

I-710 SOUTH CORRIDOR PROJECT

Task Force Meeting #4 Summary

January 10, 2022



ATTENDEES

TASK FORCE

Labor and Economic / Workforce Development

Eric Tate, Secretary-Treasurer, International Brotherhood of Teamsters, Local Union 848
Chris Wilson, Public Policy Manager, LA County Business Federation (BizFed)

Transportation Agencies

David Huang, Planning Manager, Metrolink (Southern CA Regional Rail Authority)
Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments (COG)
Gilbert Saldate, Homelessness Program Manager, Gateways Cities Council of Governments (COG)
Michael Leue, Chief Executive Officer, Alameda Corridor (ACTA)
Lisa Patton, Executive Director/VP, Finance and Budget, Long Beach Transit
Randy Johnson, Director of Government Affairs & Outreach, Access Services, Inc.

Community-Based Organization's and Advocacy Groups

Taylor Thomas, Co-Director, East Yard Communities for Environmental Justice
Laura Cortez, Organizer/ Co-Director, East Yard Communities for Environmental Justice
Dilia Ortega, Youth Program Coordinator, Communities for a Better Environment
Ambar Rivera, Researcher, Communities for a Better Environment
Jennifer Ganata, Senior Staff Attorney, Communities for a Better Environment
Marlin Dawoodjee Vargas, Long Beach Alliance for Children with Asthma
Sylvia Betancourt, Project Manager, Long Beach Alliance for Children with Asthma
Ghirlandi Guidetti, Housing and Community Attorney, Legal Aid Foundation of Los Angeles

Freight and Logistics Industry

Kerry M. Cartwright, Director of Goods Movement, Port of Los Angeles
Tony Gioiello, Deputy Executive Director of Development, Port of Los Angeles
Theresa Dau-Ngo, Director of Transportation Planning, Port of Long Beach
Kimberly Ritter, Senior Port Planner and Economist, Port of Long Beach
Sharon Weissman, Vice President of the Long Beach Board of Harbor Commissioners, Port of Long Beach
Matt Schrap, Chief Executive Officer, Harbor Trucking Association
Lupe Valdez, Senior Director Public Affairs, Union Pacific (UP) Railroad
Thomas Jelenic, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Joe Lyou, President and CEO, Coalition for Clean Air
Christopher Chavez, Deputy Policy Director, Coalition for Clean Air
Fernando Gaytan, Senior Attorney, Earthjustice
Natalia Ospina, Project Attorney of Environmental Justice, National Resources Defense Council (NRDC)

Academic / Research / Policy / Foundations

Genevieve Giuliano, Director, METRANS Transportation Consortium
Edward Muna, Project Manager, USC Equity Research Institute

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Fidencio Gallardo, Educational Innovation Deputy, Office of Los Angeles Unified School District
Board Member Jackie Goldberg, District 5
Niki Okuk, Deputy Director, CALSTART

Regulatory Agencies

Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency
Region 9
Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9
Sarah Rees, Deputy Executive Officer, South Coast Air Quality Management District (AQMD)

Local Jurisdictions

Martin Reyes, Transportation Deputy, County Supervisorial District 1
Lilly O'Brien-Kovari, Senior Deputy of Infrastructure and Transportation, Office of Los Angeles
County Supervisor Holly Mitchell, District 2
Luke H. Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn,
District 4
Viviana Gomez, Transportation Deputy, County Supervisorial District 4
Elaine Kunitake, Principal Engineer, LA County Department of Public Works
Daniel Rodman, Deputy Director Transportation Services, City of Los Angeles
Suely Saro, Councilmember, City of Long Beach, District 6
Tyler Bonanno-Curley, Manager of Government Affairs, City of Long Beach
Ali Saleh, Councilmember, City of Bell
Oralia Rebollo, Mayor Pro Tem, City of Commerce
Elizabeth Alcantar, Vice Mayor, City of Cudahy

LA Metro

KeAndra Cylear-Dodds, Executive Officer of Equity and Race
Michael Cano, Deputy Executive Officer, Countywide Planning & Development
Ernesto Chaves, Director, Highway Programs
Carlos Montez, Project Manager
Mark Dierking, Community Relations Manager
Jessica Medina, Manager, Equity and Race

Project Team

Dave Levinsohn, Vice President, AECOM
Julie Rush, Planning Senior Manager, Transportation, AECOM
Susan Ambrosini, Principal, AECOM
Erika Morales, Facilitator, Morales + Morales Partners
Gary Hamrick, Principal, Cambridge Systematics
Jeff Newman, Transportation Planner, Caltrans District 7
Gloria Roberts, Chief Deputy Director, Caltrans District 7
Ron Kosinski, Deputy District Director of Environmental Planning, Caltrans District 7
Paul Marquez, Deputy District Director of Planning, Caltrans District 7
Susan DeSantis, Senior Project Manager, Arellano Associates
Melissa Holguin, Senior Project Manager, Arellano Associates
Stacey Falcioni, Project Manager, Arellano Associates

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Julie Nieto, Senior Project Coordinator, Arellano Associates
Nora Casillas, Senior Project Coordinator, Arellano Associates
Nancy Verduzco, Project Coordinator, Arellano Associates
Samantha Sosa, Assistant Project Coordinator, Arellano Associates
Maya Pogoda, Senior Executive, GF Bunting + Co.

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) initiated the I-710 South Corridor Task Force (710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 between the Ports of Los Angeles and Long Beach and State Route 60. The 710 Task Force will review and assess the purpose and need of investment in the I-710 corridor, develop multi-modal improvement strategies, identify programs and projects to advance these strategies, create an investment and implementation plan, and provide recommendations to the Metro Board in 2022.

The 710 Task Force Meeting #4 was held on Monday, January 10, 2022. The intent of this meeting was to continue refining our process to discuss and create consensus around the 710 Corridor Vision and Goals over the next few meetings as we enter this next phase of the work plan. A graphic illustrator visually captured key themes and meeting highlights ([Appendix A](#)). Simultaneous interpretation in Spanish, Tagalog, and Khmer was provided.

Prior to the meeting, the 710 Task Force received the agenda ([Appendix B](#)), presentation ([Appendix J](#)), and meeting materials ([Appendix C-D](#)).

710 Task Force #4 Online Meeting

1. Introductions, Welcome, Agenda Review, Meeting Objectives (Erika C. B. Morales)

- > Erika C. B. Morales opened the meeting and welcomed the participants. Ms. Morales provided the meeting call-in and interpretation details. She asked Task Force members to change their Zoom screen name to include their full name and organization. She also provided instructions on how to utilize the “Q&A” or “Raise Hand” zoom functions to ask questions or communicate during the meeting.
- > Ms. Morales reviewed the agenda and meeting objectives.
- > Ms. Morales announced that Jai, a Graphic Illustrator, will be creating a graphic illustration summarizing the meeting content and discussion live throughout the meeting. An image of a graphic illustration from Task Force Meeting #3 was shown.
- > Ms. Morales reminded Task Force Members and members of the public that all project materials can be found on the Metro website at <https://www.metro.net/projects/i-710-corridor/#documents>

2. Agenda Item #1: Purpose, Formation, and Working Protocols of the 710 Task Force

- > Michael Cano reminded Task Force Members that the goal of the Task Force was to deliver an I-710 South Corridor Investment Plan to the Metro Board. The last two meetings focused on developing the Purpose, Formation, and Working Protocols of the Task Force.

- > Mr. Cano explained that the remaining tasks and activities before the next consensus checkpoint at Task Force Meeting #5 in February will be for the Working Groups to refine the Community Leadership Committee (CLC), the Executive Steering Committee (ESC), and the decision-making process language in the 710 Task Force Charter.

Stakeholder Survey

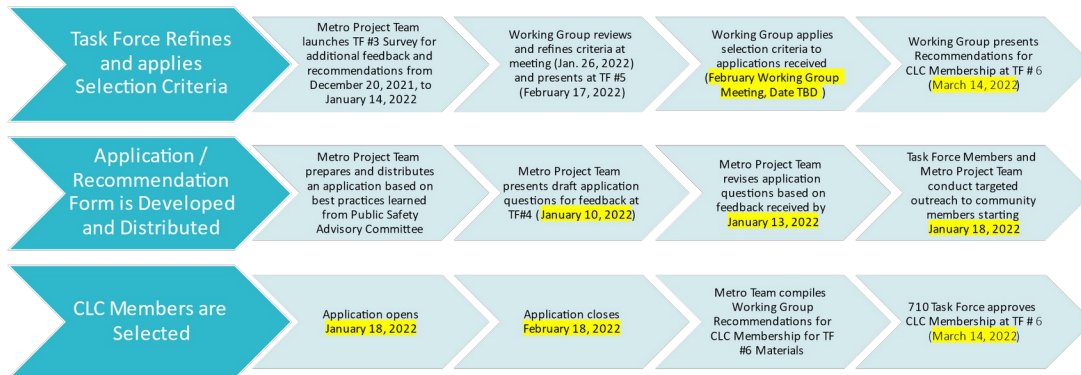
- > Mr. Cano provided an update on the Stakeholder Survey that was sent out to over 3,000 stakeholders on December 21. The Stakeholder Survey can be found here <https://survey.typeform.com/to/tF8TOMw5>.
- > Mr. Cano explained that the purpose of the Stakeholder Survey was to help the Working Groups develop and refine their recommendations of the CLC and ESC to the Task Force.
- > Mr. Cano announced that Metro has received ten survey responses. He encouraged Task Force members to share the survey information with their professional and social networks. The survey will close, was extended, and will now close on Monday, January 24.
- > Mr. Cano noted that two feedback letters were received from the [Legal Aid Foundation of Los Angeles](#) and the [Coalition for Environmental Health and Justice](#).

Community Leadership Committee (CLC)

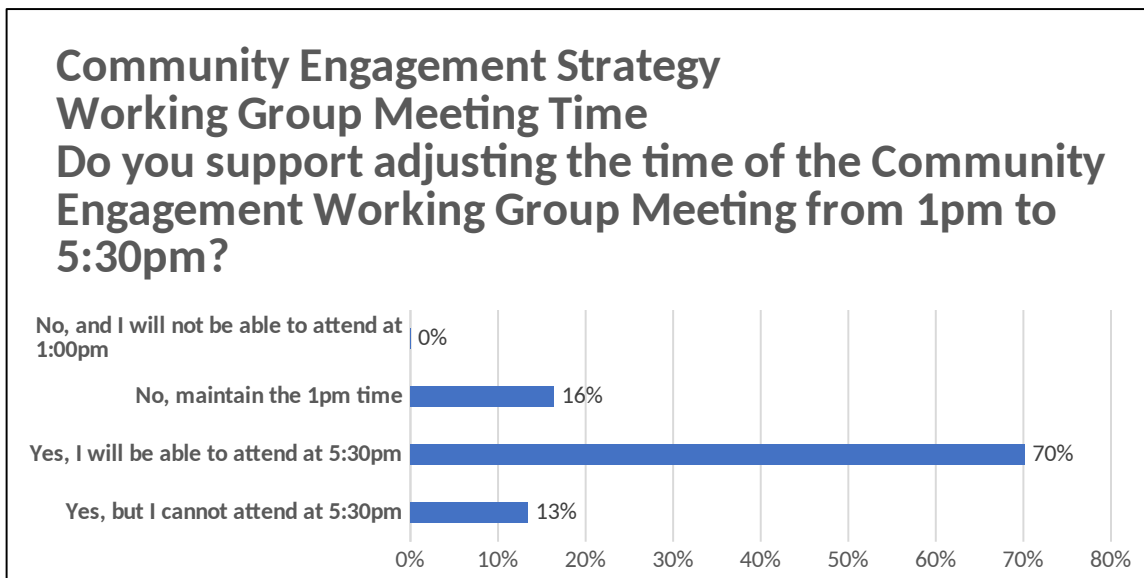
- > Mr. Cano shared the next steps involved in the development of the CLC. The goal is for the Working Groups to recommend the CLC membership by Task Force Meeting #6, on March 14, 2022.
- > Mr. Cano referred to the following visual to explain the three parallel paths at work to help reach the goal of approving a Community Leadership Committee in March:

Community Leadership Committee: Status Update

We are moving three key areas of work forward for the CLC Formation:



- > Mr. Cano said the development of the draft CLC Application considered best practices from the Metro Public Safety and Advisory Committee. **(Appendix C)**
- > Mr. Cano reminded everyone that the next Community Engagement Working Group meeting is scheduled for January 26 at 1:00 pm and the public will be invited to join
- > Based on feedback that holding a meeting in the middle of the day is not accessible to members of the community, Metro conducted a live poll with meeting participants to determine whether the meeting time should be changed from 1:00 pm to 5:30 pm.
- > 67 Task Force members and members of the public participated in the live poll.



- > Mr. Cano announced that based on the live poll results, the January 26 Community Engagement Working Group Meeting will be changed from a 1:00 pm start time to a 5:30 pm start time.
- > Comments were made by the following Task Force members:
 - Joe Lyou – Coalition for Clean Air
 - Natalia Ospina – Natural Resources Defense Council
 - Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4
 - Mayor Pro Tem Oralia Rebollo – City of Commerce
 - Mayor Elizabeth Alcantar – City of Cudahy
- > Detailed comments are available in **Appendix E**.
- > Some of the points raised included:
 - Clarification on how the discussions from the CLC and the ESC feed into the Working Groups and the larger Task Force
 - Clarification on the purpose of the upcoming Community Engagement Working Group Meeting
- > Recommendations made included:
 - Post the survey and CLC application information on Metro social media to promote further reach, and in a way that is easily shareable
 - Provide the CLC Application in multiple languages and offer interpretation at CLC meetings in multiple languages
 - Extend the CLC Application deadline

Executive Steering Committee (ESC)

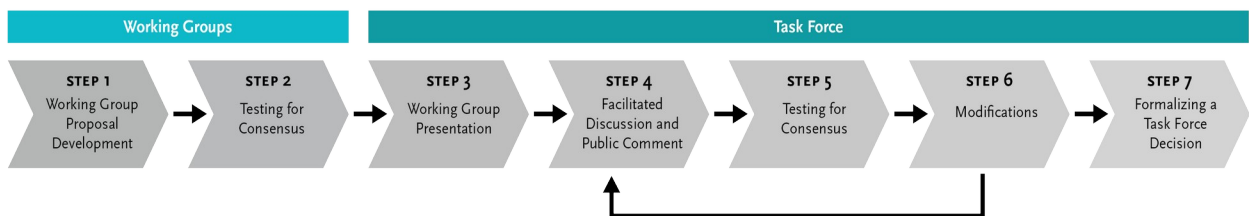
- > Mr. Chaves shared an overview of the purpose, composition, and meeting frequency of the ESC.
- > Mr. Chaves recommended, as per project staff, that the Task Force move forward with a nomination and selection process for the ESC. The ESC language in the Task Force Charter will be discussed during the Charter and Governance Structure Working Group meeting on January 24 and finalized at the next Task Force Meeting on February 17.
- > Mr. Chaves shared key information and related dates for the ESC nomination process.
- > Comments were made by the following Task Force members:

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- Kerry Cartwright – Port of Los Angeles
 - Dr. Genevieve Giuliano – METRANS
 - Laura Cortez – East Yard Communities for Environmental Justice
 - Sharon Weismann – Port of Long Beach
 - Morgan Capilla – US Environmental Protection Agency
- > Detailed comments are available in **Appendix F**.
- > Some of the points raised included:
- Clarification on the role of the ESC, the CLC, the Working Groups and how information and discussions in these groups feed into the Task Force
- > Recommendations made included:
- Have more than one representative from each of the three groups (Community-based organizations, Cities/governmental agencies, Goods movement/Transportation/Labor/Business)
 - Create a graphic showing the 710 Task Force structure, detailing who is who, and how the various Committees and Working Groups interact with the Task Force
 - Consider compensating ESC Members

Implementing the Decision-Making Process

- > Ms. Medina shared an overview of the decision-making process. The ESC helps with the planning of the content of meetings. The CLC is integrated throughout the decision-making process. Working Group participation by Task Force members is critical as this is where deliberations occur, and proposals are formed for consideration at the Task Force Meetings. In Task Force meetings there will be facilitated discussion and public comment. There is testing for consensus in both Working Group and Task Force meetings.



- > Ms. Medina said that the discussions from the January Work Group Meetings will be brought to Task Force Meeting #5 in February for the first consensus checkpoint in the work plan.

3. Agenda Item #2: I-710 South Corridor Existing Conditions

- > Mr. Cano shared an overview of the I-710 South Corridor Existing Conditions video and objectives for providing this information to the Task Force and the public. The video is available in English, Spanish, Tagalog, and Khmer. The videos and section time stamp documents are located here <https://tinyurl.com/ycktfmmc>.
- > Mr. Hamrick and Ms. Ambrosini presented an abridged version of the I-710 South Corridor Existing Conditions video, including an overview of the study area, a synopsis of who lives and works in the corridor, travel, and mobility characteristics, and impacts on the corridor communities.
- > Mr. Cano asked for initial feedback on the data presented. He referred to the following guiding questions:

Key Questions –Initial Feedback Requested

- > Are there communities impacted directly by the 710 that should be included in the study area?
- > Are there data sets that are missing or could be enhanced in this presentation?
- > Do these data sets accurately represent the lived experience for community members in the 710 Corridor?
- > What are your initial reactions to the data presented?
- > How do these data sets help inform the Vision and Goals for the 710 Corridor the 710 Task Force should adopt?



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- > Comments were made by the following Task Force members:
 - Ghirlandi Guidetti – Legal Aid Foundation of Los Angeles
 - Matt Schrap – Harbor Trucking Association
 - Natalia Ospina – Natural Resources Defense Council
 - Laura Cortez – East Yard Communities for Environmental Justice
 - Dilia Ortega – Communities for a Better Environment
 - Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4
 - Mayor Elizabeth Alcantar – City of Cudahy
 - Matt Schrap – Harbor Trucking Association

- Kerry Cartwright – Port of Los Angeles
 - Sarah Rees – South Coast Air Quality Management District
 - Joe Lyou, Ph.D. – Coalition for Clean Air
 - Sharon Weissman – Port of Long Beach
 - Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4
- > Detailed comments are available in **Appendix G**.
- > Some of the points raised included:
- > Conflicting perspectives on the contribution of diesel trucks to the rate of Diesel Particulate Matter emissions, and the need to broaden the understanding and find solutions for the fact that particulate matter comes from various sources (diesel trucks, trains, ships, refineries, cargo handling equipment, etc.)
 - > Public health needs to be at the center of this conversation. Residents living along the corridor experience negative health effects, exacerbated by diesel particulate matter exposure.
 - > There is a lack of green space in the communities along the corridor.
 - > The reason why there is a new I-710 South Corridor Initiative is because Caltrans District 7 and Metro do not feel they can comply with the Clean Air Requirements the Environmental Protection Agency is requiring for the prior EIS/EIR.
- > Recommendations made included:
- Differentiate between the various Diesel Particulate Matter sources in the corridor.
 - Clarify Diesel Particulate Matter (DPM) data. (i.e. What does DPM in excess of 1/3 of a ton mean? What is the Environmental Protection Agency's threshold for what is considered safe?).
 - Include health insurance rate information.
 - Utilize the California Air Resources Board, AQMD, and Cal Enviro Screening data for air quality metrics. Differentiate between fixed and mobile.
 - Conduct a study on brake dust from zero-emission vehicles.
 - Include information on green space. Include green space maps, but do not put cemeteries in the category of green spaces. People don't recreate in cemeteries. Refer to the LA County Parks Needs Assessment.
 - Include urban canopy maps.
 - Include the role of public transit along the corridor.
 - Ensure the community's voice is heard in terms of their perspective of life along the corridor.
 - Include average miles driven per trip for people living along the corridor.
 - Include public transit information.
 - Include impacts on students and schools along the corridor.
 - Include covid-19 death (related) information along the corridor.

