sincerely,

CHRISTOPHER CANNON
Director of Environmental Management

CC:LW:TD:JG:yo

Shell Oil Company
910 Louisiana Street
Houston, TX 77002

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

This letter confirms that Equilon Enterprises LLC (dba Shell Oil Products US, hereinafter, "Shell"), contingent on the Port of Los Angeles obtaining a grant award under the California Air Resources Board's Zero- and Near-Zero Emission Freight Facilities Project, is able and duly authorized to provide all required match share funds (as detailed in the Application budget) from the Company's own resources, subject to the standard limits, approvals and internal controls of the Company.

Shell is committed to providing a total of $13.4mln of cash and in-kind match contribution to the project, as detailed in the Application budget and decomposed as follows:

- $12mln of in-kind match from the H2Freight project, which includes $8mln grant from the California Energy Commission, $1.2mln grant from the SCAQMD, and $2.8mln from Shell and Toyota;
- $1.4mln of cash match dedicated to the infrastructure of this new project.

The use of the match share funds is limited to the Company building, owning, and operating the hydrogen stations at:

- the Toyota Logistics Services distribution center at the Port of Long Beach ("POLB");
- the Travel Center of America truck refueling station in Ontario (Inland Empire);
- the Shell lubricants facilities in Wilmington near the Port of Los Angeles ("POLA").

The stations will directly support POLA, Toyota and Kenworth's hydrogen fuel cell trucks and also other hydrogen fleets. These three stations will form the minimum comprehensive network on the route from the Ports to the distribution centers and warehouses of the Inland Empire. They should provide the performance, redundancy and experience required by fleet operators to scale.

This project advances the overall goals of the California Air Resources Board's Zero- and Near-Zero Emission Freight Facilities Project by demonstrating the commercial viability of these technologies and their tremendous potential to reduce emissions and improve air quality. We strongly believe that, when adopted on a larger scale, this technology will

decrease California's dependence on petroleum fuels and help California achieve its aggressive emission reduction targets.

Shell's combined knowledge and experience as the largest fuels distributor in the world, together with that of the other project partners and their commitments to a fleet of fuel cell trucks, will allow for successful project completion. We believe this project will contribute significantly to the commercialization of hydrogen fueling stations, facilitating the transformation of the freight industry to a zero-emission future. We look forward to sharing the results of our project with the California Air Resources Board, in confirmation of our anticipated success.

We thank you for the opportunity to apply for this grant and appreciate your consideration. Should you have any questions about our role in this project, please do not hesitate to contact Shell's Hydrogen Business Development Manager – North America, Mr. Wayne Leighty, at (907) 223-1684, or via e-mail at W.Leighty@shell.com.

Sincerely,

Wayne Leighty
Attorney-in-Fact
Equilon Enterprises LLC

TOYOTA

Toyota Motor North America, Inc.
1630 West 186th Street
Gardena, CA 90248

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

On behalf of Toyota Motor North America (TMNA), I am providing this letter of commitment and support to confirm our participation and significant contributions as a key collaborator in the Port of Los Angeles' Zero-Emission Shore-to-Store Project.

TMNA, the U.S. subsidiary of Toyota Motor Corporation, has extensive operations, facilities, and personnel throughout the State of California, our largest market. Our Toyota Logistics Services (TLS) location at the Port of Long Beach (POLB) is responsible for the distribution of imported vehicles, and freight movement of service parts and accessories. TMNA is committed to supporting this transformational project by providing total cash match funding of $9,741,848 million, including the following contributions:

- Design, integrate, and support zero-emissions fuel cell electric powertrain technology for 10 Class 8 trucks
- Utilize 3 heavy-duty hydrogen fueling stations at Toyota sites, including 1 Shell-operated station, 2 Air Liquide-operated stations, and renewable-hydrogen and -electricity generation
- Demonstrate 4 of the Class 8 fuel cell electric trucks within the Toyota Transport car carrier fleet
- Operate two additional zero-emission forklifts as part of the TLS warehouse operations in the POLB

TMNA will also dedicate substantial internal management, employee resources, and expertise as we work in prime collaboration with the Port of Los Angeles, Kenworth, and Shell to ensure successful vehicle, fueling, and equipment deployment.

