



I-710 SOUTH CORRIDOR PROJECT
Clean Truck Working Group Summary

January 25, 2022



TASK FORCE MEMBERS:

- Ali Saleh, Councilmember, City of Bell
- Viviana Gomez, Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, District 4
- Joe Lyou, President and CEO, Coalition for Clean Air
- Tony Gioelle, Deputy Executive Director of Development, Port of Los Angeles
- George Payba, Environmental Affairs Officer, Los Angeles Department of Water and Power
- Niki Okuk, Deputy Director, CALSTART
- Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency, Region 9
- Mathew Schrap, Chief Executive Officer, Harbor Trucking Association
- Luke Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn, District 4
- Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments
- Randy Johnson, Director of Government Affairs & Outreach, Access Services
- David Huang, Planning Manager, Metrolink (Southern CA Regional Rail Authority)
- Matt Miyasato, Deputy Executive Officer, Science & Technology Advancement, South Coast Air Quality Management District
- Adrian Martinez, Senior Attorney, EarthJustice
- Michele Grubbs, Vice President, Pacific Merchant Shipping Association
- Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority
- Christopher Chavez, Deputy Policy Director, Coalition for Clean Air
- Sharon Weissman, Vice President, Long Beach Board of Harbor Commissioners

ATTENDEES:

- Karina O'Connor, Environmental Engineer, U.S. Environmental Protection Agency, Region 9
- Damon Hannaman, Senior Advisor, Key Accounts, Southern California Edison
- Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7
- James Shankel, Senior Environmental Planner, Caltrans District 7
- Sue Dexter, Researcher and Ph.D. Candidate, University of Southern California
- Matt Arms, Director of Environmental Planning, Port of Long Beach
- Jason Groves, Business Development Transportation Electrification, Southern California Edison
- Jack Symington, Program Manager, Transportation, Los Angeles Cleantech Incubator
- Jose Maria Paz, Electrical Engineering Associate, Los Angeles Department of Water and Power

PROJECT TEAM:

- Michael Cano, Deputy Executive Officer, Countywide Planning, Metro
- Daniel Lamere, Transportation Associate, Countywide Planning, Metro
- Erika Morales, Facilitator, Morales + Morales Partners
- Susan DeSantis, Senior Project Manager, Arellano Associates
- Nancy Verduzco, Project Coordinator, Arellano Associates
- Nora Casillas, Senior Project Coordinator, Arellano Associates

I. Introduction

Metro held a virtual meeting on Tuesday, January 25, 2022, for the Clean Truck Working Group consisting of members of the I-710 South Corridor Task Force (710 Task Force and other attendees from the industry. The purpose of this meeting was to:

- > Understand and discuss the federal regulatory approach to curbing emissions within the I-710 South Corridor
- > Understand and discuss what is needed to meet standards and mandates at the federal level
- > Receive information on and discuss state-level funding and opportunities
- > Formulate key questions to consider for developing the Clean Truck Program

Below is a comprehensive summary of the meeting, as well as the key topics discussed.

Please see **Appendix A** for the Meeting Agenda, **Appendix B and C** for meeting materials, and **Appendix D** for the Meeting Presentation.

II. Project Team Presentation

Michael Cano provided an update on Senate Bill 671. At the last meeting, the Task Force approved the submittal of a joint letter of support for nominating the I-710 South Corridor as a priority freight corridor for the California Transportation Commission (CTC) SB 671 Clean Freight Corridor Efficiency Assessment. The draft application and letter will be shared with the full Task Force for review prior to submission in February 2022.

Comment made:

- > The Trade Corridor Enhancement Program (TCEP) has \$1 billion in funding. It is clamoring for projects in the zero-emissions field.

III. Environmental Protection Agency Presentation

Task Force Member Morgan Capilla and colleague Karina O'Connor of the U.S. Environmental Protection Agency gave a presentation on the "Air Quality and Environmental Justice Challenges and Opportunities for the I-710 South Corridor" (**Appendix E**).