- Include benchmarks for each data point.
 - Offer an auto internship program for eco-friendly vehicles.
- > Mr. Cano emphasized that Metro is relying on the expertise and experience of Task Force members and the public to help further shape the data and to ensure information is accurate as this will help inform the development of the Vision and Goals for the 710 Task Force. Feedback can also be emailed to 710corridor@metro.net

4. Agenda Item #3: Senate Bill 671 - Clean Freight Corridor Efficiency Assessment

- > Mr. Cano provided an overview of Senate Bill 671, including the Freight Corridor nomination process and timeline.
- > Mr. Cano said the 710 Corridor will be nominated by various groups. He asked the Task Force if they would like to support the nomination for the I-710 South Corridor.
- > The following Task Force members made comments:
- Kerry Cartwright – Port of Los Angeles
 - Natalia Ospina – National Resources Defense Council
 - Thomas Jelenic – Pacific Merchant Shipping Association
 - Chris Chavez – Coalition for Clean Air
 - Councilmember Suely Saro – City of Long Beach
 - Commissioner Sharon Weissman – Port of Long Beach
- > Detailed comments are available in **Appendix H**.
- > Some of the points raised included:
- The existing conditions data show that the I-710 South Corridor is a great candidate for this study.
 - The author of Senate Bill 671, Senator Juanita Gonzalez, represents many of the communities along the I-710 South Corridor.
 - What are all the implications of being selected? What does this mean for the Task Force? How will it, if so, impact funding?
- > Recommendations made included:
- The definition of the corridor should include the areas east and west of the 710 freeway.
 - Add heavy-duty zero-emission vehicles to the top of the list.
 - Add the Ports and Alameda Corridor
 - The community needs to be involved in the implementation.

- > Mr. Cano closed the segment by confirming the Task Force' support for the nomination of the I-710 South Corridor for the Clean Freight Corridor Efficiency Assessment. He confirmed the nomination is not committing the Task Force to anything specific as it would only determine if the I-710 South Corridor is eligible for the Assessment. If selected, there will be work to complete with the California Transportation Commission in the next couple of months.
- > Mr. Cano confirmed that Dr. Lyou is conflicted and must abstain from voting and will not be represented as an author of the letter of support given his position as CTC (California Transportation Commission) Commissioner.

Next Steps

- > Ms. Morales reviewed upcoming Task Force meeting information and other key dates:
 - > Task Force Meetings
 - Task Force Meeting #5, Thursday, February 17, 5-7:30pm
 - Task Force Meeting #6, Monday, March 14, 5-7:30pm
 - Task Force Meeting #7, Monday, April 11, 5-7:30pm
 - Task Force Meeting #8, Monday, May 9, 5-7:30pm
 - > Working Group Meetings
 - Charter and Governance Structure Working Group, Monday, January 24, 1-2:30pm
 - Clean Truck Working Group, Tuesday, January 25, 1-2:30pm
 - Community Engagement Strategy Working Group, Wednesday, January 26, 5:30-7:00pm
 - > Executive Steering Committee
 - Nomination process opens Monday, January 10
 - Nomination process closes Friday, January 23
 - Vote at Task Meeting #5 Thursday, February 17
 - > Stakeholder Survey will close on Friday, January 24.
 - > Vision and Goals Survey opens on Friday, January 14, and will close on Friday, February 4.
 - > Community Leadership Committee Application opens on Friday, January 14, and closes on Friday, February 18.

- > Mr. Cano reminded the Task Force members and members of the public to provide additional comments for the I-710 Existing Conditions Video by Friday, January 14. This will give Metro time to update content before the next meeting.

5. General Public Comment and Closing Remarks

A public comment period was held after the formal agenda. Members of the public could make a comment by leaving a comment in the Q&A or verbal comment using the “Raise Hand” feature on Zoom. Written comments were read by Ms. Morales. Public comments are available in [Appendix I](#).

- > Some of the points raised included:
 - Clarification as to whether the northern part of the corridor is also considered in this process.
- > Recommendations made included:
 - Provide a written transcript of the meeting for the community.
 - Increased representation of corridor residents.
 - Outreach should be less electronically oriented. Many residents in the region do not have access to computers.

6. The meeting adjourned at 7:30 p.m.

APPENDICES

- A. Graphic Illustrations
- B. Meeting Agenda
- C. Draft Community Leadership Committee Application Information
- D. Senate Bill 671: Freight Corridor Efficiency Assessment
- E. Community Leadership Committee and Stakeholder Survey Detailed Comments
- F. Executive Steering Committee Detailed Comments
- G. I-710 South Corridor Existing Conditions Detailed Comments
- H. Senate Bill 671 Detailed Comments
- I. General Public Comment and Other Detailed Comments
- J. Presentation



Metro

TASK 710 FORCE

MEETING FOUR

WELCOME



WHERE WE ARE NOW...

MANY STEPS COMPLETE
DEVELOPING VISION AND GOALS

REFINING LEADERSHIP COMMITTEES

HOW WE MAKE OUR DECISIONS

WE NEED YOUR FEEDBACK

WE TAKE YOUR INPUT SERIOUSLY

TAKE THE SURVEY

DEADLINE EXTENDED



COMMUNITY ENGAGEMENT

APPLICATIONS OPEN

GATHERING CANDIDATES

TRANSLATIONS AVAILABLE



UTILIZE TOOLKIT TO SHARE

LET'S SHARE SURVEY VIA METRO'S SOCIAL?



SEND

ZERO EMISSIONS INFRASTRUCTURE

SENATE BILL 671

CLEAN FREIGHT CORRIDOR EFFICIENCY ASSESSMENT



EMPHATIC YES!

KEY QUESTIONS



MISSING ANY COMMUNITIES?

ANY DATA SETS MISSING?

IS DATA ACCURATE TO LIVED EXPERIENCE?

INITIAL REACTIONS?

LAND USE

MORE RESIDENTIAL INDUSTRIAL ARE

90%

METRO RAIL BOARDINGS

NEARLY 10% OF LA TRANSIT USERS IN AREA



FEATURED IN VIDEO:

RACIAL BREAKDOWN

STUDY AREA

WHO LIVES NEAR I-710S



LOCAL IMPACTS

ASTHMA INCIDENTS

DIESEL PARTICULATE MATTER

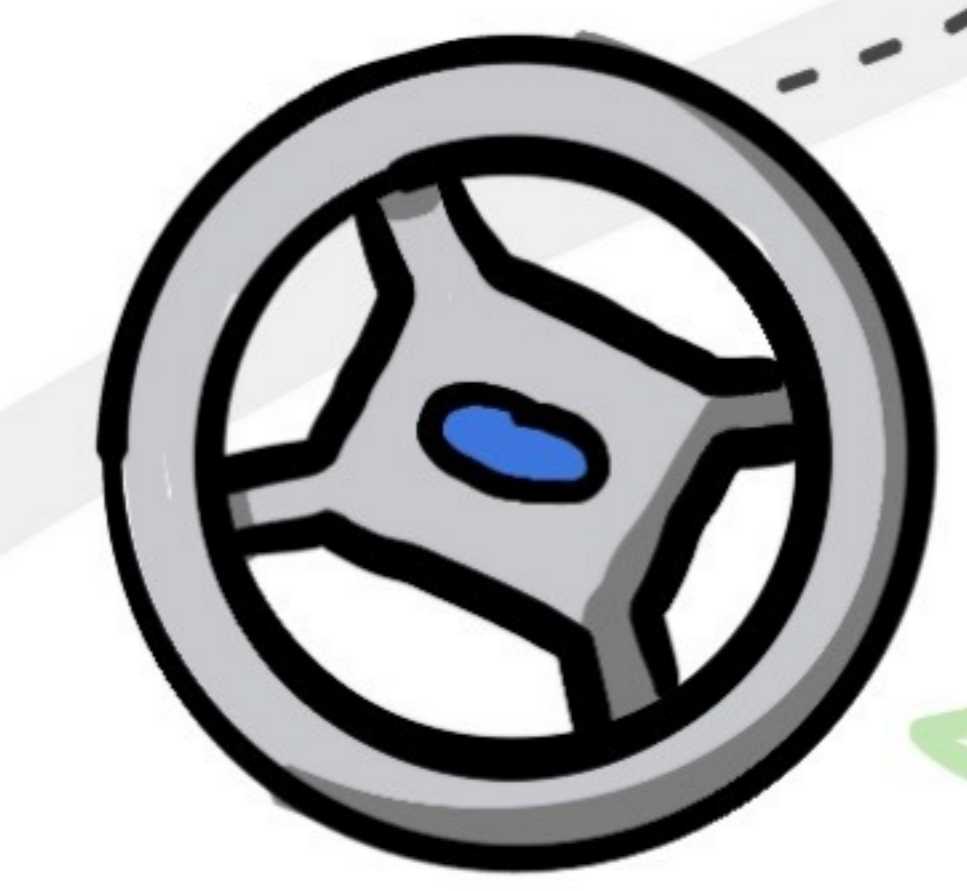
CRASHES

TRAVEL MOBILITY STATISTICS

BICYCLE, PEDESTRIAN GAPS

HIGH TRUCK VOLUMES IN COMPARISON

EXECUTIVE STEERING COMMITTEE



SUPPORTS PLANNING FOR MEETINGS

3 TASK FORCE MEMBERS

DIVERSE

LEAD BY 3 CO-CHAIRS

2 WEEKS BEFORE TASK FORCE MEETING

NEXT STEPS FEEDBACK AND INPUT

CAN WE ADD MORE MEMBERS



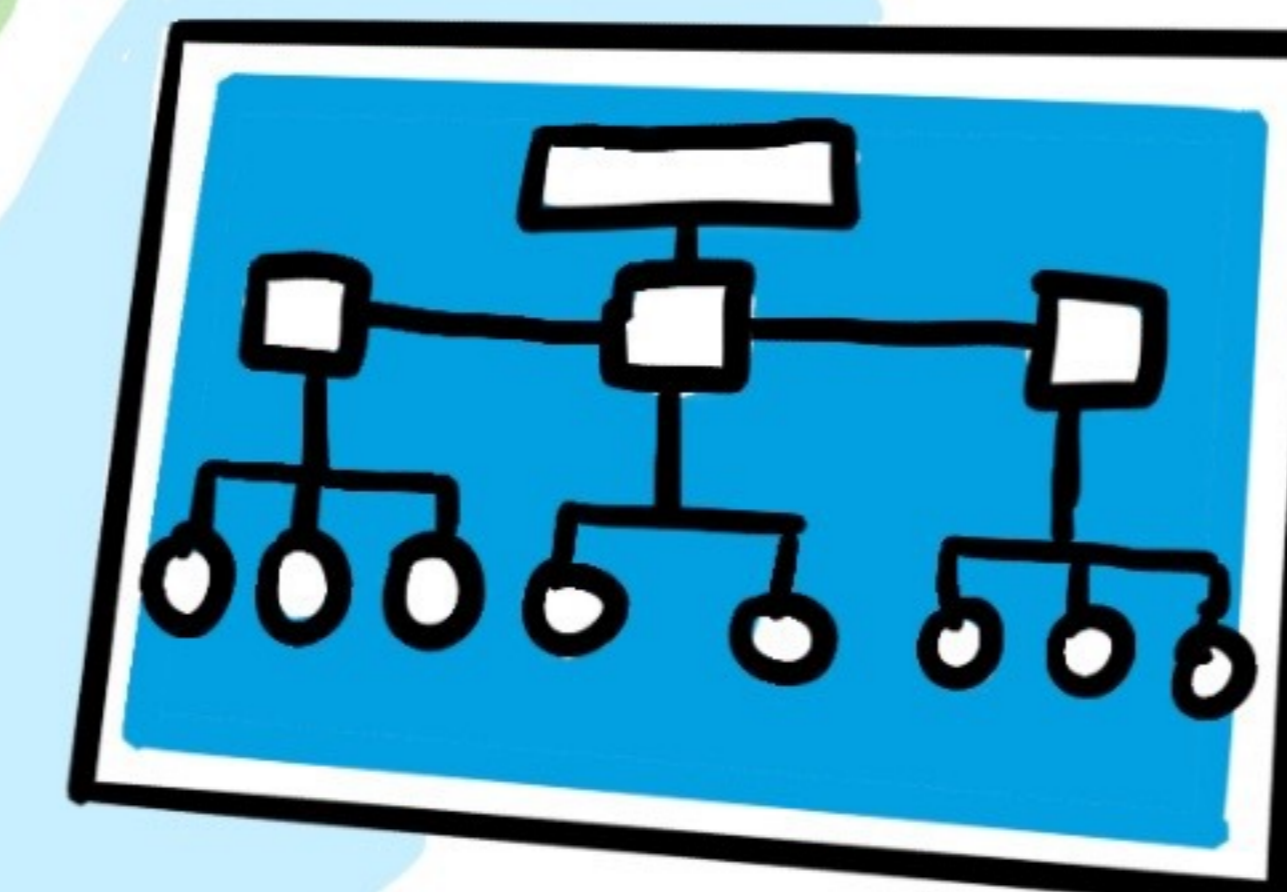
NOTED FOR NEXT MEETING.

SUPPORTING FLOW OF INFORMATION

THERE SHOULD BE MORE REPRESENTATION FROM THE COMMITTEES

CAN WE HAVE A VISUAL OF COMMITTEES AND HOW THEY FIT TOGETHER?

HOPFULLY FOR NEXT MEETING



IMPLEMENTING DECISION MAKING

WORKING GROUPS

TASK FORCE

CREATE PROPOSALS + CONSENSUS

DISCUSSION CONSENSUS MODIFICATION

FORMAL DECISION

IMPLEMENTATION

EXISTING CONDITIONS VIDEO



OBJECTIVES:

HIGH-LEVEL REVIEW OF DATA

ENCOURAGE SHARING VIDEO

GATHER FEEDBACK TO IMPROVE PRESENTATION





WE NEED MORE GREENSPACE.

HELPFUL TO LOOK AT URBAN CANOPY

DIESEL PARTICULATE MATTER FOUND ALONG I-710S IN ONE YEAR 1/3 TON

THRESHOLD? EPA? WHAT DOES THIS MEAN?

ADD RATES OF HEALTHCARE DATA SET

NEED TO DIFFERENTIATE BETWEEN CONTRIBUTORS TO AIR QUALITY

TRUCKS REFINERIES MANUFACTURING ETC.

BREAK DUST TIRE WEAR

50% OF CANCER RISK IN BASIN FROM DIESEL PARTICULATE

WILL VOLUNTEERS BE CONSIDERED?

NEEDS COMMUNITY MEMBERS THAT LIVE THERE

EXTEND SURVEY DEADLINE

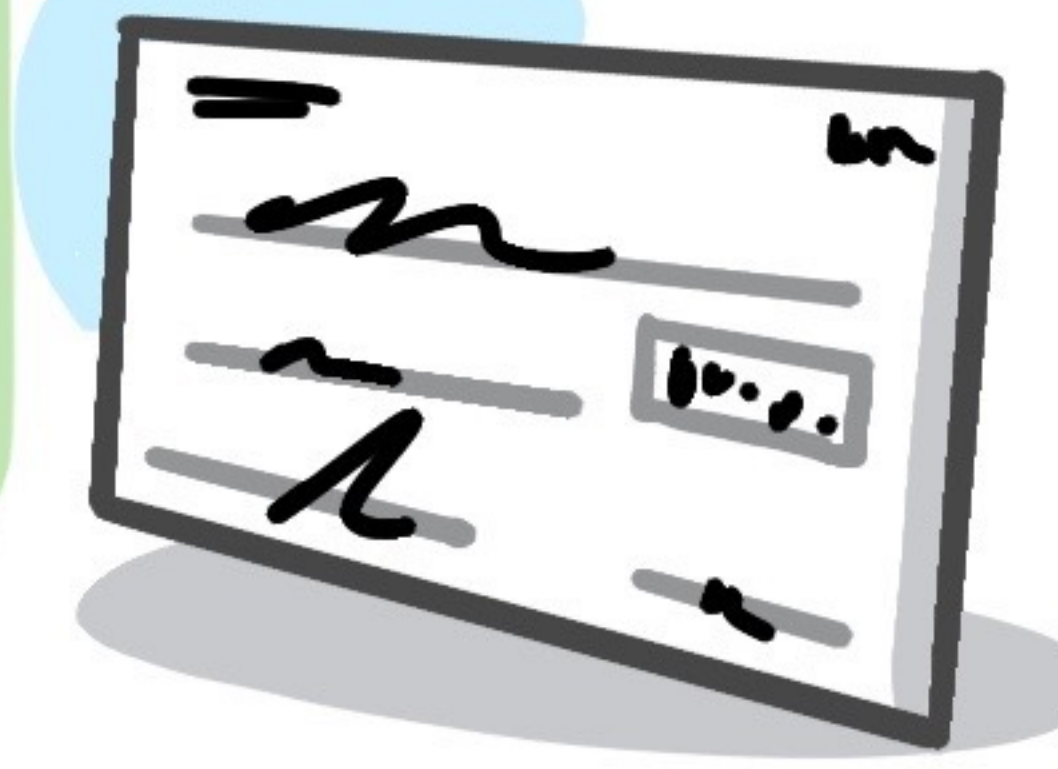


ESC ONLY 3 MEMBERS?