This project advances the overall goals of the California Air Resources Board by demonstrating at-scale the commercial viability of this state of the art zero emissions electric technology and its tremendous potential to reduce emissions and improve society. Our team's combined significant expertise, together with that of the other project partners will allow for successful project completion, and we look forward to sharing the results of our joint efforts with the California Air Resources Board. We thank you for the opportunity to apply for this grant and appreciate your consideration. Should you have any questions about our involvement, please do not hesitate to contact Craig Scott at (310) 787-5646 or at craig.scott@toyota.com.

Sincerely,

Doug Murtha
Group Vice President
Corporate Strategy and Planning
Toyota Motor North America

TOYOTA

Lee Hobgood
General Manager

Toyota Logistic Services
6565 Headquarters Drive
Plano, TX 75024
469 292-1160

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

Toyota Logistics Services (TLS) is pleased to provide this letter of commitment to confirm our support, participation, and significant contributions as a featured fleet operator to the Port of Los Angeles' Zero-Emission Shore-to-Store Project. We have reviewed the operational specifications of the equipment and are excited to integrate it into our vehicle dealer delivery operations as part of a robust demonstration project.

Our TLS "Toyota Transport" division provides 23% of all finished vehicle dealer deliveries in the United States for Toyota and Lexus. Our highest volume distribution terminal is located in Long Beach California

TLS is excited to participate in this project by operating 4 zero-emission H_2FC powered Class 8 Kenworth trucks in full revenue service for So Cal. regional vehicle distribution. The trucks will primarily utilize hydrogen fueling stations located at the TLS facility in the Port of Long Beach.

TLS's vehicle processing facility in the port is located in a disadvantaged community (DAC), and during daily freight operations, TLS's fleet traverses through many additional DACs. These communities will benefit from our participation in this important project by directly experiencing reduced emissions from freight activities and laying the groundwork for a growing fleet of zero emission Class 8 trucks.

TLS will provide match contribution to the project for operational, requisite fuel, maintenance, and administrative expenses to operate 4 trucks during the demonstration period. As part of Toyota Motor North American (TMNA), the level of TLS's support will be outlined in the TMNA commitment letter.

This project advances the overall goals of the California Air Resources Board by demonstrating the commercial viability of this state of the art zero emission technology and its tremendous potential to reduce emissions. Our significant transportation expertise in the rigorous goods movement industry, together with that of the other project partners, will allow for successful project completion. We look forward to participating in this demonstration project and appreciate your consideration of our team's application. Should you have any questions about our involvement, please do not hesitate to contact me directly at 469-292-1160 or via email at Lee.Hobgood@toyota.com

Sincerely,

Lee Hobgood
General Manager – Transportation Operations
Toyota Logistics Services

KENWORTH
A PACCAR COMPANY

KENWORTH Truck Company
P. O. Box 1000
Kirkland, WA 98083-1000

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

On behalf of Kenworth Truck Company (Kenworth), I am providing this letter of commitment and support to confirm our participation and significant contributions as a project partner to the Port of Los Angeles' Zero-Emission Shore-to-Store Project.

Kenworth is a leading manufacturer of medium- and heavy-duty trucks, with a reputation for building high quality trucks tailored for their specific task. Kenworth commits its expertise accrued over its 95-year history toward this program. For this project, Kenworth in collaboration with the project partners, will design and develop ten hydrogen fuel cell heavy-duty Class 8 trucks for use in local and regional goods movement in and around the port and inland empire regions.

This project advances the overall goals of the California Air Resources Board's Zero- and Near-Zero Emission Freight Facilities Project by demonstrating the commercial viability of these technologies and their potential to reduce emissions and improve society. We strongly believe that, when adopted on a larger scale, this technology will decrease California's dependence on petroleum fuels and help California achieve its aggressive emission reduction targets.

We are committed to supporting this project by providing match funding of $1.3 million, as well as the support of our service network across the region. Kenworth will also dedicate employee resources and expertise as we work in collaboration with Toyota to ensure successful hydrogen fuel cell drive integration for our project trucks.

The Kenworth team's combined expertise, together with that of the other project partners will allow for successful project completion, and we look forward to sharing the results of our joint efforts with the California Air Resources Board. We thank you for the opportunity to apply for this grant and appreciate your consideration. Should you have any questions about our involvement, please do not hesitate to contact Mark Brown, Kenworth Executive Program Manager, at (425) 828-5591 or at mark.brown@paccar.com, or Brian Lindgren, Kenworth Director of Research & Development, at (425) 254-6046 or at brian.lindgren@paccar.com.