Comments made:

- > The particulate matter levels in south Long Beach and along the I-710 South Corridor are registering at the highest levels. It is concerning that industry insiders are saying this is the new normal. There are huge environmental justice implications of this.
- > The corridor has elevated levels of PM 2.5 to begin with, any project that adds emissions will not move forward.

Recommendations made:

- > Invite representatives of the Department of Transportation and the Environmental Protection Agency to share information on grant funding ([Targeted Airshed Grants](#), [Diesel Emissions Reduction Act grants](#), [Build Back Better](#) Infrastructure bill).
- > Consider adding vegetation as a source of trapping diesel particulate matter.
- > Caltrans and California Transportation Commission have grant funding for charging infrastructure. Work with Caltrans District 7 and Metro to develop your proposals.
- > Provide a reference to the Working Group for the Clean Air Act transportation conformity requirements, and why this is an issue for the 710 freeway.
- > Ensure that EPA is a regular participant in the 710 Task Force process.
- > Share an example of a successful Clean Truck program.

Mr. Cano closed the segment by reinforcing that as the Task Force develops the Investment Plan, there will be an emphasis on ensuring that recommendations will satisfy the environmental process requirements.

IV. South Coast Air Quality Management District Presentation

Task Force Member Dr. Matt Miyasato, representing South Coast Air Quality Management District (AQMD), gave a presentation titled "South Coast Air Quality Management District Air Quality and Call to Action".

Comments made:

- > AQMD has legal requirements to meet the Clean Air Act. Should we not meet the legal requirements, there is potential for federal sanctions. This could result

- in withholding federal highway transportation dollars. The worst-case scenario is the federal government coming in and implementing policies for our region.
- > It is estimated that the full saturation of electric vehicle trucks will occur over 5-7 years.

Mr. Cano shared that Metro received significant feedback regarding the particulate matter data that was shared as part of the “I-710 South Corridor Existing Conditions” video and presentation given at Task Force Meeting #4. Concerns regarding the health impacts of the residents living along the corridor are of great concern. While the focus of the Clean Truck Working Group is guided by the motion of zero-emission deployment, there will be a discussion of how we will address public health. The ultimate goal is to serve the residents of the I-710 South Corridor.

V. Governor’s Budget – Prospects for 2022 for Clean Truck/Infrastructure Funding

Michael Turner, Deputy Executive Officer of Government Relations, Metro provided an overview of the Governor’s 2022 budget proposal for zero-emission funding.

Mr. Turner shared that there are significant opportunities in state government funding totaling \$10 billion for zero-emission vehicles that include passenger vehicles, transit buses, and trucks.

Comments made:

- > We need a better understanding of what we are trying to achieve. Is it interim emissions reductions and community protection? Is it longer-term investments in zero-emissions infrastructure? Is it both?
- > In our region, we continue to have venues where we should be talking about zero emissions, but the conversation turns to natural gas infrastructure. This Metro motion is for a zero-emissions Clean Truck Program.
- > Supervisor Hahn’s motion is for zero-emissions, not near-zero-emissions investments.

Recommendations made:

- > There is a need to coordinate the access of local, state, and federal funds.
- > We need to focus on zero emissions, not natural gas. If you look at the funding opportunities, they are all in line with zero-emissions projects.
- > We need more information. How many electric vehicle chargers do we need to subsidize and at what cost? How many zero-emission trucks need to be purchased and the cost? Once we determine the expenditures that are needed to solve the problem and identify the available funding, we will be in a better position to answer the question of how to best spend the available funding to achieve the goals we would like to achieve.

- > The Long Beach Port is technology-neutral on zero-emissions trucks. It is not clear that a majority of the drayage trucks will be hydrogen or battery electric. Please keep this in mind with respect to charging stations.
- > The Port of LA ZE 2025 Initiative, which focuses on how to get trucks to do short-haul routes with the proper infrastructure, can be a priority in the near term.

Mr. Cano reaffirmed that the goal of this working group is how to identify how to best invest these funds to advance the zero-emissions technology deployment in the region.

Mr. Cano thanked the group for their focus and desire to move the Clean Truck Program forward.