2 CLC MEMBERS WILL BE PRESENT 5 MEMBERS

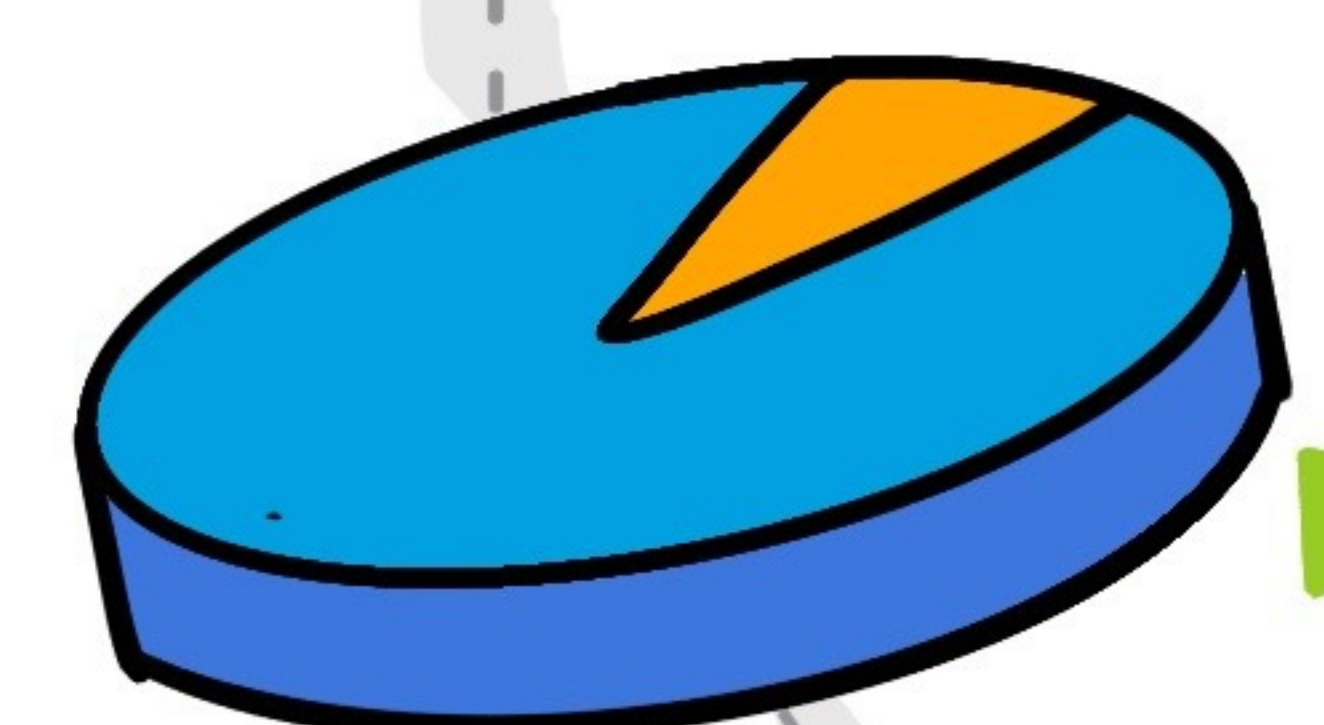
CAN COMMUNITY MEMBERS BE COMPENSATED FOR MEETINGS

YES! PAPERWORK IS COMING.



STATIC VS. MOBILE PARTICULATE CONTRIBUTORS DATA AVAILABLE

ETHNICITY DATA TAKEN FROM 2019 CENSUS DATA



ANY STUDY ABOUT WHAT IS CAUSING COLLISIONS?

WE DO HAVE DATA CAPTURED BY POLICE

TASK 710 FORCE

MEETING FOUR

PUBLIC COMMENT

INITIAL REACTIONS FOR VIDEO

DATA FOR STUDENTS AND SCHOOLS

HEAT ISLAND IMPACTS

A BIT LONG

TO PROVIDE CONTEXT

TARGET AUDIENCE

- TASK FORCE MEMBERS OF 710 CORRIDOR

FELT LIKE DATA W/O CONTEXT

NEED ESTABLISHED BENCHMARKS I.E: EPA

DIESEL DEATH ZONE

COULD USE ANY HELP...

BIGGER FOCUS ON HEALTH EFFECTS





710 Task Force

Task Force Meeting #4 Agenda / Agenda de la reunión # 4 del Grupo de Trabajo

Monday, January 10, 2022 / lunes, 10 de enero de 2022

5-7:30pm

Interpretation in Spanish, Khmer, and Tagalog will be provided.

Meeting Link /enlace de reunión: tinyurl.com/710TaskForce-Mtg4

Meeting ID / ID de reunión: 898 8749 7683

Passcode / Contraseña: 5851

Call-in: 213.338.8477

Llamada en español: 408.650.3123

Código de Acceso: 472-843-765

សេចក្តីលម្អិត អំពីការហៅចូលប្រជុំ: 312.757.3121

លេខកូដចូលប្រជុំ: 604-458-837

Mga Detalye sa Call-in sa Pagpupulong: 872.240.3412

Kodigo: 983-261-765

- 5:00 pm** > Welcome, Introductions and Agenda Review
Introducciones, bienvenida y revisión de la orden del día
- 5:10 pm** > Agenda Item #1 / Tema del Programa #1
Purpose, Formation, and Working Protocols of the 710 Task Force
Propósito, Formación y Protocolos del Grupo de Trabajo del Corredor 710
- 5:55 pm** > [Agenda Item #2 / Tema del Programa #2](#)
I-710 South Corridor Existing Conditions
Las Condiciones Actuales del Corredor I-710 sur
- 6:40 pm** > [Agenda Item #3/ Tema del Programa #3](#)
Senate Bill 671 - Clean Freight Corridor Efficiency Assessment
Proyecto de ley del Senado 671: Evaluación de la Eficiencia del Corredor de Carga Limpio

> Next Steps
Próximos Pasos

7:15 pm

> General Public Comment and Closing Remarks
Comentario Público y Observaciones Finales



710 Task Force

710 Task Force Community Leadership Committee (CLC) Application

Introduction

The Community Leadership Committee (CLC) has been established by Metro to create a direct participation mechanism and a continuous channel of communication between residents of and workers in the communities along the I-710 South Corridor and the 710 Task Force. The CLC will advise the 710 Task Force throughout its process, including on goals, proposals, and recommendations at consensus checkpoints, which are built into the workplan. The CLC will also help to “ground-truth” data and findings, advise on community engagement strategies and efforts and take an active role in supporting the 710 Task Force’s work to engage with other local community members.

Metro is looking for a diverse and committed group of community members from along and representative of the I-710 South Corridor to participate in the CLC from March to December 2022 for 4-6 hours per month.

Responsibilities of CLC members

- Attend monthly CLC Meetings to advise on goals, proposals, and recommendations of the Task Force (2 hours/month). Sample activities and discussion items for CLC Meetings include:
 - Help ground-truth or verify data and findings based on their experience and knowledge
 - Advise on community engagement strategy and efforts
- Review Task Force and Working Group materials prior to CLC Meetings (~2 hours/month)
- Participate in working groups (ad hoc) (Optional, ~2 hours/month)

Compensation

- Participation on the CLC is eligible for compensation under Metro’s new Advisory Body Compensation Policy
- All members of the public are eligible for compensation, regardless of immigration status, housing status, ability, or any other status that may be a barrier to participation (see attachment for further details)

Basic Qualification

- Must live or work within the I-710 South Corridor study area (see attachment)

- Must not be a current 710 Task Force Member

Preferred Qualifications

- Candidates that can demonstrate first-hand knowledge of community issues, history, and concerns
- Candidates that are engaged and connected to broader community networks and engagement channels

Information to be provided by candidates

- Residence or work address (or major cross streets)
- Demographic information (i.e., age, race/ethnicity, gender, sexual orientation, and primary language spoken)
- Areas/topics of particular interest
- Primary mode of travel (Driving alone, carpool, rail, bus, bike, paratransit, walking, or other)
- Affiliation with CBOs, businesses, government agencies, or civic or non-profit organizations
- Information on community involvement/engagement activities
- Preferred meeting times (provide various 2-hour time slots)
- Preferred language

Selection Criteria

Beyond meeting the basic and preferred qualifications, candidates will be evaluated and selected based, at a minimum, on the criteria below:

- Demographic and geographic diversity
- Diversity of interests
- Inclusion of monolingual, non-English speakers

Metro staff is soliciting feedback from the 710 Task Force on the selection criteria. The Community Engagement Working Group will review and refine these criteria to present a final recommendation to the 710 Task Force.

Selection Process

- Draft application is presented to the 710 Task Force for their feedback on January 10, 2022
- Metro finalizes application based on feedback from the 710 Task Force by January 13, 2022
- Application process opens on January 18, 2022 – Task Force members and Metro Project Team to conduct targeted outreach to community members
- Applications due by February 18, 2022
- A selection panel will be constituted by Metro staff and members of the Community Engagement Working Group
- The selection panel will review and evaluate applications based on the selection criteria identified above
- Community Engagement Working Group presents recommended CLC membership to the 710 Task Force in March 2022

710 Task Force Meeting #4
January 10, 2022

Senate Bill 671: Clean Freight Corridor Efficiency Assessment

Discussion:

Senate Bill (SB) 671 (Gonzalez) establishes the Clean Freight Corridor Efficiency Assessment, requiring the California Transportation Commission (CTC) to identify freight corridors throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The CTC must submit a report containing the Assessment's findings and recommendations to certain committees of the Legislature by December 1, 2023. Findings and recommendations of this Assessment will be incorporated into the development of the California Transportation Plan.

As an initial step in the implementation of SB 671, CTC staff is seeking nominations for priority freight corridors to be considered in this Assessment. Nominations are due by Wednesday, January 19, 2022.

Per the presentation made by CTC staff at the December 10, 2021, the Assessment process will proceed through the following phases and timelines:

Phase	Schedule
(1) Identify Corridors, Energy Needs, and Battery Weight Impacts	December 2021 – June 2022 (7 months)
(2) Identify Projects – Infrastructure Safety / Throughput Local Streets / Roads	July 2022 – January 2023 (7 months)
(3) Barriers, Solutions, and Benefits	February 2023 – June 2023 (5 months)
(4) Review and Finalize Report	July 2023 – November 2023 (5 months)

While individual members of the 710 Task Force can nominate the I-710 South Corridor independently as part of this CTC process, the Project Team would like to bring the opportunity to the entire 710 Task Force to nominate the corridor as a collective priority and to submit a joint letter of support for the nomination to the CTC.

For Consideration by the 710 Task Force:

Shall the 710 Task Force nominate the I-710 South Corridor to the CTC as a priority candidate for the deployment of zero-emission medium- and heavy-duty vehicles, and send a letter of support for the corridor as part of the nomination process?



California Transportation Commission

Senate Bill 671 Workshop

Friday, December 10, 2021

10:00 am – 11:00 am

Via WebEx

<https://cadot.webex.com/cadot/j.php?MTID=m009f7e30d6bfc1471aac31b673261d36>

Agenda

Topic	Details
Welcome and Introductions	<ul style="list-style-type: none">• Webinar Logistics• Meeting Purpose• Overview of Participating Entities
Key Focus Areas for Discussion	<ul style="list-style-type: none">• Overview of Senate Bill 671• Review Selection Criteria• Review GIS Map(s)• Review Recommendation Form
Closing and Next Steps	<ul style="list-style-type: none">• Questions and Comments• Next Workshop Date is January 7th from 10 to 11• Please send Hannah any recommendations by Monday, January 3rd, 2022 (use form)

CALIFORNIA TRANSPORTATION COMMISSION STAFF CONTACTS:

Hannah Walter, Associate Deputy Director- Hannah.Walter@catc.ca.gov

More information about the California Transportation Commission may be found on our [website](#).
Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).



WORKGROUP

SENATE BILL 671



Agenda

- Webinar logistics
- Overview of participating entities
- Brief overview of SB 671
- Review selection criteria
- Review GIS map
- Review recommendation form

Meeting objectives:

1. Familiarize everyone with the workgroup and the bill requirements.
2. Begin to decide on priority corridors

Government Entities (in no particular order)

- California Transportation Commission
- Caltrans
- California Energy Commission
- California Air Resources Board
- California State Transportation Agency
- Port of Oakland
- Port of Stockton
- Ports of Long Beach & Los Angeles
- Port of San Diego
- US Army Corp of Engineers
- Governor's Office of Business and Economic Development
- CA State Senate
- California Council for Environmental and Economic Balance
- Southern CA Association of Governments
- Metropolitan Transportation Commission
- San Diego Association of Governments
- Sacramento Area Council of Governments

Private Companies and Academic Institutions (in no particular order)

- University of Southern CA
- California Trucking Association
- CEA Consulting
- Pacific Merchant Shipping Association
- Tesla
- Gualco Group
- Air Products
- Pacific Gas and Electric
- California Fuel Cell Partnership
- UC Davis
- American Trucking Association
- FreeWire Tech

Phase 1: Identify
Corridors, Energy Needs,
and Battery Weight
Impacts

December 2021
– June 2022
(7 months)



Phase 1: Clean Freight Corridors

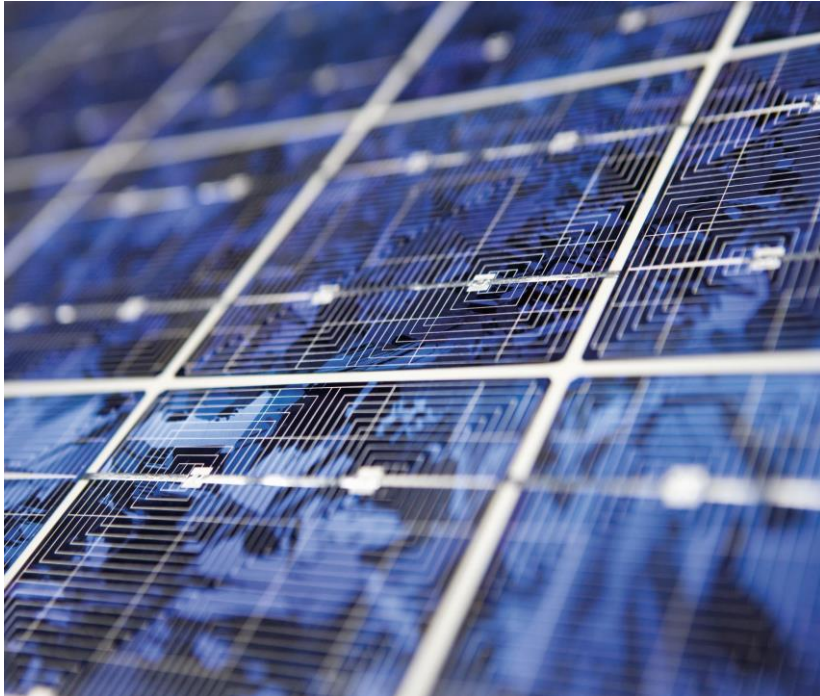
- Identify corridors or segments of corridors that are priority candidates for the deployment of zero-emission medium and heavy-duty vehicles.
- **October 2022 – January 31, 2022**

PHASE 1: CLEAN FREIGHT CORRIDORS



- Identify the top five freight corridors with the heaviest freight volume and near-source exposure to diesel exhaust and other contaminants.
- Work with CARB to identify
- Look at EMFAC emissions
- Look at truck volume on key corridors
- **December 2021 - May 2022**

Phase 1: Identify Energy Needs – Battery Electric



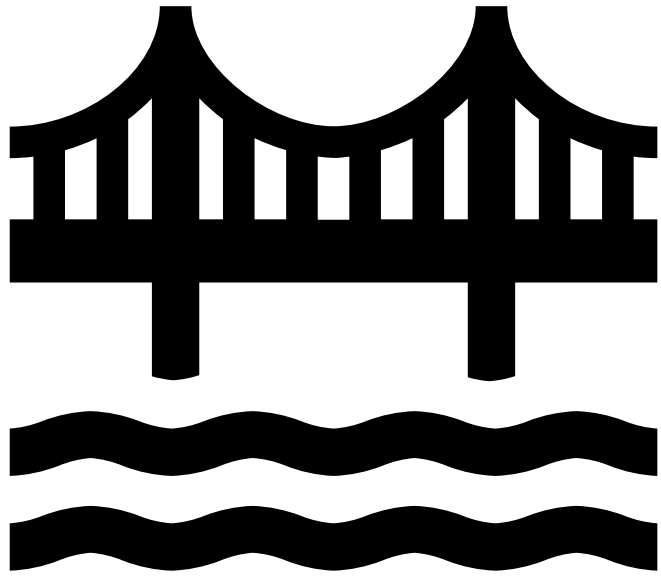
- Overlap the AB 2127 grid capacity map and key freight corridors map.
- Identify forecasted energy demand from medium and heavy-duty vehicles (look at CEC work).
- Identify energy sources and challenges specific to selected corridors.
- Identify energy solutions for selected corridors – including micro-grid use, battery storage, and other options.
- **January 2022 - June 2022**

Phase 1: Identify Energy Needs – Hydrogen



- Identify ideal locations along selected corridors for new hydrogen stations or addition of hydrogen capacity to existing stations.
- Identify hydrogen type, transport needs, and any other logistics.
- Begin to identify cost of infrastructure and strategies to manage cost.
- Begin to identify steps/timeline to implementation.
- **January 2022 - June 2022**

PHASE 1: WEIGHT IMPACT ON ROADS & BRIDGES



- Identify the impact on roads and bridges due to the increased weight of zero-emission vehicles (batteries are heavy).
- December 2021 - May 2022

Phase 2: Identify
Projects
Infrastructure
Safety/Throughput Local
Streets/Roads

July 2022 -
January 2023
(7 months)

Phase 3: Barriers, Solutions, & Benefits

February 2023 -
June 2023
(5 months)

Review & Finalize Report

July 2023 -
November 2023
(5 months)

Selection Criteria

To be considered for the assessment, corridors/corridor segments must meet most or all the following criteria.

Identified as a significant freight route by FHWA, Caltrans, MPO, a local agency, or the SB 671 workgroup.

Located where grid capacity is sufficient for significant additional load, or where sufficient hydrogen supply is available, and where hydrogen fuel supply can be delivered safely.

Located where the California Energy Commission (CEC) and/or others are already working to improve the ability to transition to zero-emission freight.

Selection Criteria

Identified as critical locations for zero-emission freight in the CEC's HEVI-LOAD model.

Corridor segment is in an area disproportionately burdened by air pollution.

If intended for electric vehicle charging, corridor segment is used for short haul trips suitable for servicing by trucks with limited range.

Corridor segment is a logical starting point for build out of charging network or a logical co-location hub for both light-duty and heavy-duty hydrogen Fuel Cell Electric Vehicles.

Corridor Map



Recommendation Form

Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

1. What Corridor or Corridor Segment do you recommend?

Example:

- Highway 99 between 1-5 in Kern and highway 50 in Sacramento
- The 710 between the San Pedro Bay ports and downtown Los Angeles.
- Highway 10 and 15 from the ports to the high desert.

Please note that you can also use post miles or a map to describe the corridor/segment.

2. Describe why we should focus on this corridor.

Example reasons:

- Publicly owned facility
- Primary freight connector between regions or subregions
- Connects major freight nodes such as seaports, rail intermodal yards, transloading and warehousing or connects recognized freight corridors
- It is in an area where energy needed is available or where hydrogen could be distributed.
- It has locations with enough space to build charging or re-fueling infrastructure.
- It is a facility in need of capital investment, beyond routine maintenance, that would improve freight movement and reduce emissions and other impacts.
- It is a facility of potential high value as a low or zero emissions corridor - particularly for freight corridors transecting residential areas.
- It is a facility that would be of high value for a new dedicated truck lane that would provide priority for low or zero emission trucks
- It has high relative or absolute truck volumes

Please note that you can recommend rail corridors. You can also recommend port terminals, railyards, or a transloading facility as long as it is located at the end of or along the identified freight corridor.

3. What potential projects could be implemented along this corridor?

Next Meeting

The next meeting is **Friday, January 7, 2022**, from 10am to 11am

Send Hannah Walter the completed recommendation form by **Monday, January 3, 2022**.

Hannah: Hannah.Walter@catc.ca.gov

Selection Criteria

To be considered for the assessment, corridors/corridor segments must meet most or all the following criteria.

Identified as a significant freight route by FHWA, Caltrans, MPO, a local agency, or the SB 671 workgroup.

Located where grid capacity is sufficient for significant additional load, or where sufficient hydrogen supply is available, and where hydrogen fuel supply can be delivered safely.

Located where the California Energy Commission (CEC) and/or others are already working to improve the ability to transition to zero-emission freight.