Sincerely,

Mike Dozier
PACCAR Vice President / Kenworth General Manager
Kenworth Truck Company

The Port of Hueneme
Oxnard Harbor District

BOARD OF HARBOR COMMISSIONERS
Jason T. Hodge President
Mary Anne Rooney Vice President
Jess Herrera Secretary
Dr. Manuel M. Lopez Commissioner
Jess Ramirez Commissioner

PORT MANAGEMENT
Kristin Decas CEO & Port Director

Foreign Trade Zone #205
WORLD TRADE CENTER® OXNARD

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

The Port of Hueneme is pleased to provide this letter of commitment to confirm our participation and significant contributions as a project partner to the Port of Los Angeles' Zero-Emission Shore-to-Store Project. As the only commercial deep-water port between Los Angeles and San Francisco, the Port of Hueneme is a critical part of the regions goods movement network. Our partnership in this project demonstrates our appreciation for the valuable role we play in the California freight transportation network and aligns with our commitment to protecting the environment.

The Port of Hueneme is excited to be a vital link in this project to demonstrate hydrogen fuel cell heavy-duty Class 8 trucks in revenue service between the Port of Hueneme and its many nearby world class distribution centers, the Port of Los Angeles and Inland Empire warehouses. We will also be testing two zero emission battery operated yard tractors as part of this project.

This project advances the overall goals of the California Air Resources Board's Zero- and Near-Zero Emission Freight Facilities Project by demonstrating the commercial viability of these technologies and their tremendous potential to reduce emissions and improve society. We strongly believe that, when adopted on a larger scale, this technology will decrease California's dependence on petroleum fuels and help California achieve its aggressive emission reduction targets.

We are committed to supporting this project by providing in-kind match funding of $200,000. The Port of Hueneme will also dedicate substantial employee resources and expertise as we work in collaboration with the other project partners to ensure successful hydrogen fuel cell drive integration for the project trucks.

Our important role in California's goods movement network, together with that of the other project partners will allow for successful project completion, and we look forward to sharing the results of our joint efforts with the California Air Resources Board. We thank you for the opportunity to apply for this grant and appreciate your consideration. Should you have any

P.O. Box 608 • 333 Ponoma Street • Port Hueneme, CA 93044-0608 • 805-488-3677 • 805-488-2620 fax

The Port
OF HUENEME
Oxnard Harbor District

questions about our involvement, please do not hesitate to contact Christina Birdsey, Chief Operations Officer at (805) 388-4677 or at cbirdsey@portofh.org.

Sincerely,

Giles Pettifor
Environmental Manager
The Port of Hueneme

NREL
NATIONAL RENEWABLE ENERGY LABORATORY

June 20th, 2018

Jacob Goldberg
Port of Los Angeles, Environmental Management Division
425 S Palos Verdes St.
San Pedro, CA 90731

SUBJECT: Letter of Support
ZERO- AND NEAR ZERO-EMISSIONS FREIGHT FACILITIES PROJECT (ZANZEFF), CALIFORNIA AIR RESOURCES BOARD

Dear Mr. Goldberg:

The National Renewable Energy Laboratory (NREL) is pleased to support the Port of Los Angeles' ZANZEFF project at the request of Kenworth Truck Company, Toyota Motors North America, and Shell Oil Company as a sub-tier partner in response to the Subject opportunity. NREL is prepared to contribute to this project by conducting data collection, analysis, and evaluation of vehicle performance in a field demonstration to provide, at a minimum, the data analysis required by the ZANZEFF grant solicitation. NREL will leverage its data analysis tools including FleetDNA, DRIVE, and other internal analytics methods as appropriate. NREL will support the project timeline through December 2020 or as needed by the project.