VI. Upcoming Meetings

- > Task Force Meeting #5 on Thursday, February 17 at 5-7:30pm
- > Clean Truck Working Group Meeting on Thursday, February 24 from 1-2:30pm



710 Task Force

Clean Truck Working Group Meeting #2

Date and Time: Tuesday, January 25, 1-2:30pm

Location: Held Virtually via Zoom

Meeting Link: <https://tinyurl.com/710-CleanTruckWorkingGroup>

Meeting ID: 812 6820 1802

Passcode: 5851

Call-In: 213.338.8477

710 Task Force Purpose and Timeline

The 710 Task Force was initiated in September 2021 and will meet monthly to re-evaluate the goals and needs of the corridor, develop multi-modal strategies to meet these goals and needs, identify potential projects and programs in the short and long-term based on those strategies, and create a prioritized Investment Plan. The Task Force is expected to present the Investment Plan to the Metro Board for consideration by the end of 2022.

Working Groups

Members of the 710 Task Force may also serve on working groups of the Task Force that will meet as needed to research and analyze specific issues of interest to the project and to develop proposals for the Task Force to consider.

Meeting Objectives and Agenda

Objectives

During this meeting, the working group will:

- > Review and discuss regulatory perspectives and policy considerations in developing the Clean Truck Program
- > Review and discuss goals, objectives, and next steps of the Clean Truck Working Group

Agenda Overview (90 minutes)

Time	Agenda Item
1–1:05pm (5 min)	Welcome, Introductions, Agenda, and Purpose of the Clean Truck Working Group
1:05-1:10pm (5 min)	Project Team Presentations <ul style="list-style-type: none"> • Objective for Clean Truck Working Group Meeting #2 • SB 671 Update and Next Steps
1:10-1:25pm (15 min)	Discussion #1: Perspective from EPA <ul style="list-style-type: none"> • EPA Presentation – Morgan Capilla (<i>invited</i>)
1:25-1:35pm (10 min)	Working Group Discussion #1
1:35-1:55pm (20 min)	Discussion #2: Perspective from AQMD <ul style="list-style-type: none"> • Clean Air Act Regulatory Framework – South Coast AQMD (15 minutes) • AB 617 Truck Incentives Plan (5 minutes)
1:55-2:05pm (10 min)	Working Group Discussion #2
2:05-2:15pm (10 min)	Discussion #3: Governor’s Budget – Prospects for 2022 for Clean Truck/Infrastructure Funding - Michael Turner, LA Metro
2:15-2:25pm (10 min)	Working Group Discussion #3
2:25-2:30pm (5 min)	Closing Comments, Next Steps, and Thank You

Pre-Work: Meeting Materials and Handouts

To prepare for this working meeting, Task Force Members should read and review the following materials and, time permitting, independently research topics related to the meeting objectives and agenda (*above*).

Materials are available [here](#).

- A. Clean Truck Working Group Meeting #1 Summary
- B. SB 671 Application and Letter
- C. [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project \(HVIP\) FY 2021-22 Funding Plan for Clean Transportation Incentives](#)
- D. AB 617 Truck Incentives Plan Survey and Workshops



I-710 SOUTH CORRIDOR PROJECT
Clean Trucks Working Group Summary

November 29, 2021



ATTENDEES:

- Connell Dunning, Environmental Protection Agency
- Tony Williamson, Total Transportation Services
- Chris Cannon, Port of Los Angeles
- Tim DeMoss, Port of Los Angeles
- Jacob Goldberg, Port of Los Angeles
- Teresa Pisano, Port of Los Angeles
- Fernando Gaytan, Earth Justice
- Thomas Jelenic, PMSA
- James Shankel, Caltrans
- Raj Dhillon, Breathe SoCal
- Theresa Dau-Ngo, Port of Long Beach
- Leela Roa, Port of Long Beach
- Ambar Rivera, Communities for a Better Environment
- Jim Brogran, Cambridge Systematics
- Matthew Schrap, Harbor Trucking
- Luke Klipp, Office of LA County Supervisor Janice Hahn, District 4
- Morgan Caswell, Gateway Cities Council of Governments
- Nancy Pfeffer, Gateway Cities Council of Governments
- Matt Miyasato, South Coast Air Quality Management District
- Norman Emerson, ATT