Selection Criteria

Identified as critical locations for zero-emission freight in the CEC's HEVI-LOAD model.

Corridor segment is in an area disproportionately burdened by air pollution.

If intended for electric vehicle charging, corridor segment is used for short haul trips suitable for servicing by trucks with limited range.

Corridor segment is a logical starting point for build out of charging network or a logical co-location hub for both light-duty and heavy-duty hydrogen Fuel Cell Electric Vehicles.

Selection Criteria

A corridor or corridor segment where there are projects that can be implemented relatively quickly.

A corridor or corridor segment where land is available to build zero-emission freight infrastructure.

Senate Bill 671 – Corridor/Corridor Segment Recommendation Form

- **What Corridor or Corridor Segment do you recommend?**
 - **Please provide your top three priority corridors.**

The definition of what constitute a “corridor” is fluid with respect to both length and breadth. It may contain more than one major roadway and may be described more as an area than as a specific roadway/

Example:

- Highway 99 between I-5 in Kern and highway 50 in Sacramento
- A multi-route highway corridor connecting major seaports to inland transloading and warehousing districts such as a route connecting the Port of Oakland to Lathrop or San Pedro Bay ports to the Inland Empire. Please specify specific highway segments

Please note that you can also use post miles or a map to describe the corridor/segment.

- **Describe why we should focus on this corridor.**

Use the selection criteria in your discussion:

- Significant freight route
- Grid capacity/ hydrogen capacity
- Infrastructure plans or investments being made
- Critical location per HEV-LOAD
- Air pollution impacts
- Short trips
- Starting point for network build out
- Potential for early implementation
- Land availability

Please note that you can recommend rail corridors. You can also recommend port terminals, railyards, or a transloading facility as long as it is located at the end of or along the identified freight corridor.

- **What potential projects could be implemented along this corridor?**

APPENDIX E: Community Leadership Committee and Stakeholder Survey Detailed Comments

Task Force Member Comments

Joe Lyou – Coalition for Clean Air

My question was more about the CLC and what you'd like them to actually do. I did pull up the one-pager from the last meeting but still, the survey appears to be kind of focused on who those people might be it never explains exactly what their role is and how they fit in with everybody else. So you're creating a complicated structure. Can you explain who has what role and what you expect for them to be able to accomplish?

Natalia Ospina – Natural Resources Defense Council

Could you confirm the date of the survey and is the meeting focused on public or task force meetings? What day is the meeting? Is the meeting intended to get feedback on the community engagement process or the community leadership committee?

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4

Is there a link to promote the survey or social media in order to elevate on platforms such as Twitter or Instagram? These links are buried in e-blasts which would be the reason as to why you haven't received much response to it with it being a deadline of this Friday. We're four days out.

Mayor Pro Tem Oralia Rebollo – City of Commerce

Will the application be translated and will there be translation services for meetings? This is my request, that we offer all meetings in all languages including the working meetings.

Mayor Elizabeth Alcantar – City of Cudahy

How many survey responses have we received? I recommend that Metro pushes out toolkit content and survey awareness to all its followers. I can copy and paste the toolkit to my own followers but I recommend that Metro does this to capture many more followers - even if they are not 710 residents. I recommend we extend the application deadline.

Natalia Ospina – National Resources Defense Council

Do you know if the CLC working group will include members of the public and environmental justice stakeholders?

Public Comments

Clara Solis

Community representatives need to be on the committees and I don't see any at this time. Also can volunteers get paid for their work on this? Regarding the survey, because you don't have very many results you need to do better outreach and extend the deadline. It's hard for people to attend so many

meetings. You should do better outreach for the community as a whole. It's hard for people to attend so many of these meetings.

Angela Flores

Is there a CLC group for the north of the 710?

APPENDIX F: Executive Steering Committee Detailed Comments

Task Force Member Comments

Kerry Cartwright – Port of Los Angeles

How many Task Force members do we have and how will they work with the rest of the subgroups? My first reaction is not to have this two-step process. Do you intend to have area representatives in each WG? I would recommend more than 50 members representing the three key areas - especially if you are getting a lot of requests to join.

Dr. Guiliano – METRANS

It would be helpful to have a visual of this entire structure you are proposing. We have a Task Force, Working Groups, the (Community) Leadership (Committee) group, and an Executive Steering Committee. It would be helpful to draw this out, identify who is who, and how the various groups work together. I am confused about how all of this is going to work.

Laura Cortez – East Yard Communities for Environmental Justice

How will the discussions in the Executive Steering Committee (ESC) and Community Leadership (CLC) feed into the Working Groups and the Task Force?

Sharon Weismann – Port of Long Beach

There should be more representation from the goods movement/transportation/labor/business on the Executive Steering Committee to make sure we have all the parties represented at the table.

Morgan Capilla – US Environmental Protection Agency

Could community representatives be compensated for participation in the Executive Steering Committee? I believe that was mentioned during the previous meeting but was not entirely sure.

Viviana Gomez – County of Los Angeles, Supervisorial District 4 (via written comment)

Would it be possible to include those members who will be compensated for their time in the applications?

Natalia Ospina – Natural Resources Defense Council (via written comment)

Will the working groups receive an agenda and/or materials to review?

Do you know if the CLC working group will include members of the public and environmental justice stakeholders?

Public Comment

Clara Solis -- I 710 South Corridor Resident

What about residents who live by the freeway? They will have no representation on the Executive Steering Committee.

APPENDIX G: I-710 South Corridor Existing Conditions Video Detailed Comments

Task Force Member Comments

Ghirlandi Guidetti – Legal Aid Foundation of Los Angeles

Should we be at all concerned that this relies on 2015-2019 ACS (American Community Survey) data, not more recent data?

Using pre-covid data makes sense for speeds/congestion, but I was asking about demographic data.

Matt Schrap – Harbor Trucking Association

Will the study endeavor to differentiate between Diesel Particulate Matter sources in the corridor?

Natalia Ospina – Natural Resources Defense Council

Did Metro use 2019 data for the pollution levels and health impacts, too?

Laura Cortez – East Yard Communities for Environmental Justice

I would like to see green space included, as the lack of it definitely impacts our community.

Dilia Ortega – Communities for a Better Environment

I live in South Gate. I am also with Communities for a Better Environment and East Yard Communities for Environmental Justice. I have a similar comment to Laura's. It would be helpful to add maps with access to (green) space. The LA County Parks Needs Assessment is a good place to start. It would be great to show the lack of resources in this area.

I would like to learn more about collision data. I am wondering if there are any studies that look into the causes of these collisions. Is it because of elevated truck traffic, the potholes?

It is clear there is a link between diesel particulate matter and asthma and cancer rates. As we move forward, it is critical to elevate the importance of public health in this project, especially since the health of the residents along the corridor communities is disproportionately impacted by the freeway.

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4

I want to uplift comments by Dilia and the chat remarks by Laura regarding green space, and Viviana's comments about travel along the corridor and the role of public transit. In addition to Laura's comments about green space, I would add I would like to add an urban canopy. There are urban canopy maps. As much as I have worked and understood this project over the years, it felt stark to see the maps regarding PM 2.5 and DPM. Especially DPM there is a line tracing across the freeway of annual tons of DPM in excess of a 1/3 of a ton. What does this mean? What is the EPA's threshold for what is considered safe? What is a 1/3 of a ton as a figure (over a census tract, per block, per cubic meter)? I don't understand what these mean in terms of how much exposure these communities are exposed to DPM over a course of the year. You get a half-mile away from the freeway and DPM drops precipitously.

Let's keep air quality at the center of this conversation. Supervisor Hahn has made air quality a priority for this project.

Mayor Elizabeth Alcantar – City of Cudahy

I want to echo urban tree canopy, park access, and park needs. I also want to see the lack of insurance (health) and rates of uninsured, of those in the area because this is a related issue. In the Southeast Communities, at least one-quarter of residents are uninsured. Transit is a public health issue. What we're dealing with in terms of air quality, traffic, and how we can combat issues we are dealing with as residents along the 710.

Matt Schrap – Harbor Trucking Association

Clearly, trucks have been a contributor to DPM here in the State of CA. Hence the in-use on-road Truck and Bus rule as well as the recently passed Inspection and Maintenance Rule, the Drayage Truck Rule, the Solid Waste Collection Vehicle Rules, and all internal combustion rules for heavy-duty trucks operating in the state of California and the Clean Air Action plan through Ports of LA/LB. It's important to look at the source of DPM. I understand that people have a negative view of trucks. There has been some mal maintenance of especially on older model vehicles that are already equipped with sophisticated diesel control technology, primarily targeted at capturing DPM. The newer the vehicle, technology has been driving that control. Trucks are the first things looked at. There is a need to differentiate between the trucks, ships, refineries, cargo handling equipment, trains, etc. There is a multitude of sources of funding to control those particular sources. We don't have air quality experts here and we are using Cal Environmental Screen to determine DPM exposure. Trucks are under several regulatory rules that will further control DPM. Trucks are the low-hanging fruit for the state and local jurisdictions. As early as November 2023 there will be an entry standard will be in the port service for drayage trucks in particular. Be cautious of focusing on DPM and trucks. There are many sources of PM. Many community members on here are familiar with the various sources. It is important to differentiate between these sources. I know it can be challenging. Some communities can report will say we see smoking trucks. There are avenues to report those vehicles. We can't just hang our hat on the Trucking Industry so to speak. There are other sources out there. Our industry has spent \$1 billion in Clean Technology and we're looking at several more regulations in the near future.

Kerry Cartwright – Port of Los Angeles

I echo Matt's sentiment. I recommend you go to AQMD to get details on air quality metrics, in addition to the California Environment Screening, as mentioned by Matt differentiating fixed, stationary, mobile is important. Their Meteorological model takes into account all conditions including ambient air quality conditions, temperature wind, sunlight that was done for the EIR/EIS. These were projections. I recommend going back and getting more information and not strictly relying on high-level Cal Enviro Screen data. Don't lose sight of efforts to provide funding to turn over the truck fleet, starting with our Clean Truck program with Long Beach, as well as Metro's \$50 million commitment for Zero-emission trucks.

Sarah Rees – South Coast Air Quality Management District

I wanted to add a few things regarding PM 2.5, especially in regards to DPM. There are multiple sources of DPM-ships, trains, construction equipment. There is a substantial contribution by the trucks, and while there are regulatory schemes in place for trucks, that affect the newer vehicles. We have older,

legacy fleets on the road and that contributes a lot to DPM. We have conducted air studies looking at air toxins from air pollutants, our recent air study, last year-shows that the highest cancer rates from air toxins are associated with our transportation corridors largely due to DPM that's associated with heavy duty trucks and equipment. We do see a strong correlation between trucks and health issues we see.

Joe Lyou – Coalition for Clean Air

I sat on the SCAQMD Governing Board for 12 years. I'll echo what Sara said. I referenced the Mates V Study recently released by AQMD <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v> that found that 50% of the Cancer Risk comes from DPM, not all from trucks, but there are other various sources of diesel exhaust and the trucks have had to do more such as placing DPM traps on their trucks. It was expensive. They did it. But it's not enough to solve the problem. If you need PM data, there are sources to get that. Sarah (Rees of AQMD) can help. I can help. The Air Resources Board can help. You have to remember and pay close attention to, is that Region 9 of the EPA said Metro and Caltrans cannot develop this corridor the way you planned because of the particulate matter impacts. Even if every truck was a zero-emission truck, the brick dust and the tire wear would create enough PM 2.5 where you would have to do a transportation conformity analysis and the reason, we're here is that Caltrans D 7 and Metro do not feel they can do this transportation conformity analysis and comply with the Clean Air Reqs the EPA is requiring. It is all about DPM. DPM is toxic. There are legal requirements that we have to follow. I recognize a lot has been done. But we are not in compliance with respect to federal regulatory requirements re PM 2.5, until we do, we have a real issue here on the 710 corridor.

Matt Schrap – Harbor Trucking Association

I do want to echo what Joe said and to an extent what Sara said as well. While we are struggling with many sources of DPM, it is basically every vehicle in the state of CA is required to have a level of DP control on it, not just newer trucks. If it is a legacy fleet out there, especially in drayage, it is 7-9 technology that doesn't have SCR which is primarily geared towards ___ which has a PM 2.5 component, but those vehicles will be off the road next year via a registration ban. My larger point is that there are bigger efforts to regulate the heavy-duty trucking industry. You're right Joe. Brake dust and tire wear will not go away. We will see less brake dust exposure when we move towards zero-emissions, battery, electric platforms. As a larger context, the rule of the state is putting into play. We have done stuff in the past. It hasn't been enough. We will be regulated again very soon. Not to not focus on the trucking component. There are many efforts that are addressing DPM of trucks. I wouldn't want us to get caught up in regulating emissions of heavy diesel trucks relative to DPM when we are looking at several regulatory measures coming into play in the next 5-10 years. Not to say heavy diesel trucks haven't contributed to DPM. Trucks are the lowest-hanging fruit. Trains and ships are under a jurisdictional issue under the federal government and the state. It is encouraging to have these discussions but in the context that we should not focus on trucks.

Sharon Weissman – Port of Long Beach

The issue on the DPM is a very concerning one, which is why the Port of LB partnered with AQMD to provide subsidies for near-zero-emission and zero-emission trucks. We do have a program to subsidize near-zero emissions trucks until those zero-emission drayage trucks are really available for all aspects of drayage and the near-zero has no diesel emissions. I would be eager to see a study on brake dust from zero-emission vehicles. I drive an electric car, and I know the brakes in my car are different than in a

combustion engine vehicle. I believe that electric vehicles/zero-emission use less brake dust. Both the Ports of Long Beach and Los Angeles start their Clean Truck Program in April of this year.

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4

I was responding to the question about the impact of this video. I would like to hear from the community on feedback from the data and video. It should be meaningful to us as a group when we see data. There is a charge for us to address the needs of the community that are being impacted by this project.

Laura Cortez – East Yard Communities for Environmental Justice

Can we go to public comment soon? The Public has been in this meeting 2 hours and this feels like pro-truck individuals are disproportionately taking the mic and not providing feedback for this video anymore.

Viviana Gomez – County of Los Angeles, Supervisorial District 4 (via written comment)

Does the study include the average miles driven per trip for folks living along the corridor? For example- Are most trips under or over 10 miles? I think this will help when talking about enhancing public transit along the corridor.

Marlin Dawoodjee Vargas – Long Beach Alliance for Children with Asthma (via written comment)

Is the 710-video presentation available in Spanish to share with community members?

Public Comments

Clara Solis

East Los Angeles. I have lived in the I-710 corridor for 20 years. On the video presentation, I was curious what the purpose of the video, who is the intended audience. This might impact on how you want to present this information. It seems long. I would move the demographic material at the end. I would move the community impacts up front. There is nothing about students, the impact on students and schools. This is often neglected. In East LA, Ford Boulevard and Humphreys are close to the freeway. Great ideas on tree canopy. It would be interesting to include heat island impacts because a lot of the communities are heavily impacted by the 710 freeway-all the concrete- because streets were widened, parkway trees were removed from the 60's to the '80s to accommodate the freeway traffic. I get upset when cemeteries are included as open spaces for recreation. People don't play in cemeteries. The trees are very different. This gives the false impression that we have a lot of green space to play in.

What is the purpose of the video? Who is the intended audience?

Another graphic might be Covid-19 deaths along the corridor. We've learned that people living in close proximity to freeways resulted in poorer outcomes.

Put the demographic material at the end of the video. People sometimes don't have time to watch a long video.

Mary Ann

I live where the 91 and 710 freeways meet in North Long Beach. Living near the area, it is concerning seeing the DPM. In the mornings, the cold weather keeps the pollution from rising. Perhaps the study can take this into account.

As far as communities include, in these areas of concern, maybe perhaps further down the 710 corridor should be taken into account as pollution travels further down the corridor.

As far as trucks being the low-hanging fruit and DPM can you share data on chemical analysis and the sources of PM? There is a program at the port that they are going to have in a few months.

Regarding tree canopy, there should be a tree program where trees are planted directly proportional to the data of DPM. I'm not sure if this will make an impact. This is an idea for minimizing impact.

If you look at the amount of AQMD permits being approved for air emissions close to the freeway. If there is an increase in permits within the industries close to the freeways, there will be a proportional increase in DPM. If that trend is going to rise, this should be taken into account as well.

Theral Golden

I live in West Long Beach. I am a member of the WLB Association. 1. Information shared has a lot of data but no real information. We should have benchmarks -With regards to the number of collisions, I don't know if the amount of collisions is high or not compared to previous years. 2. Yes. But we should add negative health effects. 3. No. 4. Incomplete. 5. Establish Benchmarks. The benchmark should be EPA's Clean Air Standard. Either the project meets the standard, or it doesn't.

We don't speak enough about the impact on the community and the negative health effects - the end result is death when you ignore it. You can't say negative health effects lead to death. All fossil fuels when burned create PM. When you start off the presentation, you say "High Level Review". Who is doing a "high level review"? The use of this term is condescending. We need to talk to each other as neighbors, friends and associates and people trying to solve problems and live under a democracy.

Jose Santana (via written comment)

My take is that big rig breaks should be strong enough to bear hundreds of tons being moved and stopped in a matter of a few feet, and of durable material that does not wear fast, whether they have electric engines, or are powered with batteries only. I wonder if a truck expert could chime in on that subject.

Joella Ann Brizuela (via written comment)

Since we are trying to update the trucks to try to decrease diesel, we will need the next generation of smart mechanics to work on these trucks when they break down. Do we offer some type of auto internship program for eco-friendly vehicles?

Libby Curiel (via written comment)

How has the research and inquiry group sought meaningful input from the community on current impacts as well as considerations for the tentative plans?

Kimberly Leefatt (via written comment)

Is there an opportunity to add more data sets if suggested through the comment period?

Appendix H: Senate Bill 671: Clean Freight Corridor Efficiency Assessment Detailed Comments

Kerry Cartwright – Port of Los Angeles

Michael, yes. We support submitting this as a Clean Freight Corridor to the state. Whether it's the Task Force, Metro or Caltrans. I want to make sure the definition of the corridor includes the freeway as well as the area East and West, as Gary presented "the study area".

Natalia Ospina – National Resources Defense Council

It would be helpful to break down what this assessment is. I don't know if everyone who is at this meeting knows what SB 671 and what this assessment is all about. And it would be helpful to learn from you all the implications of the 710 being nominated. What does this mean for the Task Force? How will it impact funding? Adjust processes?

Thomas Jelenic – Pacific Merchant Shipping Association

I echo the comments of Kerry Cartwright, Port of LA. I think it's important that this Task Force put forward the 710 corridor broadly. It can be eligible for zero-emissions infrastructure. Infrastructure will be one of the critical paths to deploying zero-emission tech for freight. We're not seeing enough movement on this. We hope SB 671 will accelerate deployment.

Chris Chavez – Coalition for Clean Air

Putting a letter of interest for the 710 South Corridor area as part of SB 671 is very important. The author Senator Juanita Gonzalez, author of this bill, represents this area. The Senator is familiar with this area. When it comes to implementation, the community needs to be involved. There also needs to be a clear demonstration of how these investments will benefit the community. This was an issue with the California Climate Investments Program where investments would be listed as a benefit, but not necessarily located in those communities. Subsequent legislation really honed in on that more and made connections between investments and communities in need. In this case, this will be an approach that is necessary to make sure investments are made in communities most exposed to pollution.