Upon award, NREL is prepared to enter into the necessary agreements with the Prime awardee and to provide all resources as defined in our scope of work, budget, and proposal documents for the project's duration. If funded, NREL's participation in this project will be provided through an agreement with the Alliance for Sustainable Energy, LLC, managing and operating contractor for the National Renewable Energy Laboratory under U.S. Department of Energy M&O Contract No., DE-AC36-08GO28308; with a principal place of business at 15013 Denver West Parkway, Golden, Colorado 80401. Under the terms of the M&O contract, the Department of Energy permits access to NREL's unique capabilities and services to support industry, state or local governments, or universities in response to federal agency announcements or nonfederal solicitations. NREL's unique capabilities and services are provided subject to DOE review and approval, in accordance with DOE policies and regulations.

NREL's mission is to advance scientific knowledge and technologies in the areas of energy efficiency and renewable energy. The lead technical contacts are Jason.Lustbader@nrel.gov and Kenneth.Kelly@nrel.gov. We look forward to this collaboration.

Sincerely,

Chris Gearhart Ph.D.
Transportation and Hydrogen Systems Center Director

15013 Denver West Parkway
Golden, CO 80401
Phone 303-275-3000

NREL is a national laboratory of the U.S. Department of Energy
Office of Energy Efficiency & Renewable Energy
Operated by the Alliance for Sustainable Energy, LLC

55 Glenlake Parkway NE
Atlanta, GA 30328
404.828.6000 Tel

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

UPS is pleased to provide this letter of commitment to confirm our support, participation, and significant contributions as a featured fleet operator to the Port of Los Angeles' Zero-Emission Shore-to-Store Project. We are excited to integrate this technology into our goods movement freight operations as part of a robust demonstration project.

UPS has a history of exploring and advancing clean technology solutions. The UPS global fleet of more than 115,000 power vehicles includes over 9,100 alternative fuel and advanced technology vehicles. This project would add significant value by demonstrating potential ZEV solutions in the future.

UPS is excited to participate in this project by operating 3 zero-emission H_2FC powered Class 8 Kenworth trucks in full revenue service freight transportation operating out of UPS hubs in Ontario and Gardena. These trucks will primarily utilize hydrogen fueling stations located at the Toyota facility in Gardena, and the Shell station in Ontario.

UPS's fleet primarily operates in and around the Ontario and Gardena freight facilities which are designated as disadvantaged communities (DACs). Additionally, in daily freight operations, UPS's fleet traverses through many additional DACs. These communities will benefit from our participation in this important project by directly experiencing reduced emissions from freight activities and laying the groundwork for a growing fleet of zero emission Class 8 trucks.

We are committed to supporting this project by providing in-kind contributions of $930,000 for operational, requisite fuel, maintenance, and administrative expenses to operate 3 trucks during the demonstration period.

This project advances the overall goals of the California Air Resources Board by demonstrating the commercial viability of this state of the art zero emission technology and its tremendous potential to reduce emissions. Our significant transportation expertise in the rigorous goods movement industry, together with that of the other project partners, will allow for successful project completion.

We look forward to participating in this demonstration project and appreciate your consideration of our team's application. Should you have any questions about our involvement, please do not hesitate to contact Scott Phillippi at (404) 828-6852 or at sphillippi@ups.com.

Sincerely,

Scott Phillippi
Senior Director Fleet Maintenance and Engineering
UPS

STAYING A STEP AHEAD
& Leaving Small Footprints

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

Premium Transportation Services, Inc. dba Total Transportation Services (TTSI) is pleased to provide this letter of commitment to confirm our support, participation, and significant contributions as a project partner to the Port of Los Angeles' Zero-Emission Shore-to-Store Project. We have reviewed the operational specifications of the equipment and are excited to integrate it into our goods movement freight operations as part of a robust demonstration project.

TTSI will participate in the project as follows:

- Operate two (2) Zero-Emission H_2FC powered Class 8 Kenworth trucks in full revenue service freight transportation between the major freight hubs of San Pedro Area and several warehouses located at in the LA Basin and Inland Empire
- Utilize hydrogen fueling stations located at **300 Ferry Street, San Pedro, CA**.

TTSI's fleet primarily operates in and around San Pedro Basin Area and inland Empire freight facilities which are located in zip codes (See Attached) and designated as disadvantaged communities (DACs). Additionally, in daily freight operations, **TTSI's** fleet traverses through many additional DACs. These communities will benefit from our participation in this important project by directly experiencing reduced emissions from freight activities and laying the groundwork for a growing fleet of zero emission Class 8 trucks.