PROJECT TEAM:

- KeAndra Cylear-Dodds, Executive Officer of Equity and Race, Metro
- Michael Cano, Deputy Executive Officer, Countywide Planning, Metro
- Ernesto Chaves, Deputy Executive Officer, Countywide Planning, Metro
- Mark Dierking, Community Relations Manager, Metro
- Carlos Montez, Senior Manager Transportation Planning, Metro
- Jessica Medina, Manager, Equity and Race, Metro
- Erika Morales, Facilitator, Morales + Morales Partners
- Susan DeSantis, Senior Project Manager, Arellano Associates
- Nancy Verduzco, Project Coordinator, Arellano Associates
- Samantha Sosa, Assistant Project Coordinator, Arellano Associates

Introduction

Metro held a virtual meeting on Monday, November 29, 2021 with the Clean Truck Working Group consisting of members of the I-710 South Corridor Task Force (710 Task Force). The purpose of this meeting was to review and discuss the goals and objectives of the Clean Truck Program to be considered by the full 710 Task Force.

In the meeting the following four items were discussed:

- Overview about the Clean Truck Program

- Review and discuss the industry perspectives, listening session planning, and the role of stakeholders in the Task Force
- Review and discuss the goals, objectives, and next steps for the Working Group

Below is a comprehensive summary for the meeting, as well as the key topics discussed throughout the interactive Miro Board activities. The Miro Board platform is a collaborative online whiteboard where ideas can be visualized as a team through digital sticky notes and other tools. Miro served as an interactive method to gather live feedback from the meeting participants and engage in a meaningful discussion.

Please see **Appendix A** for the Miro Board responses.

DISCUSSION:

#1: Overview about Clean Truck Program

Ernesto Chavez provided an overview on the Clean Truck program. He discussed the withdrawal of the old Metro Board Action and implementing the new Metro Board Action by creating a new 710 Clean Truck program. Michael Cano discussed the proposal of the governance structure, charter and the community advisory committee (CAC) pursuant to the mission of the Task Force.

Old Metro Board Action

- Deploy 4,000 clean trucks and improve infrastructure 2035 within the I-710 project
- Allocated \$50 million to advance this project

New Metro Board Action

- Take the allocation into this new Clean Trucks Program with the focus on zero emissions
- Separate the program for the Task Force to help define the priorities of this new program

Distribution of Materials

- Consider posting a statement about the changes in the Clean Trucks Program and the direction of the I-710 project on the website

#2: Review and discuss the industry perspectives, listening session planning, and the role of stakeholders in the Task Force

Michael provided an overview of what involves the listening session. The purpose of the Listening Session is to provide the community with an opportunity to ask questions about the project and process and collect input on the mission, goals, and the vision. A discussion was

facilitated to gather ideas for the format and planning for the Listening Sessions and the role of stakeholders in the Task Force.

Listening Session Planning & Feedback

- Acquire approval of tariffs for clean trucks
- Trucks funded are serving ports

Feedback from Trucking Industry

- Improve infrastructure before implementing clean trucks program
- Provide depot and opportunity charging
- Consider making an analysis of energy availability
- Secure funding for infrastructure improvements
- Establish standards for the types of charging available

Feedback from Air Quality

- Establish timeline and goals to implement new technology
- Increase the amount of zero emissions trucks available
- Identify the technology to be utilized for this program
- Focus on the reduction of climate change with technology like solar, etc.
- Focus on the elimination of old trucks
- Need to discuss scrappage

#3: Review and discuss the goals, objectives, and next steps for the Working Group

Michael invited the group members to engage in a discussion to gather ideas about the goals and objectives for the Working Group.