Councilmember Suely Saro- City of Long Beach

I'd like to add my voice of support for the corridor to be nominated as a freight corridor. Given the data presented in the Existing Conditions, we are one of the top 5, if not the top, polluted freight corridors. It will position us to demonstrate the need to set up clean infrastructure, toward a zero or near zero-emission corridor.

Sharon Weissman – Port of Long Beach

An enthusiastic yes to this Task Force nominating the 710 for this program.

Nancy Pfeffer – Gateway City Council of Governments (via written comment)

The legislation calls for five high-priority corridors to be selected statewide.

The sponsor's bill summary says "the assessment will develop clean freight guidelines, considering alternative fueling infrastructure, road safety and congestion for onboarding cleaner emission freight vehicles for the five most polluting freight corridors in California."

Joe Lyou – Coalition for Clean Air (via written comment)

Formally cannot vote but I do encourage you.

I would need to recuse myself from such a letter.

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4 (via written comment)

Yes, we should nominate the I-710 South corridor

Matt Schrap – Harbor Trucking Association (via written comment)

And HDZEV infrastructure should be at the top of the ask list.

Public Comment

Theral Golden

The 710 south corridor is known as the "diesel death zone" and we would appreciate all the help we can get.

Christina Skacan (via written comment)

We should break down what this assessment is. Not everyone here knows what the SB 671 ask here is. We need more information.

Appendix J: General Public and Other Detailed Comments

Joella Ann Brizuela

Can you confirm if the focus of discussions will be on the whole 710 corridor? Will it include North 710 too?

Evan Strand

Will this meeting discuss the sale of the Caltrans homes along the 710 corridor?

Sue Hernandez

Can you confirm if the focus of discussions will be on the whole 710 corridor? Will it include North 710 too?

Jennifer Maldonado

Is there a Metro 710 Task Force for the north corridor as well? Or is this task force encompassing the entirety of the 710 freeway?

Sunshine Anderson

Does this have anything to do with the 710 corridor north for the areas of El Sereno, Pasadena, and South Pasadena?

Mary Ann

Perhaps there can be a written transcript of the meeting where people can refer to all information presented.

Will a written transcript be available of this meeting? If so, will be it available to the public at the local libraries, and/or on the website.

Mary Ann (via written comment)

I see not much representation from the residents who live by the freeway. To adequately ensure to address the needs of those living, representation should be much higher. Also, outreach will need to be much less electronically oriented as many residents in this region do not have access to computers. Thank you.

Joella Ann Brizuela (via written comment)

I am an AFLAC representative for this region and vendor of downtown LA benefits. How can I be a part of the safety meetings to offer supplemental benefits to protect our metro workers and we are offering free covid-19 testing kits for on-site with swab training.

Welcome!

We will begin in a few moments.

710 Task Force Meeting #4

January 10, 2022



Metro



Metro

710

Metro

We're developing a new vision for the 710 corridor.

710 TASK FORCE





To listen to the meeting in another language:

Español:

- > *Llamada en español:* 408.650.3123
- > *Código de acceso:* 472-843-765

Khmer:

- > សេចក្តីលម្អិត អំពីការហៅចូលប្រជុំ: 312.757.3121
- > លេខកូដចូលប្រជុំ: 604-458-837

Tagalog:

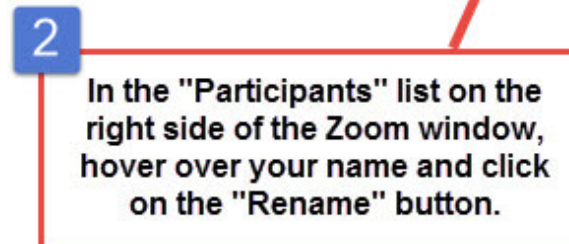
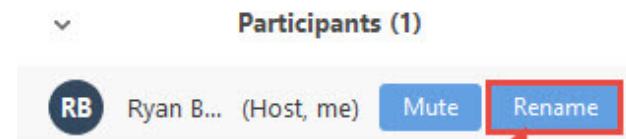
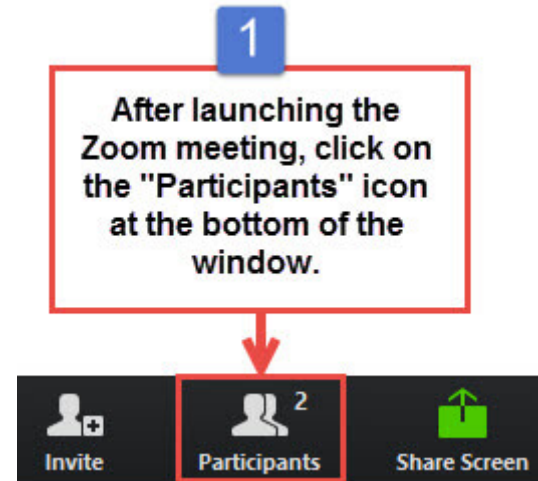
- > *Mga Detalye sa Call-in sa Pagpupulong:* 872.240.3412
- > *Kodigo:* 983-261-765

Tech Support - Google phone line/text

- > Phone: 323.609.3345
- > monitoring, translation support

Task Force Member Identification

Task Force Members, please change your Zoom screen name to include: Name and Organization Name



Raise Hand / *Levantarse la mano*



- > Click **Raise Hand** in your meeting controls or
- > **Press*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
- > Comments & questions can also be provided in writing by using the **Q&A** function.
- > The **Q&A** button is located on the control panel at the bottom of your screen.
- > If you're listening in on our Spanish, Khmer or Tagalog **phone** call-in lines and have a question or comment, please **press *6** to unmute yourself and let the interpreter know.

- > *Haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión o*
- > ***Presiona *9** en la línea telefónica.*
- > *Para bajar la mano, haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A**.*
- > *El botón **Q&A** se encuentra en el panel de control en la parte inferior de la pantalla.*
- > *Si está escuchando nuestras líneas telefónicas en español, jemer o tagalo y tiene una pregunta o comentario, presione * 6 para abrir la línea y avisar al intérprete.*

Welcome!

Facilitator



Erika C.B. Morales
Partner, Morales + Morales Partners

Agenda

5:00 pm **Welcome, Introductions, Agenda Review, Meeting Objectives** (10 minutes)

5:10 pm **Agenda Item #1: Purpose, Formation, and Working Protocols of the 710 Task Force** (45 minutes)

- Feedback Received and Updates (20 minutes)
 - > Community Leadership Committee
 - > Executive Steering Committee
 - > Decision-making process
- Task Force Discussion (15 minutes)
- **Public Comment** (10 minutes)

5:55 pm **Agenda Item #2: I-710 South Corridor Existing Conditions** (45 minutes)

- Overview (20 minutes)
- Task Force Discussion (15 minutes)
- **Public Comment** (10 minutes)

6:40 pm **Agenda Item #3: Senate Bill 671 - Clean Freight Corridor Efficiency Assessment** (30 minutes)

- Overview and Next Steps (5 minutes)
- Task Force Discussion (10 minutes)
- Task Force Action Item (5 minutes)
- **Public Comment** (10 minutes)

7:10 pm **Next Steps** (10 minutes)

- Task Force Meetings
 - > Task Force Meeting #5, *Thursday, February 17, 5-7:30pm*
 - > Task Force Meeting #6, *Monday, March 14, 5-7:30pm*
 - > Task Force Meeting #7, *Monday, April 11, 5-7:30pm*
 - > Task Force Meeting #8, *Monday, May 9, 5-7:30pm*
- Working Group Meetings
 - > Charter and Governance Structure Working Group
Monday, January 24, 1-2:30pm
 - > Clean Truck Working Group
Tuesday, January 25, 1-2:30pm
 - > Community Engagement Strategy Working Group
Wednesday, January 26, 1-2:30pm
- Executive Steering Committee
 - > Nomination process opens
Monday, January 10
 - > Nomination process closes
Friday, January 23
 - > Vote at Task Meeting #5
Thursday, February 17
- Stakeholder Survey will close on *Friday, January 14*
- Vision and Goals Survey will open on *Friday, January 14*, and closes on *Friday, February 4*
- Community Leadership Committee Application opens on *Friday, January 14*, and closes on *Friday, February 18*

7:20 pm **General Public Comment and Closing Remarks** (15 minutes)

Meeting Objectives

- > Provide an update on the next steps to finalize the Purpose, Formation, and Working Protocols of the I-710 South Corridor.
- > Explore existing conditions of the I-710 South Corridor including mobility, air quality/environment, local communities, goods movement, and economic need.
- > Start the conversation about the next phase of the 710 Task Force process – Vision and Goals
- > Determine course of action on Senate Bill 671: Clean Freight Corridor Efficiency Assessment.

FOR TRUE COMMUNITY REACHOUT TO PEOPLE WHO LIVE ADJACENT TO FREEWAY

WE NEED TO NOTIFY PEOPLE THIS IS HAPPENING

THOSE MOST AFFECTED SHOULD BE INVOLVED



ELECTRONIC & PRINT ADS FROM METRO?



GREAT IDEA!

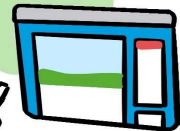
WILL DISCUSS!



HOW DO WE SIGN-UP FOR NEXT MEETING



WEBSITE UPDATED REGULARLY



SHARE TOPICS & QUESTIONS AHEAD OF THE MEETING



KEEP A FIRM SCHEDULE



VERY IMPORTANT

COMMON OUTREACH



SHARE IN AS MANY WAYS POSSIBLE

INSTAGRAM TWITTER TIK TOK



GIVE KIDS FLYERS AT SCHOOL



TASK 710 FORCE

MEETING THREE

PUBLIC COMMENT

LET'S AIM TO MEET EPA STANDARDS

LET'S HAVE AN AIR MONITORING PROGRAM

AIM TO BE LIKE OTHER PARTS OF LA

A GOOD GUIDEPPOST

USE DATA FROM OTHER PARTS OF LA AS REFERENCE IN TERMS OF EQUITY

HOW CAN PEOPLE APPLY?

NOW HIRING

WILL BE PUBLIC SOON

EASY

LEARN ABOUT PEOPLE

GAUGE INTEREST

DIVERSE IN DIFF WAYS

EMAIL



Purpose, Formation, and Working Protocols of the 710 Task Force

Where We Are Now

Purpose, Formation & Working Protocols of the 710 Task Force

- > Introduction and History of the 710 Corridor
- > Purpose of Task Force
- > Community Engagement Strategy
- > Charter and Community Agreements
- > Introduction to the Equity Planning and Evaluation Tool



Work Plan Status

- > Completed most steps or benchmarks in the Purpose, Formation, & Working Protocols phase
- > Launched a survey for additional feedback on the materials developed for this phase
- > Reaching our first consensus checkpoint as we commence the next phase (Vision & Goals)

Remaining Tasks and Activities Before Consensus Checkpoint

- > Charter and Community Engagement Working Groups to refine Community Leadership Committee (CLC), Executive Steering Committee (ESC), and Decision-Making language in the 710 Charter
- > Consensus Checkpoint for this phase of the project is tentatively scheduled for Task Force Meeting #5

Ongoing Tasks and Activities

- > Continued development of the Community Engagement Strategy
- > Formation of the Community Leadership Committee (CLC) and Executive Steering Committee (ESC)

I 710 South Corridor Stakeholder Survey

Survey Overview

- > Over 3,000 stakeholders received the survey via email on Tuesday, December 21.
- > There are 6 open-ended questions and 7 closed-ended demographic questions for the survey respondent.
- > As of Tuesday, January 4, 10 survey responses were received. Metro has also received 2 feedback letters from the Legal Aid Foundation of Los Angeles and Coalition for Environmental Health and Justice (CEHAJ).
- > The survey will remain open until Friday, January 14. Please share with your networks: [Metro I-710 South Corridor Stakeholder Survey \(typeform.com\)](https://www.typeform.com/survey/metro-i-710-south-corridor-stakeholder-survey)
- > The project team and the Charter and Community Engagement Working Groups will consider input.



Metro I-710 South Corridor Stakeholder Survey

Metro and Caltrans seek your input on the development of two committees that will help direct and provide community input into the work of the 710 Task Force.

Background: In May of 2021 Metro and Caltrans took action to suspend the original I-710 South Corridor Project environmental report for Alternative 5C in response to collective concerns raised by the U.S. Environmental Protection Agency and local communities regarding air quality, displacement, and community impacts.

Metro and Caltrans initiated the I-710 South Corridor Task Force (710 Task Force) in September 2021 to re-evaluate the needs of the corridor and its communities, develop multimodal strategies to meet these needs, identify potential projects and programs in the short and long-term based on those strategies, and create a prioritized investment plan to allow Metro and Caltrans - in partnership with local, state and federal stakeholders and agencies - to implement the recommended set of multimodal projects and programs.

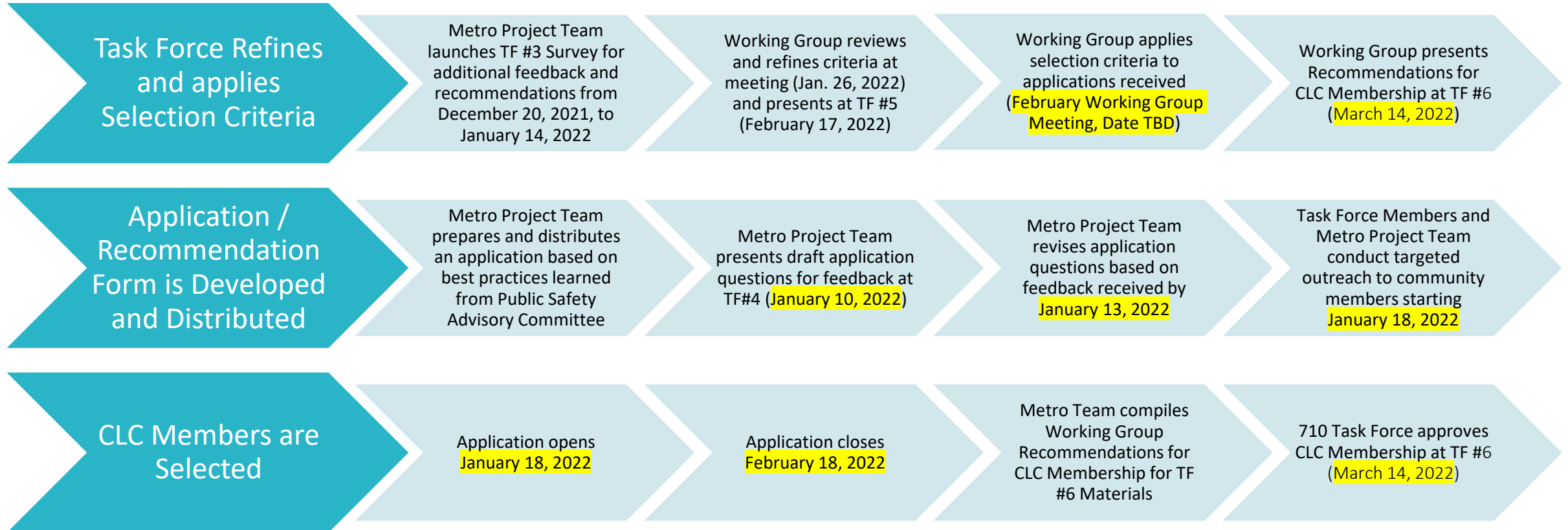
● Takes 7+ min

Start

press Enter ↵

Community Leadership Committee: Status Update

We are moving three key areas of work forward for the CLC Formation:



Community Leadership Committee: Application

Candidate Information Requested

- > Residence or work address (or major cross streets)
- > Demographic information (i.e., age, race/ethnicity, gender, sexual orientation, and primary language spoken)
- > Areas/topics of particular interest
- > Primary mode of travel (Driving alone, carpool, rail, bus, bike, paratransit, walking, or other)
- > Affiliation with CBOs, businesses, government agencies, or civic or non-profit organizations
- > Information on community involvement/engagement activities
- > Preferred meeting times (provide various 2-hour time slots)
- > Preferred language

Basic Qualifications

- > Must live or work within the I-710 South Corridor Study Area
- > Must not be a current 710 Task Force Member

Preferred Qualifications

- > Candidates that can demonstrate first-hand knowledge of community issues, history, and concerns
- > Candidates that are engaged and connected to broader community networks and engagement channels

Executive Steering Committee: Proposal [As written in Draft Charter]

Purpose

The purpose of the Executive Steering Committee (ESC) is to work with Metro and Caltrans staff to plan Task Force meetings and to support the work of the Community Leadership Committee and Task Force activities.

Composition

The ESC will comprise five members, including two members from the Community Leadership Committee and three members from the Task Force. The three Task Force members will reflect the diversity of its stakeholders with one representative elected by the Task Force from each of the three groups of members:

- > Community-Based Organizations
- > Cities/Governmental Agencies
- > Goods Movement/Transportation/Labor/Business

Officers

The ESC will be led by three Co-Chairs. These positions will be elected by the 710 Task Force from the Task Force membership.

The three Co-Chairs will alternate as Chair for each meeting as described below.

- > Chair: The Chair shall preside at all meetings of the 710 Task Force and shall exercise and perform the functions and duties as may be assigned by the Task Force and prescribed herein.
- > Vice-Chair: The Vice-Chair shall perform the duties of the Chair in his or her absence, and when so acting shall have all the powers of and be subject to all the restrictions of the Chairperson. The Vice-Chair shall also support functions assigned by the ESC.
- > Second Vice-Chair: TBD

Meetings

ESC Meetings will occur two weeks before each Task Force meeting.

Executive Steering Committee: Status Update

Proposed Next Steps

Project staff recommends tentatively moving forward with a nomination and selection process for the Executive Steering Committee (ESC) based on:

- > feedback received to date
- > any additional input gathered during today's Task Force discussion
- > finalize the language in the Task Force Charter during the Charter and Governance Structure Working Group meeting on January 24 and the Task Force Meeting #5 on February 17.