This project advances the overall goals of the **California Air Resources Board** by demonstrating the commercial viability of this state of the art zero emission technology and its tremendous potential to reduce emissions and improve California's freight "footprint". We strongly believe that, when adopted on a larger scale, this technology will decrease California's dependence on petroleum fuels and help California achieve its aggressive GHG and pollutant emission reduction targets.

We are committed to supporting this project by providing match funding of $545,433.00, consisting of $545,433.00 in cash to operate the trucks, to pay for driver(s) and to purchase the requisite fuel for operation.

18735 South Ferris Place • Rancho Dominguez, CA 90220 • T: (310) 816-0260 • F: (310) 984-3195

STAYING A STEP AHEAD
& Leaving Small Footprints

Our significant transportation expertise in the rigorous goods movement industry, together with that of the other project partners, will allow for successful project completion. We look forward to participating in this demonstration project and appreciate your consideration of our team's application. Should you have any questions about our involvement, please do not hesitate to contact Victor N. La Rosa at (310) 816-0260 or at vicla@tts-i.com.

Sincerely,

Victor N. La Rosa
CEO/President
Premium Transportation Services, Inc. dba Total Transportation Services

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

Southern Counties Express (SCE) is pleased to provide this letter of commitment to confirm our support, participation, and significant contributions as a featured fleet operator to the Port of Los Angeles' Zero-Emission Shore-to-Store Project. We have reviewed the operational specifications of the equipment and are excited to integrate it into our goods movement freight operations as part of a robust demonstration project.

Southern Counties Express, Inc. is a local, family owned, trucking company that has been servicing the Ports of Los Angeles and Long Beach since 1992. As the family lives, works, and worships here in Southern California, we are aware of air quality and clean air initiatives. Southern Counties was an early adapter to 1st Generation Natural Gas semi-trucks during the initial Clean Air Action Plan, and is eager to participate in this new "zero emissions" technology. We currently collaborate with Toyota in their pilot program, testing, and daily use of their Hydrogen Electric Fuel Cell semi-truck for use in and around Southern California.

SCE is excited to build upon this existing collaboration with Toyota by operating a zero-emission H_2FC powered Class 8 Kenworth truck in full revenue service port drayage operation. The truck will primarily utilize hydrogen fueling stations located near the San Pedro Ports. During daily freight operations, SCE's fleet traverses through many disadvantaged communities (DACs). These communities will benefit from our participation in this important project by directly experiencing reduced emissions from freight activities and laying the groundwork for a growing fleet of zero emission Class 8 trucks.

We are committed to supporting this project by providing a match cash contribution of $310,000 for operational, requisite fuel, maintenance, and administrative expenses to operate one truck during the demonstration period.

This project advances the overall goals of the California Air Resources Board by demonstrating the commercial viability of this state of the art zero emission technology and its tremendous potential to reduce emissions. Our significant transportation expertise in the rigorous goods movement industry, together with that of the other project partners, will allow for successful project completion. We look forward to participating in this demonstration project and appreciate your consideration of our team's application. Should you have any questions about our involvement, please do not hesitate to contact Gordon Reimer at 310-900-2160 or GReimer@SCExpress.com.

Sincerely,

Gordon Reimer
President,
Southern Counties Express, Inc.

18020 South Santa Fe Avenue, Rancho Dominguez, CA 90220

Phone (310) 900 - 2160 Fax (310) 816 - 0130

TOYOTA

Lee Hobgood
General Manager

Toyota Logistic Services
6565 Headquarters Drive
Plano, TX 75024
469 292-1160

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

Toyota Logistics Services (TLS) is pleased to provide this letter of commitment to confirm our support, participation, and significant contributions as a featured fleet operator to the Port of Los Angeles' Zero-Emission Shore-to-Store Project. We have reviewed the operational specifications of the equipment and are excited to integrate it into our vehicle dealer delivery operations as part of a robust demonstration project.

Our TLS "Toyota Transport" division provides 23% of all finished vehicle dealer deliveries in the United States for Toyota and Lexus. Our highest volume distribution terminal is located in Long Beach California

TLS is excited to participate in this project by operating 4 zero-emission H_2FC powered Class 8 Kenworth trucks in full revenue service for So Cal. regional vehicle distribution. The trucks will primarily utilize hydrogen fueling stations located at the TLS facility in the Port of Long Beach.