Goals and Objectives

- Aim for no displacements related to this project
- Prioritize local hire and training
- Prioritize zero emissions
- Clarify the different approaches from the ports
- Find the federal and local funding and enforcement for infrastructure investments
- Find funding for zero emissions and enforcement for investments
- Identify time frames

Who else to include in the Clean Trucks Working Group

- Groups from Gateway communities
- SCAG – Regional Planning
- Regional stakeholders
- OEM's about availability

Next Steps

- Participate in the upcoming Listening Sessions
 - Session #1: Wednesday, December 8, 2021 from 5:30 pm to 7:00 pm
 - Session #2: Thursday, December 9, 2021 from 10:00 am to 11:30 am
- Participate in the next Task Force Meeting #3
 - Meeting #3: Monday, December 13, 2021 at 5:00 pm

Welcome!

Clean Truck Working Group

Please add your organization and affiliation in the chat box

Agenda

Agenda

2:00pm Welcome, Introductions, Agenda, and Purpose of the Clean Truck Working Group

2:05pm Overview and Presentations

- The old Metro Board Action and 710 Clean Truck Program
- New Metro Board Action and Creating a new 710 Clean Truck program
- Proposed Governance Structure, Charter, and Community Advisory Committee

2:20pm Working Group Discussion #1: WHERE ARE WE NOW?

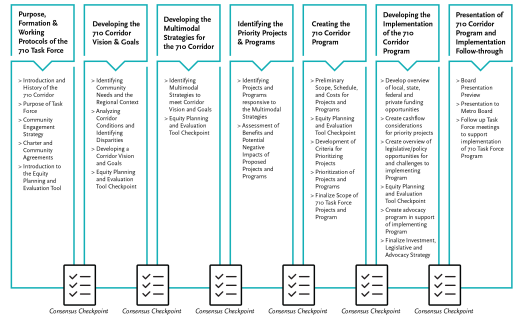
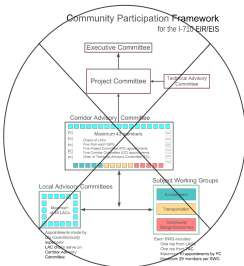
- Ports and Industry Perspective
- EPA, ARB and AQMD Perspectives Listening Session Planning (Miro Board) (20min)
- Role of local jurisdictions, CBOs, and other stakeholders in the localized Task Force engagement activities (10 min)

2:50pm Working Group Discussion #2: A PATHWAY FORWARD
(Miro Board)

- Goals and Objectives
- Who else should be in the Clean Truck Working Group meetings to meet the goals and objectives?
- Next steps

3:20pm Recap of Discussion

3:25pm Closing Comments, Next Steps and Thank You



Goals and Objectives

Earth Justice: 1) No displacement related to the 710; 2) Prioritize local hire/job opportunities; 3) Prioritize ZE

Concerns of disjointed approach of the clean truck program from Ports

What is plan to see funding opportunities as way to invest in infrastructure needed for this program?

AQMD: Identify time frames

\$7.5 billion for charging a fueling infrastructure; 80 million from the Arvin transportation program; \$455 million in federal funds for infrastructure

Earth Justice: Local hire, training, & education

PMSA: Advanced Clean Fleets rule — what are implications?

EPA: What is the systematic approach; enforced; management; operationalized

Port of LA: Funding & cost; leveraging dollars; emphasizes zero emissions

PMSA: Transition has to be in full swing in order to get zero emission trucks moving forward

Community: see \$ targeted to ZE investment

PMSA: Primary concern is that there are sufficient trucks; challenges of transitions & infrastructure; trucks & infrastructure needs to be available to continue goods movement

Who else should be in the Clean Truck Working Group meetings to meet the goals and objectives?