Proposed Nomination Process

> Key Dates

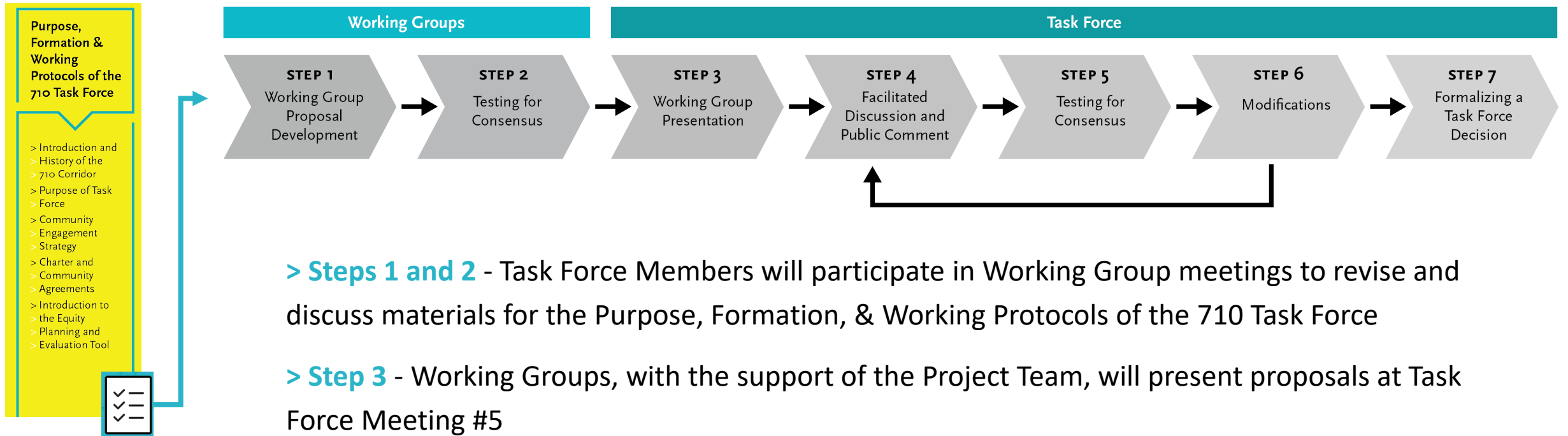
- Monday, January 10 – Nomination process opens
- Friday, January 23 – Nomination process closes
- Thursday, February 17 – Vote at Task Force Meeting #5

> Process

To submit nominations, email Michael Cano at CanoM@metro.net, identifying the name of the person you wish to nominate and the group of members they represent:

- Community-Based Organizations
- Cities / Governmental Agencies
- Goods Movement / Transportation / Labor / Business

Implementing the Decision-Making Process



- > **Steps 1 and 2** - Task Force Members will participate in Working Group meetings to revise and discuss materials for the Purpose, Formation, & Working Protocols of the 710 Task Force
- > **Step 3** - Working Groups, with the support of the Project Team, will present proposals at Task Force Meeting #5
- > **Steps 4 through 6** – Erika, the Facilitator for the 710 Task Force, will guide a discussion and public comment, testing for consensus and modifications to materials, at Task Force Meeting #5
- > **Step 7** – The Task Force will formalize a decision and will proceed to implementation

710 Task Force Discussion and Public Comment

710 Task Force Discussion

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

02:00

mins: secs: type:

 Breaktime for PowerPoint by Flow Simulation Ltd.

Pin controls when stopped

I-710 South Corridor Existing Conditions

I-710 South Corridor Existing Conditions: Objectives

Objectives

- > Provide a high-level review of data that helps us understand what is happening in the I-710 South Corridor
- > Consider existing conditions as you think of vision and goals for the corridor
- > Encourage sharing of this information with distribution channels
- > Gather feedback on the data gathered and what's needed to improve the presentation

I-710 South Corridor Existing Conditions: Table of Contents

What is the Study Area?

- > Corridor Study Area Map

Who Lives and Works in the I-710 South Corridor?

- > Race and Ethnicity
- > Household Income
- > Jobs by Industry Sector
- > Land Use

Travel & Mobility Characteristics

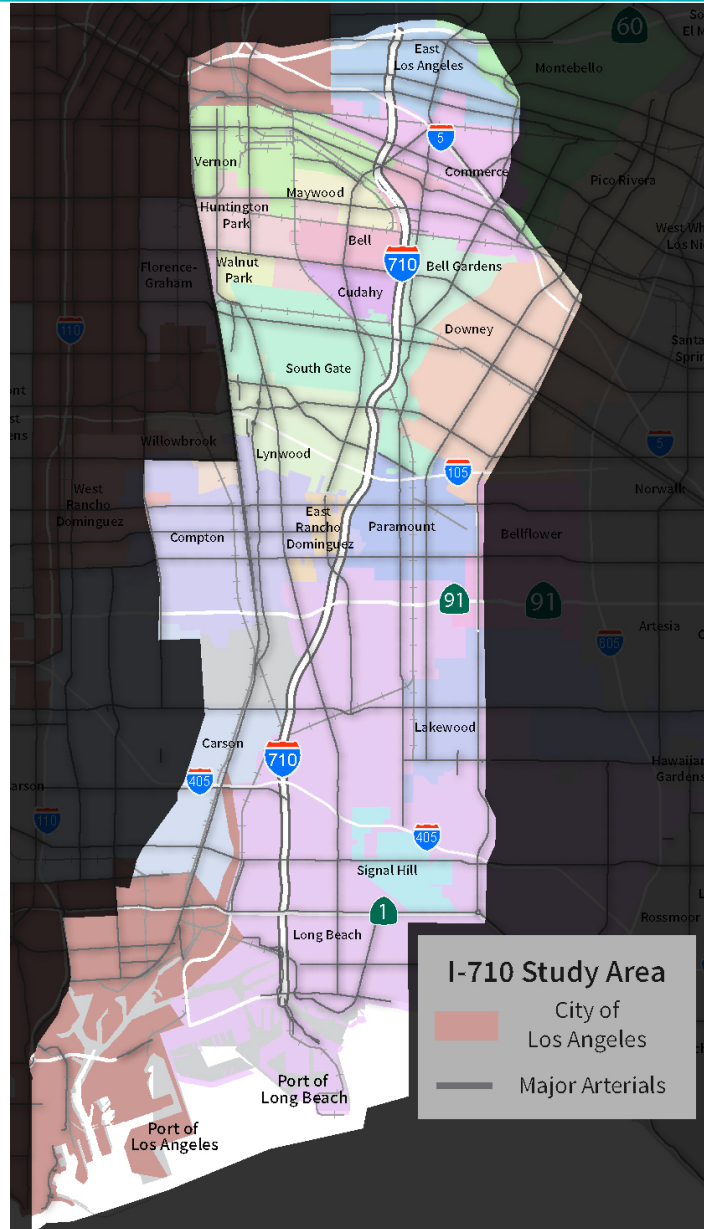
- > Metro Rail Boardings
- > Bicycle and Pedestrian Gaps
- > Commuters by Mode
- > Morning Speeds
- > Daily Truck Trips

Impacts on the I-710 South Corridor Communities

- > Density of all crashes (trucks, bikes, autos)
- > Diesel Particulate matter
- > Asthma Rate

What is the study area?

Study Area



Who lives and works in the I-710 South Corridor?

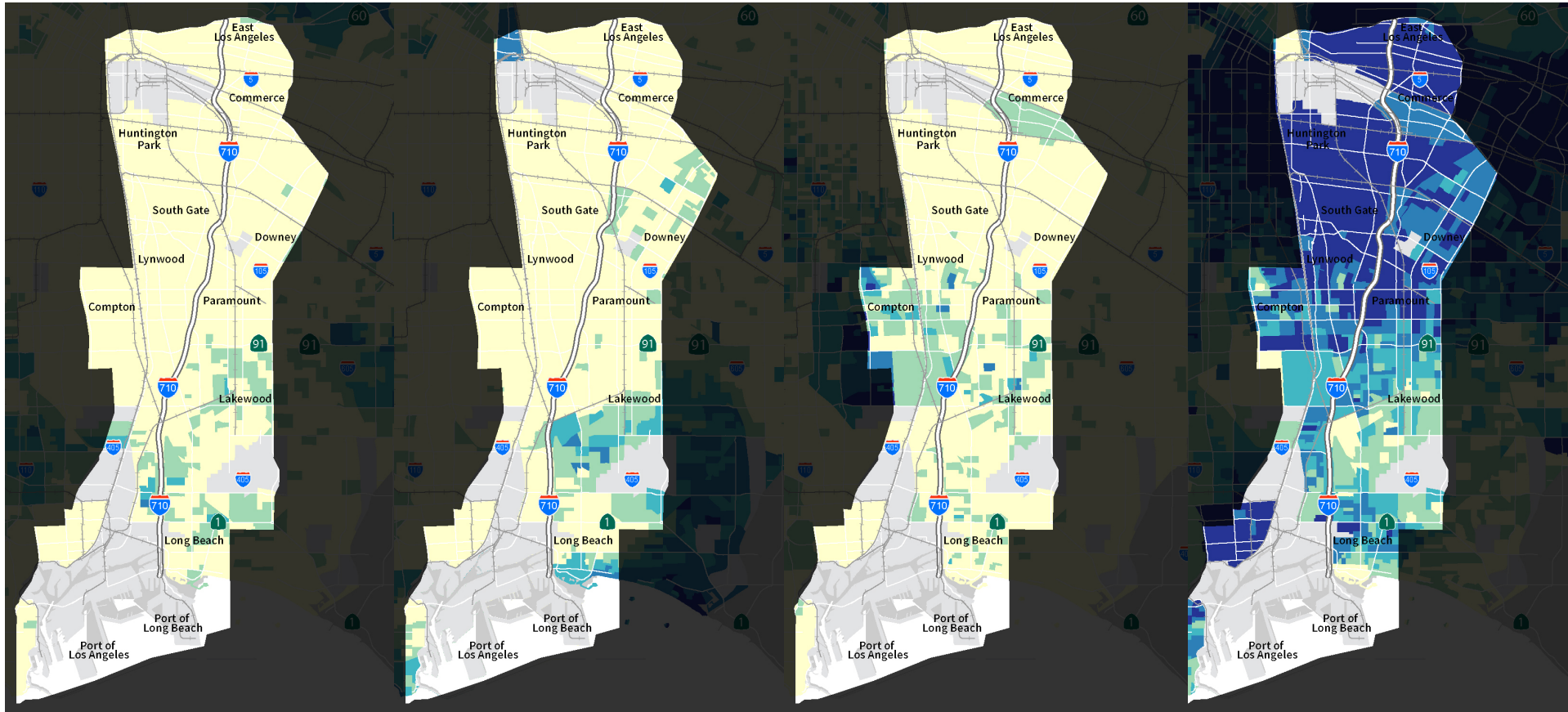
Race and Ethnicity

% Asian (66k)

% White (94k)

% Black (101k)

% Hispanic (893k)



0% - 20% 21% - 40% 41% - 60% 61% - 80% Over 80%

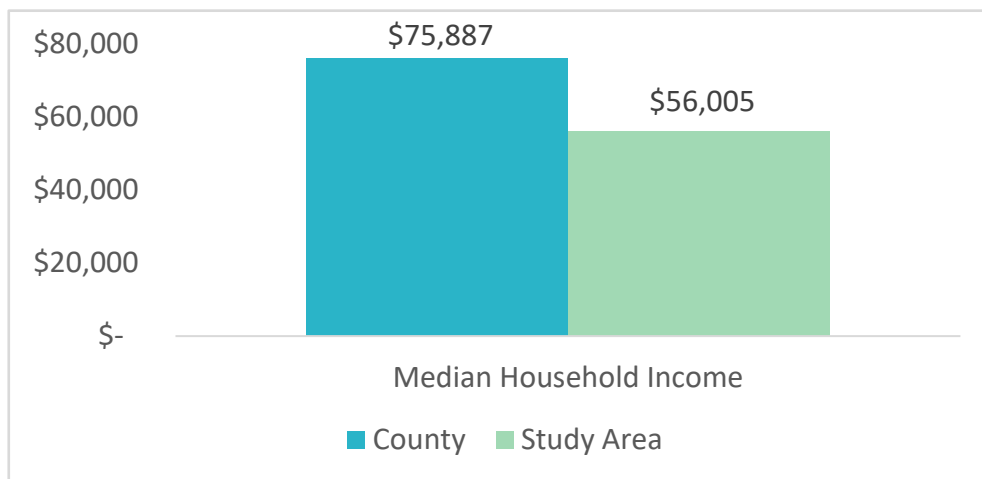


Source: 2015-2019 American Community Survey

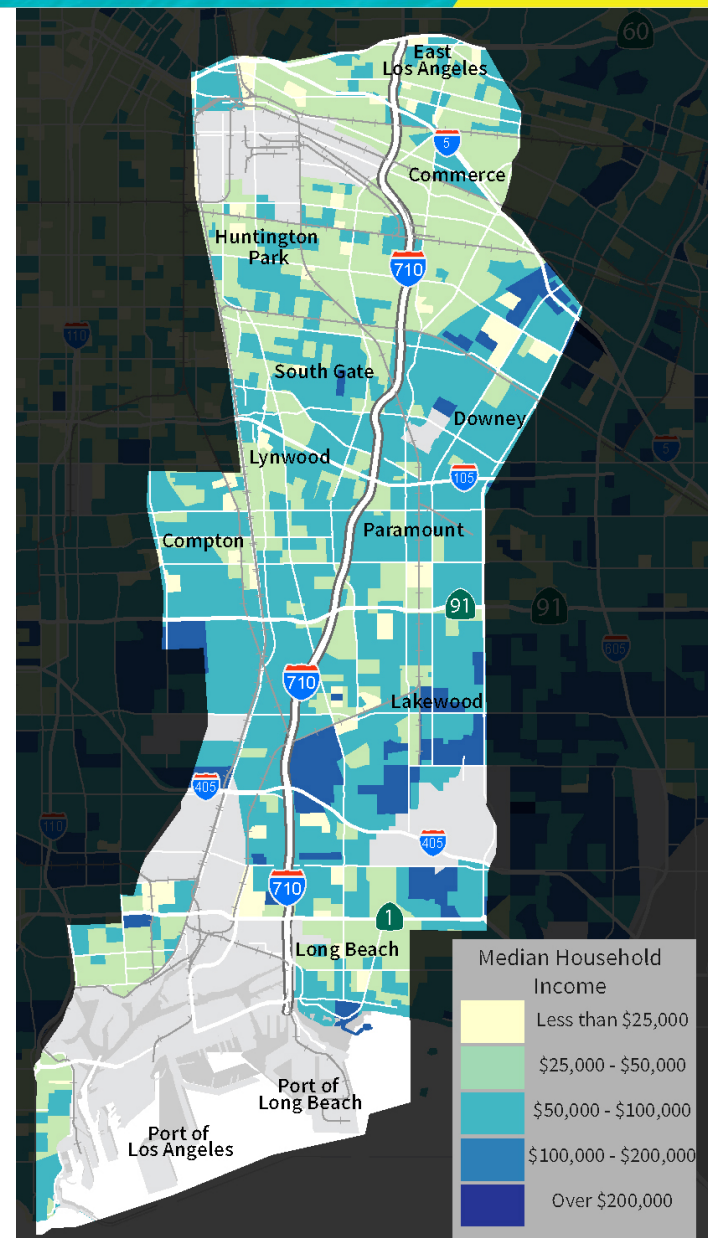
There are 845 American Indians in the study area, 0.6% of LA County American Indians

Household Income

- > Lower Median Household Income than LA County on Average
- > Study area has proportionately less households with high incomes than LA County
- > Neighborhoods west of I-710 tend to have lower household income
- > Northern portion of Study Area has lowest income overall

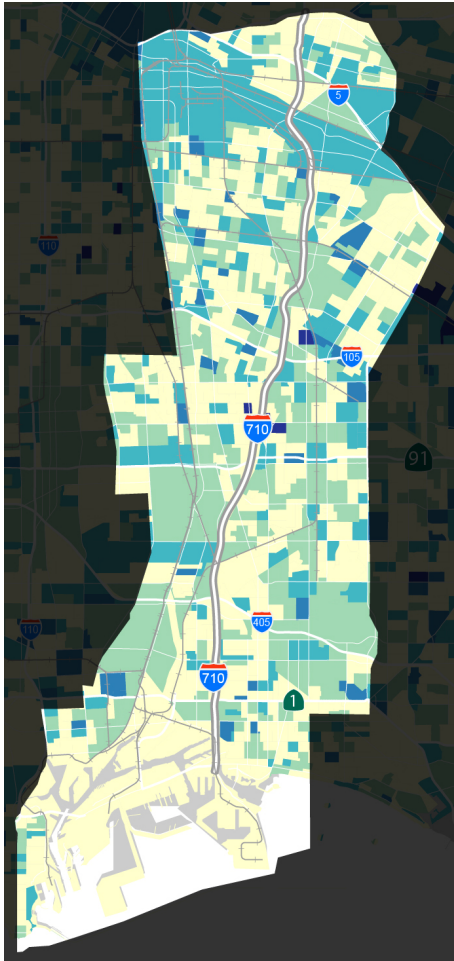


Source: 2015-2019 American Community Survey

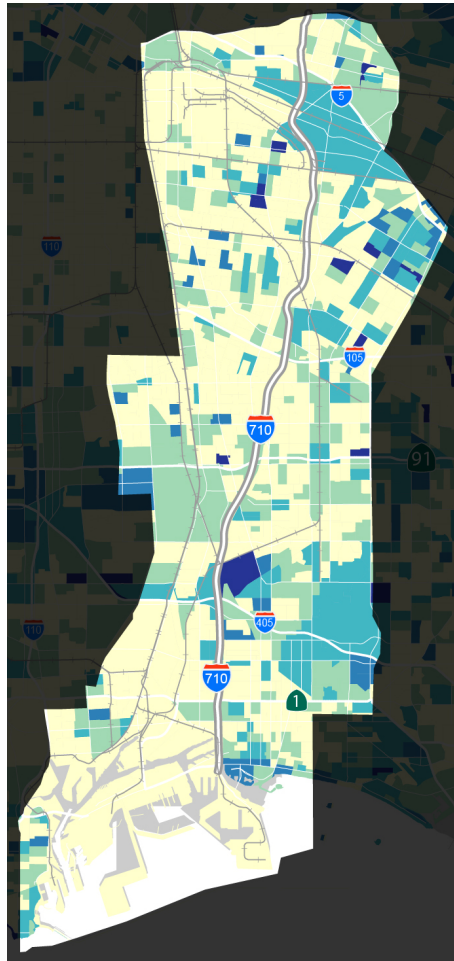


Jobs by Industry Sector

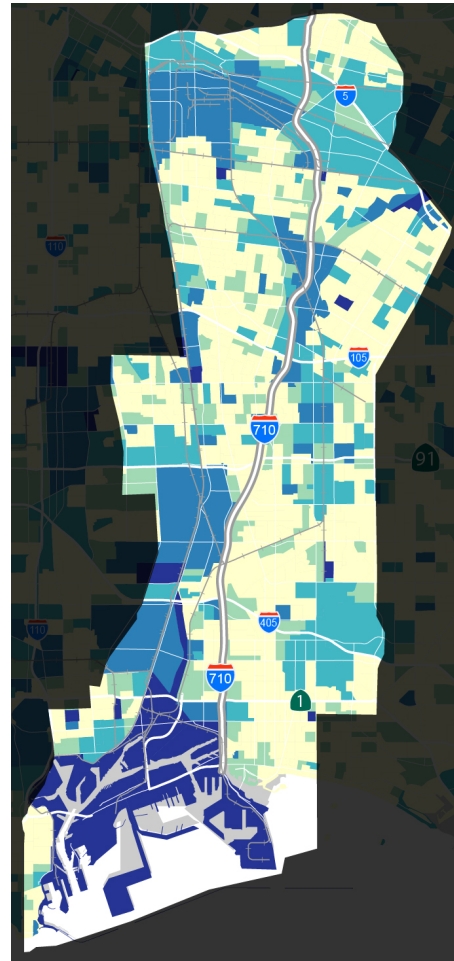
Commercial (90k)