TLS's vehicle processing facility in the port is located in a disadvantaged community (DAC), and during daily freight operations, TLS's fleet traverses through many additional DACs. These communities will benefit from our participation in this important project by directly experiencing reduced emissions from freight activities and laying the groundwork for a growing fleet of zero emission Class 8 trucks.

TLS will provide match contribution to the project for operational, requisite fuel, maintenance, and administrative expenses to operate 4 trucks during the demonstration period. As part of Toyota Motor North American (TMNA), the level of TLS's support will be outlined in the TMNA commitment letter.

This project advances the overall goals of the California Air Resources Board by demonstrating the commercial viability of this state of the art zero emission technology and its tremendous potential to reduce emissions. Our significant transportation expertise in the rigorous goods movement industry, together with that of the other project partners, will allow for successful project completion. We look forward to participating in this demonstration project and appreciate your consideration of our team's application. Should you have any questions about our involvement, please do not hesitate to contact me directly at 469-292-1160 or via email at Lee.Hobgood@toyota.com

Sincerely,

Lee Hobgood
General Manager – Transportation Operations
Toyota Logistics Services

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

On behalf of Air Liquide, I am providing this letter of commitment and support to confirm our participation and significant contributions to the Port of Los Angeles' Zero-Emission Shore-to-Store Project.

Air Liquide operates (1) retail hydrogen station in Anaheim and has (3) retail stations (LAX, Palo Alto, Santa Nella) under development. These projects have been developed utilizing California state grants from the light-duty vehicle hydrogen refueling infrastructure grant funding program. Additionally, Air Liquide operates a refueling station which is located at the Port of Long Beach for heavy-duty truck and light-duty vehicle refueling purposes. In addition to hydrogen refueling, Air Liquide owns and operates a liquid hydrogen to gas trans-fill distribution center in Etiwanda (Southern California.)

Air Liquide's participation in the project is twofold. To enable the initial rollout of trucks, we will provide two heavy duty private access hydrogen refueling stations located at Toyota sites in the Port of Long Beach and Gardena. One station is currently in operation to support Toyota's Class 8 fuel cell truck, and the other will be available by 2019. Air Liquide will operate and maintain the stations to allow for truck demonstrations starting next year. Air Liquide is also excited to bring our expertise with fueling protocol development to the project team as part of a collaborative effort to develop heavy duty fueling protocols for heavy duty trucks.

This project advances the overall goals of the California Air Resources Board by demonstrating the commercial viability of this state of the art zero emission technology and its tremendous potential to reduce emissions and improve society. We strongly believe that, when adopted on a larger scale, this technology will decrease California's dependence on petroleum fuels and help California achieve its aggressive emission reduction targets.

We are committed to supporting this project by providing operational and maintenance support for the two Air Liquide stations throughout the project life.

Our team's combined significant expertise, together with that of the other project partners will allow for successful project completion, and we look forward to sharing the results of our joint efforts with the California Air Resources Board. We thank you for the opportunity to apply for this grant and appreciate your consideration. Should you have any questions about our involvement, please do not hesitate to contact David Fernandes (Hydrogen Energy Business Developer) at 713-499-6847 or DavidA.Fernandes@airliquide.com

Sincerely,

Robert Fourie
Vice President, Business Development and Strategic Partnerships
Air Liquide Advanced Technologies, LLC

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

Matt Miyasato, Ph.D.
Science and Technology Advancement
909.396.3249 mmiyasato@aqmd.gov

July 13, 2018

Mr. Richard Corey
Executive Officer
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Letter of Commitment for Port of Los Angeles (POLA) application for CARB Zero and Near-Zero Emission Freight Facilities (ZANZEFF) Project

Dear Mr. ~~Corey~~ RICHARD,

South Coast Air Quality Management District (SCAQMD) staff is pleased to support the proposal by POLA for the ZANZEFF Project that includes development and deployment of zero emission vehicles, and design and installation of hydrogen infrastructure for heavy-duty trucks, including the Inland Empire area of the South Coast Air Basin (Basin). The proposal, a collaboration with other local ports, industry leading Original Equipment Manufacturers – Kenworth Truck Company & Toyota Motor North America, and national fleets, as well Shell International Petroleum Company, will greatly assist the ports and the Basin in transitioning to zero emission drayage trucks by 2035, especially duty cycles that need longer range capabilities.