Earth Justice:
CEHAJ; groups
from Gateway
communities

POLA: Strategic
infrastructure planning
— input from regional
stakeholders;
Deployment and
development of
equipment

Discussion
w/ OEMs
about
availability

POLB:
SCAG -
regional
planning

Ports Perspectives

Listening Session Planning & Feedback

\$90 Million per year combined from ports ; leverage funds ; joint advocacy, starts April 1, ZE goal (POLA)

Created a zero emissions RFP; Infrastructure on port property

See need to kick-start the growing demand for ZEV trucks

Remainder of funds determined on availability

Trucks funded are serving the ports

The Port of Long Beach Public Truck Charging and Fueling Study can be found here under Technical Studies:

<https://polb.com/environm ent/our-zero-emissions-future#program-details>

Port of LB shifted to implementation mode and drafting concepts of implementation program; fund 10% zero emission trucks; Board will revisit these goals

Port of LB: Implementation of increased stakeholder engagement will be used to expand funding

Tariff approval for Port of LA Clean Truck Program; Deployment of zero emission trucks

I would like to express support for collaboration between the Ports and Metro (at least) to address investments towards trucks using the 710. -Nancy Pfeffer

Cannot install infrastructure outside of Port jurisdiction; committed to installing infrastructure in Port area; RFI to determine what infrastructure can be implemented to Tier 1 sites; Infrastructure needed outside port property

Air Quality

Listening Session Planning & Feedback

Port of LA: Has had discussions with other jurisdictions on what to do with old trucks; Possibility of selling to other areas

Possible funding through DERA grants program

Need to discuss scrappage

EPA: Important that the CT Program focuses on reduction of climate change and environmental impacts; technologies such as solar, etc

AQMD: What available technology can be utilized to create a large impact?

Ownership/operation of charging facilities along the 710 and in the region generally - Port of LB

Concern with remaining diesel emitting trucks; Elimination of old trucks

AQMD: What is the timing of the clean truck program that Metro envisions and what are the specific goals? Will determine how quickly the program is implemented and technology used

AQMD: Leading the biggest ZE trucks for the state; not enough ZE trucks that are currently available to make impact on air quality. Need large turnover, displace diesel trucks to scale; Timing and specific goals are critical for Metro in terms of available technology.

Trucking Industry

Listening Session Planning & Feedback

Depot charging needed as well as opportunity charging

Infrastructure is needed before the deployment of battery electric trucks; depot charging - Harbor Trucking Association

Nobody is obstructing Zero Emissions; POLB is the only public agency looking at potential sites, energy availability, and resources that will become available through Build Back Better

Everything has to be through the lens of the infrastructure; trucks can be secondary; Need a plan to secure funding from new opportunities; Smaller fleets are not typically new truck customers

TTSI: Ordering CNG trucks on path to ZE transition; 2019 40 CNG trucks were received; 2021 another order made totaling 30 trucks

TTSI: Going forward will participate in battery electric trucks demonstration; Deployment deadline (April-May)

TTSI: Participate in Demos for BE Trucks over next 6 trucks; 5-7 hydrogen fuel truck demos next 6 months

TTSI: Infrastructure on property is tricky — what type of charger is put on site to charge trucks over next 2-3 years. Expensive but needs standards

TTSI: DC Charger: 250 KW = 2 hour charge. \$86 - \$90k. Looking to aid chargers with batteries because timing of charge will be premium otherwise.

Need to look at sites, energy availability, analysis on where and how to site infrastructure

TTSI: Price points: BE = 3x diesel truck, need subsidy to reduce this delta

TTSI: Additionally 5-7 hydrogen electric trucks in demo



Metro

WELCOME!



BUSINESSES ALONG 710

HOW DO WE DEFINE COMMUNITY?

ANYONE WHO LIVES DRIVES OR WORKS NEAR CORRIDOR

ADVOCATES

LOCAL DIVERSE COMMUNITIES



ALL MODES OF MOVERS

REGARDLESS OF HOUSING TYPE

WHAT ARE YOUR EXPECTATIONS FOR EACH OTHER

OPENNESS TO IDEAS



WHAT DOES CONSENSUS LOOK LIKE FOR YOU?