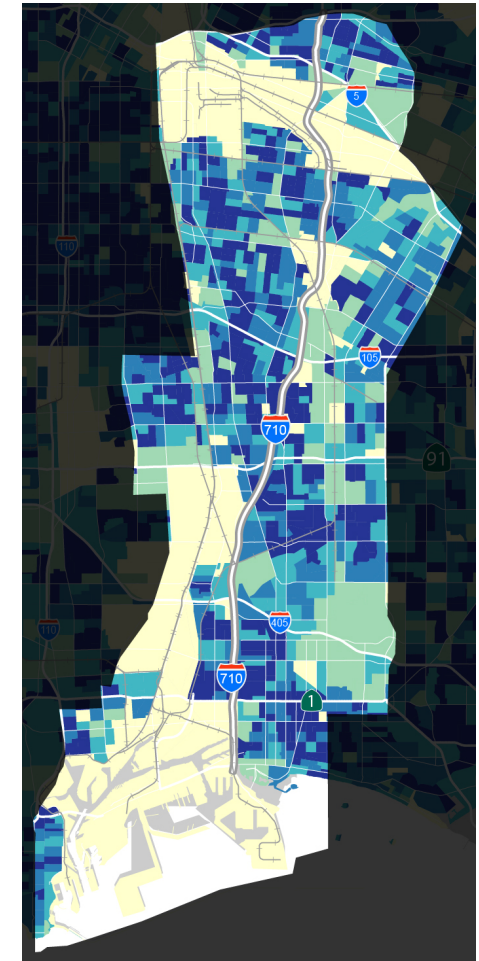
Professional Services (105k)



Industrial (140k)



Other Services (145k)



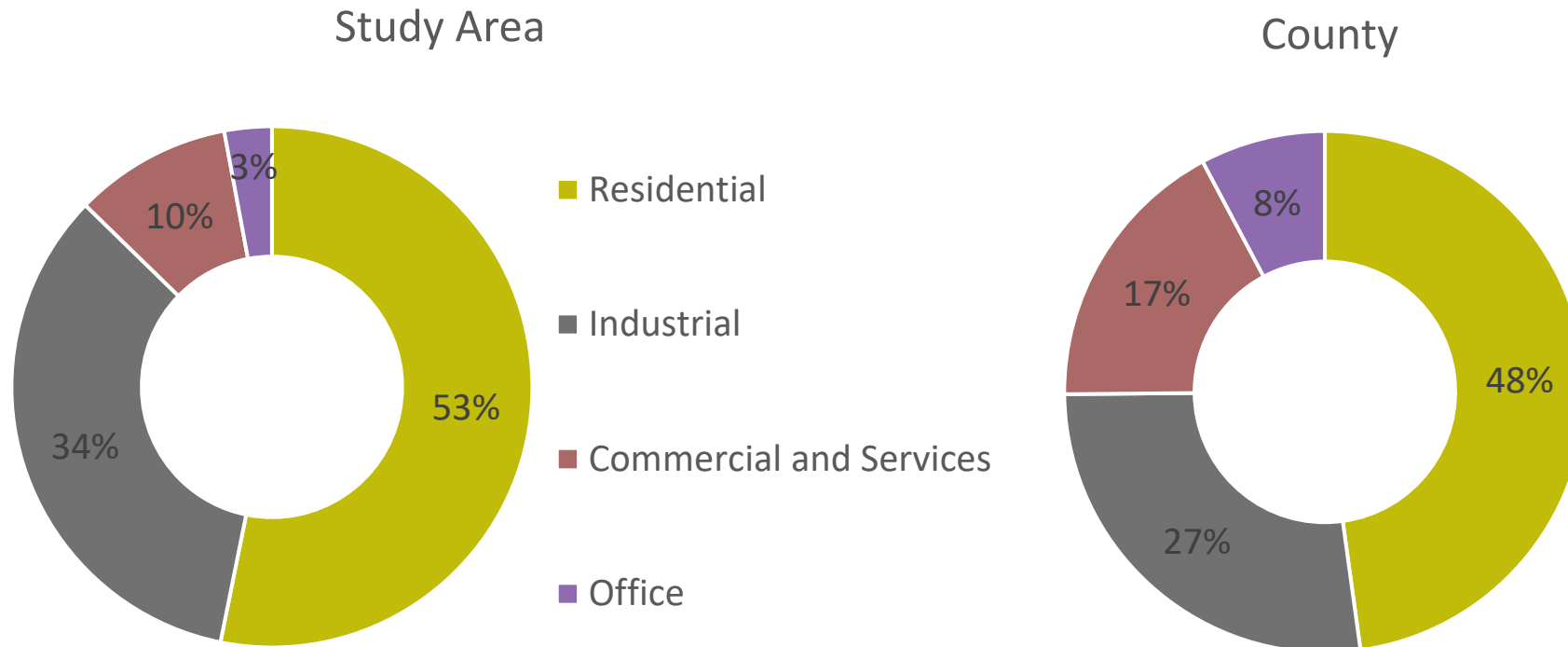
Source: 2019 Longitudinal Employer-Household Dynamics

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Land Use (Square Feet)

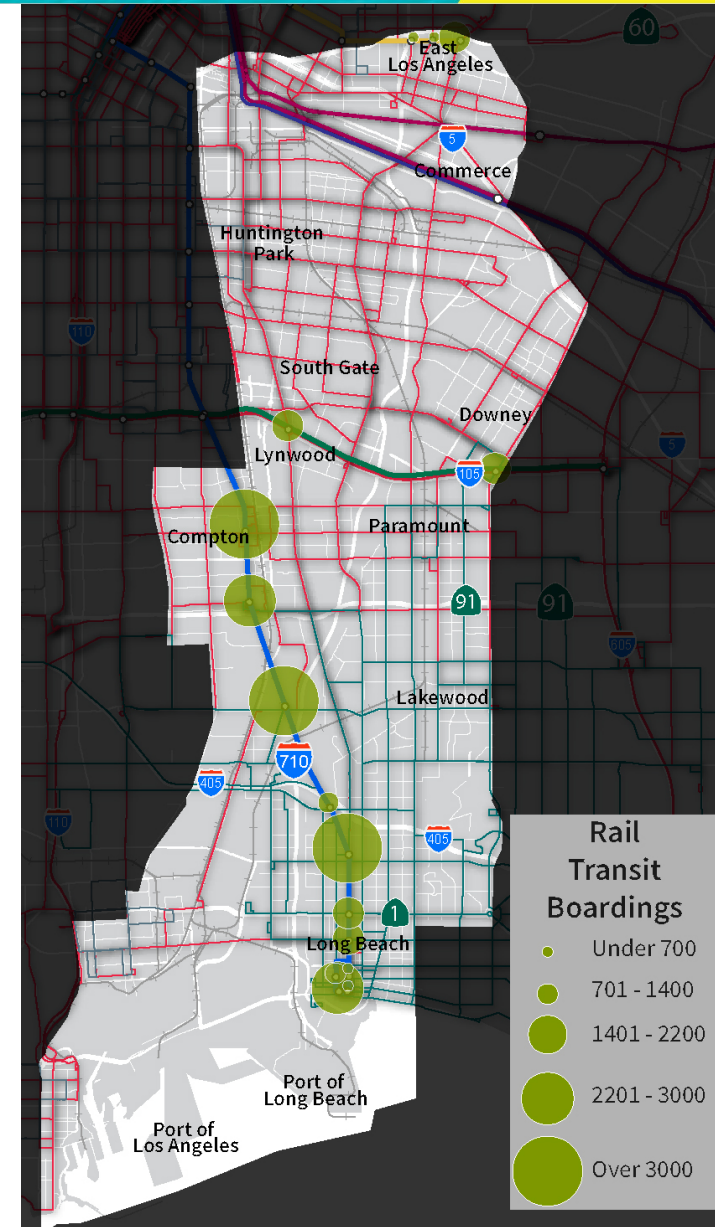
Study Area has more industrial, more residential and less commercial and office land use than the County as a whole.



Travel & Mobility Characteristics

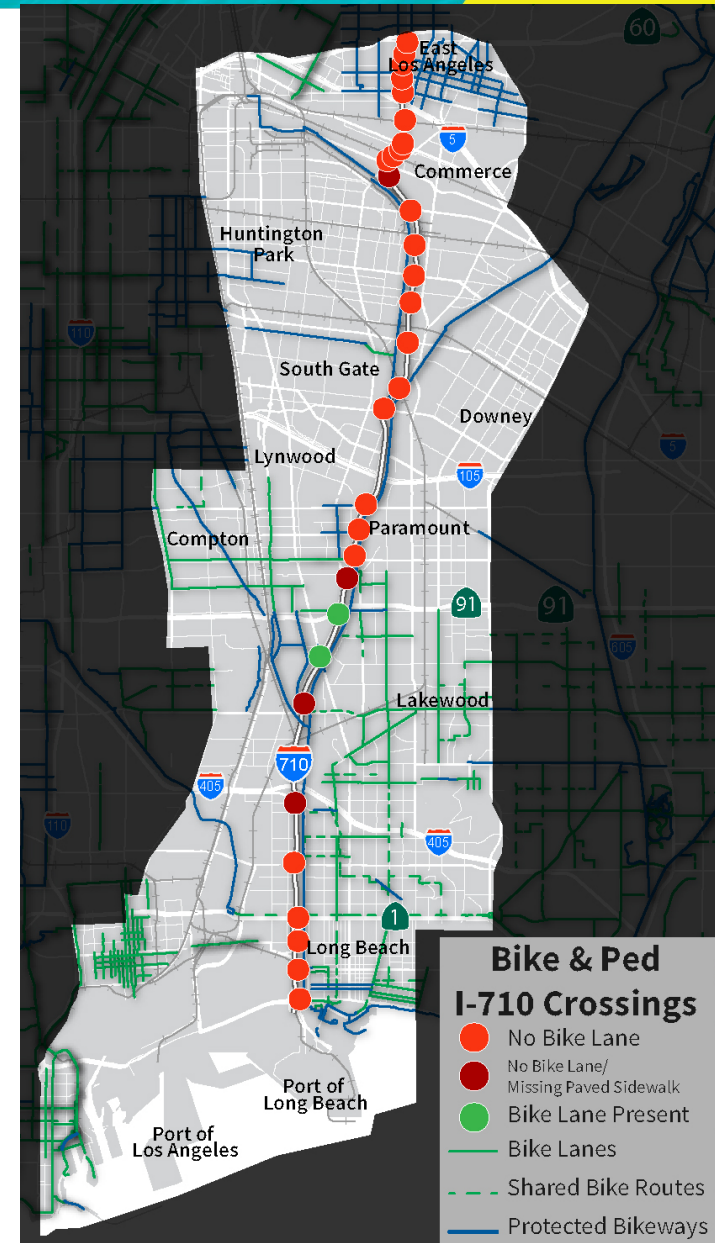
Metro Rail Boardings (Daily Average)

- > LA Metro Boardings (Rail)
 - 111,000 total Metro bus and rail boardings in Study Area
 - 8.5% of all LA Metro Rail boardings are in the Study Area
- > Highest ridership at transfer stations
- > Many rail passengers board at the end of the A Line (blue) in Long Beach
- > Ridership Data are from 2019 (pre-pandemic levels)
- > Metro Rail ridership dropped from 296,000 in 2019 (pre-pandemic) to 160,000 in 2020 (pandemic)



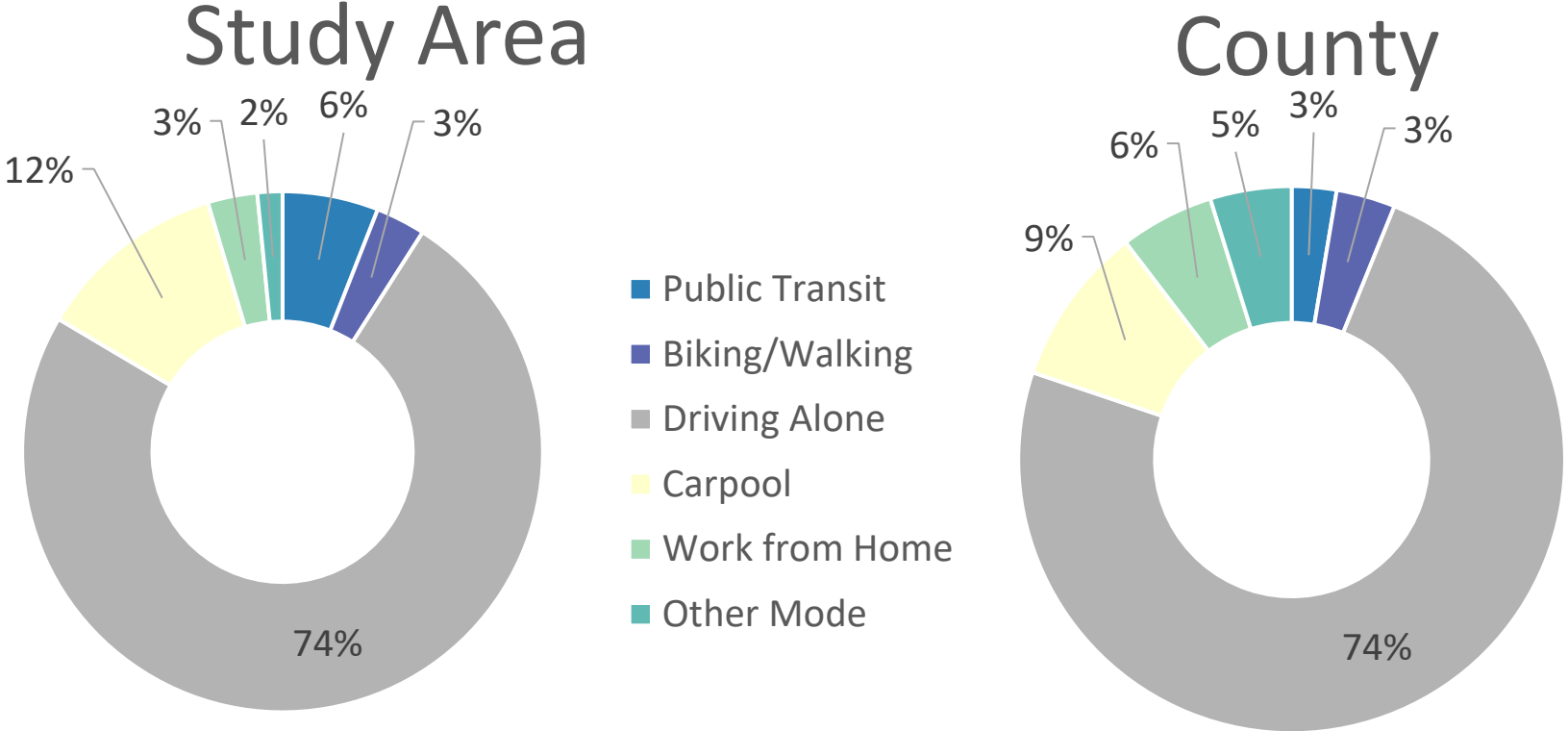
Bicycle and Pedestrian Gaps

- > Many of the I-710 and LA River east/west crossings do not have designated bicycle lanes
- > Some crossings have missing or unpaved or narrow sidewalks
- > These gaps, in addition to high volumes of cars entering and exiting the freeway make crossing the freeway and river safely difficult for bicyclists and pedestrians



Commuters by Mode

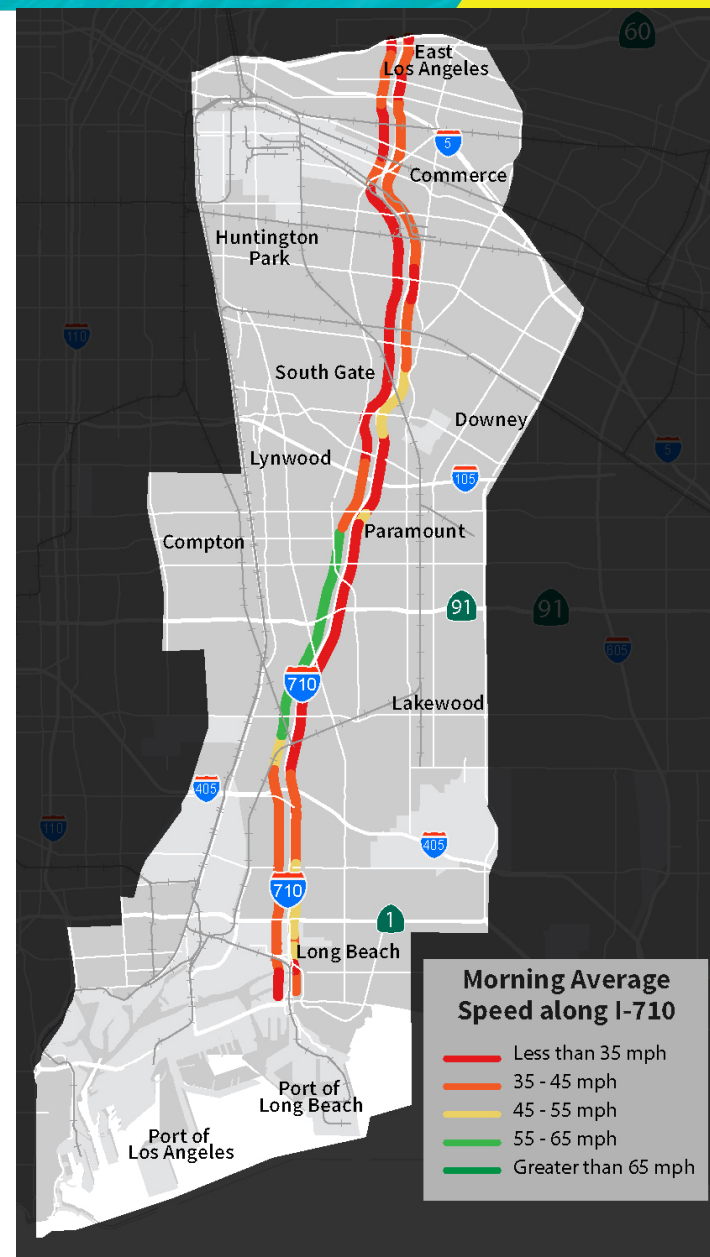
Mode share in the Study Area is similar to the County as a whole, with higher percent of carpooling and less work from home but double the use of transit