The Basin is classified as an "extreme" nonattainment area for ozone under the federal Clean Air Act. A wide-scale deployment of zero emission technologies, including heavy-duty trucks and infrastructure, will be a critical step toward achieving air quality standards with considerable public health benefits for our region. Greater deployment of zero emission technologies is expected to provide criteria pollutant, greenhouse gas, and petroleum reduction benefits, especially in disadvantaged communities that are disproportionately exposed to toxic diesel emissions, and will assist the local ports in implementing the Clean Air Action Plan and further support the state's Sustainable Freight Action Plan.

SCAQMD staff urges CARB to fund the proposed project, and should it be awarded, commits to providing $1,000,000 in match funding pending approval by our Board, and promoting the technology and supporting infrastructure proposed. If you have any questions about our support, please do not hesitate to contact me.

Sincerely,

Matt Miyasato, Ph.D.
Deputy Executive Officer

MMM:NB

Coalition For A Safe Environment

1601 N. Wilmington Blvd., Ste. B, Wilmington, CA 90744
www.cfasecares.org jesse@cfasecares.org jnm4ej@yahoo.com
424-264-5959 310-590-0177

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg,

The Coalition For A Safe Environment (CFASE) is pleased to submit a Letter of Commitment to participate in the Port of Los Angeles' Zero-Emission Shore-to-Store Project. CFASE is a nonprofit community-based organization based in Wilmington, CA, a disadvantaged community, that seeks to improve environmental health and justice in the Harbor communities near the Ports of Los Angeles and Long Beach. CFASE is involved in policy issues at all levels of government.

As one of the leading California Environmental Justice Organizations in the goods movement industry, CFASE supports zero emission, emissions capture and treatment technologies for trucks, trains, cargo handling equipment and ships as well as other efforts to improve air quality in the international trade and freight transportation industries. The Environmental Justice (EJ) Communities of Wilmington and San Pedro which border the Port of Los Angeles and are designated Disadvantaged Communities (DACs) recognize the need to invest in new emerging technologies and to think out-of-the-box for creative ideas to solve our state's ambitious goals to significantly reduce air pollution and greenhouse gas emissions. We support the Governors executive order for California to transition to zero emissions freight technologies and see this project as a major step in that direction.

The benefits to our Environmental Justice Communities are many and include:

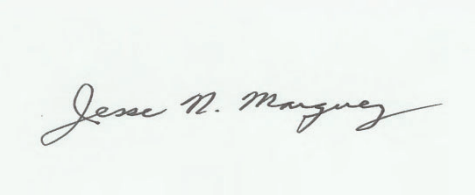
- Support for wise investment of public funds for emerging technologies
- Evidence that community-based EJ Organizations are capable of partnering with ports
- Significant reduction of all categories of criteria pollutants & toxic pollutants
- Significant reduction of greenhouse gases
- New technology job creation in Los Angeles and Harbor EJ Communities
- Reduction in diesel fuel transport and storage safety risk in our community
- Less petroleum exploration, drilling and refining in Harbor EJ Communities
- Less import of crude oil and refined fuels, storage and transport in our Harbor EJ Communities
- Prevention of micro-climatic impacts in Harbor EJ Communities
- Reduction of short and long-term public health impacts

CFASE is available to participate in the project with community outreach including presentations, event coordination and participation, press events, and ensuring the project details are reaching the community. CFASE has the necessary experience with emissions testing, field demonstrations and project management to effectively communicate the technical details and project progress to the impacted communities. This

commitment includes substantial internal management, employee resources, and expertise as we work in collaboration with the Port of Los Angeles and Kenworth to ensure successful vehicle and equipment deployment. We estimate that our in-kind contribution to the project will be approximately $ 5,000 based on 50 hrs. of participation.

Our significant expertise in environmental justice, port demonstration projects and the goods movement industry, together with that of the other project partners, will greatly aid the successful completion of this project. We look forward to sharing the results of our joint efforts with the surrounding communities. We thank you for the opportunity to apply for this grant and appreciate your consideration. Should you have any questions about our involvement, please do not hesitate to contact the Coalition For A Safe Environment (CFASE) at 424- 264-5959 office or 310-590-0177 direct line or Jesse N. Marquez at jesse@cfasecares.org or jnm4ej@yahoo.com.

