



LAST MILE FREIGHT PROGRAM

LAST-MILE FREIGHT ACTIVITY IS CRITICAL FOR SUPPLY CHAINS THAT SERVE BOTH CONSUMERS AND INTERMEDIARY BUSINESSES DEALING WITH PHYSICAL GOODS.

E-commerce has profoundly impacted last-mile delivery growth, and the COVID-19 pandemic exacerbated the frequency of deliveries, adding further stress to global supply chains. At the same time, air quality challenges continue to impact the public health of the region.

The transition to a zero-emission goods movement system, and the development of operational concepts focusing on last-mile delivery, are key implementation strategies in SCAG's Connect SoCal 2024 and Sustainable Communities Strategy. The Last Mile Freight Program (LMFP) is an initial step toward implementing freight-related clean vehicles, equipment, and infrastructure to support cleaner air goals.



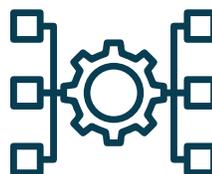
**E-COMMERCE
AND COVID-19
HAVE ADDED FURTHER
STRESS TO GLOBAL
SUPPLY CHAINS**



**SUPPORTING
CLEAN AIR GOALS**



**IMPLEMENTING CLEAN
VEHICLES/EQUIPMENT**



**IMPLEMENTING
INFRASTRUCTURE**

CORE PRINCIPLES

- > Creating transparency about critical barriers impeding the transformation of the last-mile freight market.
- > Measuring success for both public and private entities.
- > Optimizing investments where they can generate the strongest benefits for further growth.
- > Achieving air quality reduction targets.

OVERVIEW

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the LMFP. SCAG has developed a two-phased approach for the LMFP:

> Phase 1

The first phase of the program is focused on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks, including ZE/NZE equipment and supporting infrastructure. 22 projects located in the counties of Los Angeles, Orange, Riverside, and San Bernardino are included as part of Phase 1 implementation.

> Phase 2

Will expand on Phase 1 projects to deploy operational strategies being demonstrated by last-mile delivery companies. This will include the development of a freight transportation demand management plan that will incorporate a menu of operational strategies and will test and demonstrate operational use cases.

A total of **\$16,751,000** has been approved for Phase 1 project implementation.

As part of a collaborative application led by South Coast Air Quality Management District, the LMFP will also receive \$51.5 million (including \$1,500,000 for administrative costs to support program implementation) from the U.S. Environmental Protection Agency's Climate Pollution Reduction Program. These funds will be used to expand Phase 1, focusing on the deployment of Class 4/5 vehicles.

GOALS

- > Achieve immediate emission reductions for NOx and PM2.5 from commercially deployed vehicles and equipment and facilitate supporting infrastructure.
- > Inform both industry and the public regarding ZE/NZE vehicle and equipment and supporting infrastructure performance, and how this information can be used to scale emission reductions to contribute to regional air quality goals.
- > Provide private operators and the public with information on return on investment and cost-effectiveness insights into ZE/NZE vehicle and equipment and infrastructure operations, maintenance, and reliability.
- > Create greater transparency regarding the need for public versus private ZE/NZE supporting infrastructure.
- > Inform the needs and help address the challenges to significantly scale ZE/NZE vehicles and equipment and infrastructure in the region.

A call for projects took place in 2021 with implementation beginning 2022 and planned to continue through 2026.



\$16,751,000

HAS BEEN APPROVED
FOR PHASE 1 PROJECT
IMPLEMENTATION.



EMISSIONS
REDUCTIONS



INFORM
INDUSTRY & PUBLIC



RETURN ON
INVESTMENT
DETAILS



CREATE
TRANSPARENCY



ADDRESS
CHALLENGES

CONTACT US

For more information about the LMFP,
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