Source: 2015-2019 American Community Survey

I-710 Freeway Morning Speed

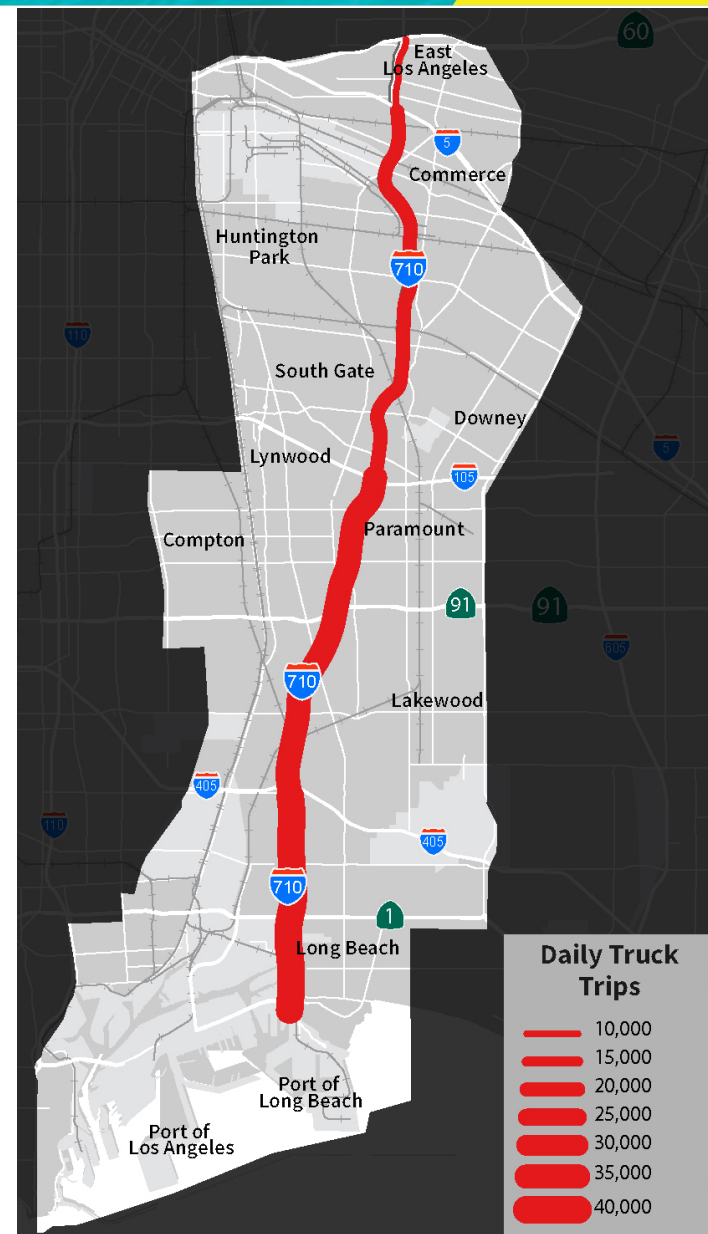
- > Speeds represent the most congested morning hours
- > Much of I-710 has speeds under 45 miles per hour with a substantial portion of the corridor under 35 mph
- > The highest speeds in the morning are in the mid-corridor area southbound between I-405 and I-105



I-710 Daily Truck Trips

- > Substantially heavier truck volumes occur at southern end of corridor, near the Ports with nearly 40,000 daily heavy-duty trucks
- > Truck volume and truck percentage is extremely high south of SR-91 as compared to typical freeways
- > South of I-405 most of the heavy-duty trucks are oriented to Port activities
- > Truck trips decrease substantially north of I-105

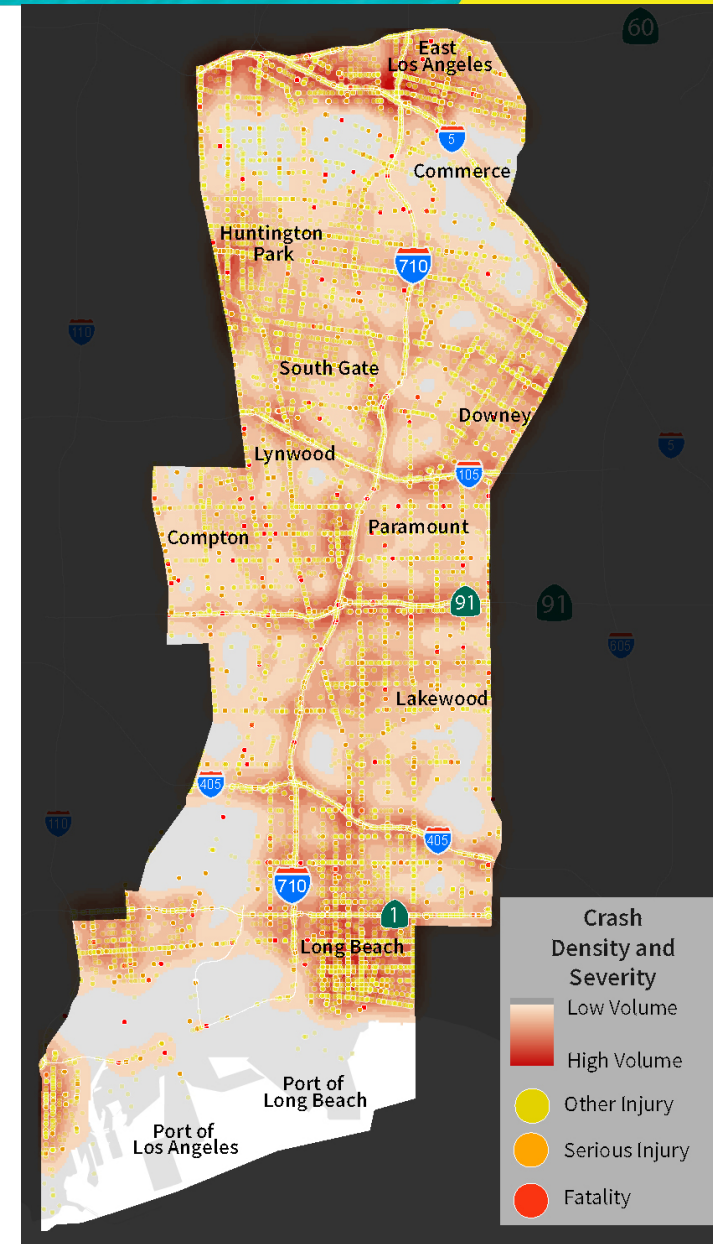
I-710 Mainline location:	Daily Truck Trips	Port Truck %
Bet. SR60 & I-10	10,000	10%
Bet. I-5 & SR60	15,000	13%
Bet. I-105 & I-5	19,000	32%
Bet. SR91 & I-105	34,000	53%
Bet. I-405 & SR91	35,000	69%
South of I-405	39,000	85%



Impacts on the I-710 South Corridor Communities

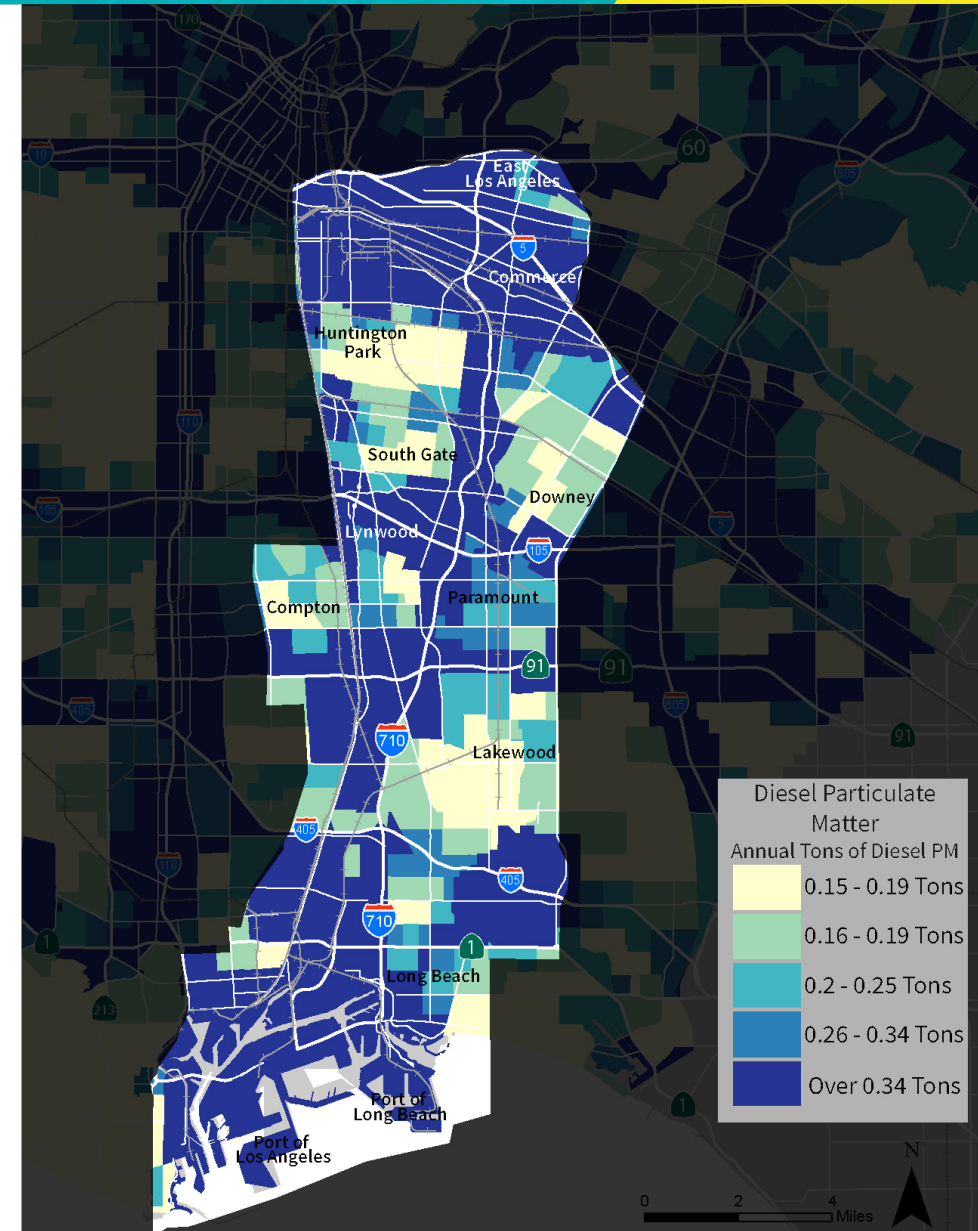
All Crashes – Location and Severity

- > All crashes are shown, including vehicle only, bicyclist-involved and pedestrian-involved crashes
- > Darker red color indicates relatively more crashes concentrated close to each other in an area
- > Northern portion of study area and downtown Long Beach have the highest concentration of crashes
- > Note this shows total crashes and not crash rates



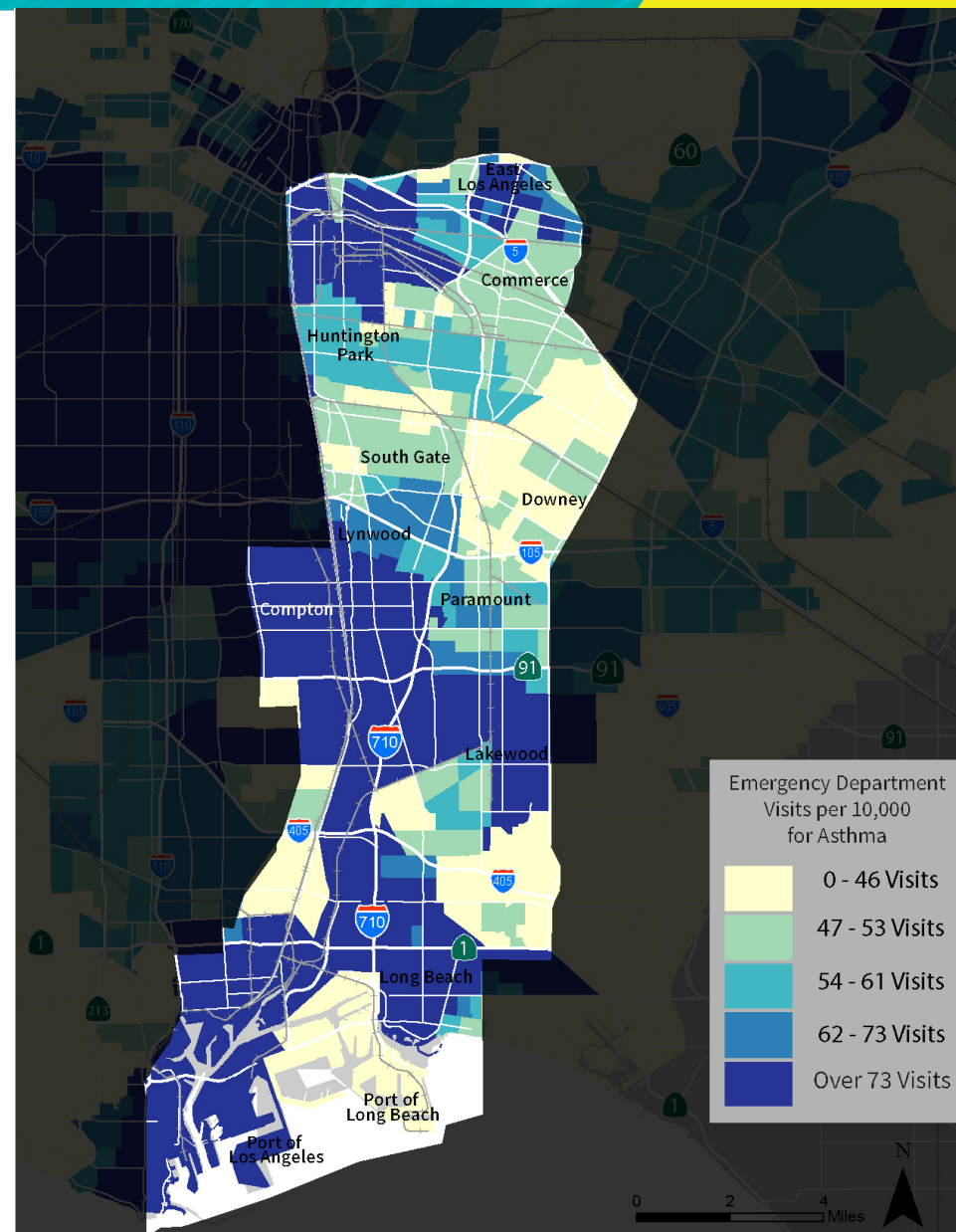
Diesel Particulate Matter

- > Diesel Particulate Matter (PM) comes from exhaust from trucks, buses, trains, ships, and other equipment with diesel engines.
- > Diesel PM contains hundreds of different chemicals, many of which are harmful to health and contribute to cancer risk.
- > This map captures tons of diesel PM emitted per year by both mobile and stationary sources within and nearby populated parts of each census tract.
- > Diesel PM concentrations occur throughout the Study Area, including around the Ports, south Long Beach, near I-710/SR-91 interchange, along I-710, and the northern portion of Study Area



Asthma Rate

- > Many factors influence asthma rates, including air pollution.
- > One way to measure asthma rates is the estimated number of emergency department visits for asthma per 10,000 people over the years 2015 to 2017.
- > The highest category of asthma incidents tends to be clustered and located throughout the Study Area



We Need Your Feedback

Key Questions – Initial Feedback Requested

- > Are there communities impacted directly by the I-710 that should be included in the study area?
- > Are there data sets that are missing or could be enhanced in this presentation?
- > Do these data sets accurately represent the lived experience for community members in the 710 Corridor?
- > What are your initial reactions to the data presented?
- > How do these data sets help inform the Vision and Goals for the 710 Corridor the 710 Task Force should adopt?

Process and Next Steps

Next Steps

- > View full *I-710 South Corridor Existing Conditions* video (approximately 30 minutes) at [I-710 South Corridor Existing Conditions Video](#)
- > The discussion will continue through March 2022.
- > Provide feedback:
 - Written comments are accepted at any time by email at 710Corridor@metro.net.
 - 710 Task Force meetings
 - Future community outreach efforts to be announced.



710 Task Force Discussion and Public Comment

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

00:00

Senate Bill 671: Clean Freight Corridor Efficiency Assessment

Senate Bill 671 : Clean Freight Corridor Efficiency Assessment

- > Establishes the Clean Freight Corridor Efficiency Assessment, requiring the California Transportation Commission (CTC) to identify freight corridors throughout the state that would be priority candidates for the deployment of zero-emission medium-and heavy-duty vehicles.
- > The CTC must submit a report containing the Assessment's findings and recommendations to certain committees of the Legislature by December 1, 2023. Findings and recommendations of this Assessment will be incorporated into the development of the California Transportation Plan.
- > As an initial step in the implementation of SB 671, CTC staff is seeking nominations for priority freight corridors to be considered in this Assessment.
- > Nominations are due by Wednesday, January 19, 2022.

Senate Bill 671 : Clean Freight Corridor Efficiency Assessment

Per a presentation made by CTC staff on December 10, 2021, the Assessment process will proceed through the following phases and timelines:

PHASE	SCHEDULE
(1) Identify Corridors, Energy Needs, and Battery Weight Impacts	December 2021 – June 2022 (7 months)
(2) Identify Projects – Infrastructure Safety / Throughput Local Streets / Roads	July 2022 – January 2023 (7 months)
(3) Barriers, Solutions, and Benefits	February 2023 – June 2023 (5 months)
(4) Review and Finalize Report	July 2023 – November 2023 (5 months)

Senate Bill 671 : Clean Freight Corridor Efficiency Assessment

- > While individual members of the 710 Task Force can nominate the I-710 South Corridor independently as part of this CTC process, the Project Team would like to bring the opportunity to the entire 710 Task Force to nominate the I-710 South Corridor as a collective priority and to submit a joint letter of support for the nomination to the CTC.

For Consideration by the 710 Task Force

- > *Shall the 710 Task Force nominate the I-710 South Corridor to the CTC as a priority candidate for the deployment of zero-emission medium- and heavy-duty vehicles, and send a letter of support for the corridor as part of the nomination process?*

710 Task Force Discussion and Public Comment

Public Comment

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Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

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Next Steps

Upcoming Meetings

Task Force Meetings

- > Task Force Meeting #5
Thursday, February 17, 5-7:30pm
- > Task Force Meeting #6
Monday, March 14, 5-7:30pm
- > Task Force Meeting #7
Monday, April 11, 5-7:30 pm
- > Task Force Meeting #8
Monday, May 9, 5-7:30pm

Working Group Meetings

- > Charter and Governance Structure Working Group
Monday, January 24, 1-2:30pm
- > Clean Trucks Working Group
Tuesday, January 25, 1-2:30pm
- > Community Engagement Strategy Working Group
Wednesday, January 26, 5:30-7pm

Look Ahead – Process

Developing the 710 Corridor Vision & Goals

- > Identifying Community Needs and the Regional Context
- > Analyzing Corridor Conditions and Identifying Disparities
- > Developing a Corridor Vision and Goals
- > Equity Planning and Evaluation Tool Checkpoint

Community Leadership Committee Application Process

- > Applications available January 18th, 2022
- > Applications due by February 18th, 2022
- > Opportunity to share the application with your networks
- > Participate in Working Group on Stakeholder Engagement Process

Executive Steering Committee

- > Monday, January 10 – Nomination process opens
- > Friday, January 23 – Nomination process closes
- > Thursday, February 17 – Vote at Task Force Meeting #5

Look Ahead – Process

Developing the 710 Corridor Vision & Goals

- > Identifying Community Needs and the Regional Context
- > Analyzing Corridor Conditions and Identifying Disparities
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- > Equity Planning and Evaluation Tool Checkpoint

Metro I-710 South Corridor Stakeholder Survey (Survey #1)

- > Survey in English can be found here [Metro I-710 South Corridor Stakeholder Survey](#)
- > Survey in Spanish can be found here [Encuesta de Partes Interesadas del Corredor Sur de la Interestatal 710](#)
- > Respond no later than **Monday, January 24th at 5:00 pm**

Metro I-710 South Vision and Goals Survey (Survey #2)

- > Will be sent by e-blast Friday, January 14th
- > Response requested by Friday, February 4th

English



Spanish



General Public Comment and Closing Remarks

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

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Stay connected to this project



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Thank you for joining us!