Sincerely,



Jesse N. Marquez
Executive Director
Coalition For A Safe Environment

4801 Airport Plaza Drive, Long Beach, CA 90815 Tel 562.283.7000 www.polb.com

Port of
LONG BEACH
The Green Port

July 12, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg:

On behalf of the Port of Long Beach, I am pleased to submit this letter of commitment for the Port of Los Angeles' Zero-Emission Shore-to-Store Project. This project is consistent with the goals of the two ports' Clean Air Action Plan and is an exciting step in a long-term industry collaboration to transform the freight market in southern California to zero emissions. We fully support the development of a zero-emission hydrogen refueling station at 785 Edison Avenue in the Port of Long Beach and see it as a key building block of a clean goods movement network. Successful implementation and operations of projects such as this will demonstrate the viability of full hydrogen adoption in the heavy-duty freight sector and serve as a critical pathway towards decarbonizing transportation not only for port-related operations, but for the entire state as well.

As the site owner for the proposed location of the station, the Port of Long Beach can commit that the lease agreement between POLB and Toyota Motor North America will not expire prior to the project end date of March 31, 2022; the term of the current lease is through December 31, 2028. The lease agreement allows for installation of the hydrogen infrastructure to refuel fuel cell vehicles, and POLB staff will work with Toyota to obtain a sub-lease of the land, subject to our Board of Harbor Commissioner's approval, to Shell which will own and operate the station.

Port of Long Beach will also dedicate the necessary personnel resources and expertise as we work in collaboration with Toyota, Shell, and the Port of Los Angeles to ensure successful vehicle and equipment deployment.

Port of Long Beach strives to be a leader in clean, efficient goods movement and be an exemplary Green Port for others to follow. We are excited by the prospects of this project and the fact that Toyota has chosen to work with us on our property at the Port of Long Beach for deployment.

Sincerely,

Heather A. Tomley
Director of Environmental Planning
Port of Long Beach

MERCED COUNTY

COUNTY EXECUTIVE OFFICE

James L. Brown
County Executive Officer

2222 "M" Street
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Equal Opportunity Employer

July 16, 2018

Mr. Earl Landberg
California Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, California 95814

Dear Mr. Landberg:

Merced County is pleased to provide this letter of commitment and support for the Port of Los Angeles' Zero-Emission "Shore-to-Store" Project. We believe this project is a significant step in changing how goods move through California, including the Central Valley. Accelerating low-emissions freight movement from concept to market aligns with our existing agreement with the Port of Los Angeles to develop the Mid-California International Trade District, a growing logistics and manufacturing hub in Merced County. We see this project as a Central California focal point for goods movement and seamless connectivity to and from ocean transport and to key foreign markets is vital. The knowledge that is gained from the Shore-to-Store project will allow us to collectively incorporate additional infrastructure supporting zero emissions equipment and be a large-scale model for low emission freight handling facilities in future phases of the project.

As the "Shore to Store" project is focused on the connection between facilities, and the infrastructure required to support zero-emission transport from one terminal to the next, centers like the Mid-California International Trade District become key partners in the efficient movement of goods in the future, with manufacturing and distribution centers connected to Ports and other sources of freight. We believe this project advances the overall goals of the California Air Resources Board's Zero- and Near-Zero Emission Freight Facilities Project by demonstrating the commercial viability of these technologies and their tremendous potential to reduce emissions and improve the quality of life in California, and importantly to include the Central Valley. We believe wholeheartedly that, when adopted on a larger scale, this technology will decrease California's dependence on petroleum fuels, help California achieve its aggressive emission reduction targets and provide important competitive advantages in investment attraction and job creation.

Looking forward, we believe that the MCITD project can become a joint implementing partner with the Port of Los Angeles in supporting alternative fuel solutions for onsite cargo movement, cargo movement within a cargo shed, and critically for transport options to and from the Port.

We will be following the progress of this phase closely, and look forward to collaborating on future projects and phases with the Port of Los Angeles and the California Air Resources Board. We thank you for the opportunity to provide support for this project and appreciate your consideration. Should you have any questions about our involvement, please do not hesitate to contact Mark Hendrickson (209) 628-6147 or at mhendrickson@co.merced.ca.us.

Sincerely,

James L. Brown
County Executive Officer