70%+ AGREEMENT ON ISSUES

SHARED VALUE

FULL AGREEMENT



WE'RE IN THIS TOGETHER

WHAT SHOULD BE THE PURPOSE OF INITIAL COMMUNITY ENGAGEMENT ACTIVITIES



TO GET A SENSE OF WHAT THEY WANT TO SEE

INTRODUCE WHAT WE'RE DOING



THIS WILL BE A PROCESS

UNDERSTANDING THEIR NEEDS



TO REMOVE ANY BLOCKS FROM COMM. INPUT



GET FEEDBACK ON IMPACT ON PEOPLES LIVES

CREATE AWARENESS



ENCOURAGE PARTICIPATION

IDENTIFY COMMUNICATION METHOD

MEETINGS
SOCIAL MEDIA

MORE MEETINGS

HELP GOV AND METRO IMPROVE LEGITIMACY TRANSPARENCY OF DECISIONS

TWITTER ACCOUNT FOR UPDATES

FOCUS ON THOSE NOT INCLUDED BEFORE



WALK THE BEAT

GIVE CONTEXT AND HISTORY

WE NEED TO EXAMINE THE COMMUNITY VOICE

START W/ THINGS WE AGREE ON ALREADY



SHARED GOALS

HOW WILL WE MAKE DECISIONS?

LISTENING RESPECTFULLY

CONSENSUS CHECKPOINT



WE NEED TO TALK ABOUT CHALLENGES EARLY ON
LAW EPA



COMMITMENTS TO THE COMMUNITY

WHAT CAN WE COMMIT TO DOING?

MEETS CLEAN AIR ACT
8617 LAW

ONGOING DIALOGUE

WHAT ROLE SHOULD COMMUNITY MEMBERS HAVE IN TASK FORCE

BE INCLUDED NOT IGNORED

ACT AS A BOARD

CENTERED IN CONVERSATION

APPROVAL BOARD

RETHINKING HOW WE POSITION PUBLIC IN FUTURE MEETINGS



CAN WE SEE TASK FORCE SIGN-UPS?

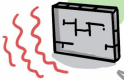


I'LL HELP HOWEVER I CAN!



ITS DISRESPECTFUL TO NOT GIVE ADEQUATE NOTICE OF MEETING

CAN WE HAVE SOUND WALLS?



MANY DONT WANT AN EXPANDED 710 FREEWAY... WHY NOT THE 103?

PEOPLE WANT CLEAN AIR

BIG NO

STOP FREEWAY EXPANSIONS

NEED VARIOUS FORMS OF COMMUNICATION

1-MIN. IS NOT ENOUGH



TASK 710 FORCE

PUBLIC COMMENT



ENSURING A CONTINUOUS COMMUNICATION LOOP

COMMUNITY MEETUPS WORK!

710 SOUTH CLEAN TRUCK PROGRAM

RECOMMIT \$50 MILLION



ZERO EMISSION TRUCKS ASAP

WE MUST BUILD THE INFRASTRUCTURE TO CHARGE THEM

EXECUTIVE ORDER N-19-21

WORKING TO ALLEVIATE PORTS



IS THIS PROCESS WORKING?

CAN WE RESPOND TO QUESTIONS BEFOREHAND THEN DISCUSS

WE NEED SOMEONE TO ADDRESS QUESTIONS IN CHAT

Stay Connected

Michael Cano, Deputy Executive Officer,
Countywide Planning & Development

710corridor@metro.net

metro.net/projects/i-710-corridor



SURVEY REQUEST

South Coast AQMD is Seeking Your Feedback on a Community-Based Incentive Program

South Coast AQMD is requesting your input on the development of the AB 617 Truck Incentives Plan. The goal of the AB 617 Truck Incentives Plan is to provide a community-based program that is customized to fit community needs. The plan aims to reduce harmful emissions and community exposure to toxic air contaminants such as diesel particulate emissions. To help develop the AB 617 Truck Incentives Plan, South Coast AQMD is requesting your feedback and input. Please take the next 5 minutes to complete the survey below (your responses will be kept anonymous). Your input matters!

Survey: <https://forms.office.com/g/8AHbfFrbk3>

We will use the survey information to help us develop the Truck Incentives Plan and will present the findings at the following workshops.

Date/Time	Topics
Wednesday, January 26 th	<ul style="list-style-type: none"> • Review survey responses • Review draft components of the Truck Incentives Program • Review timeline
Wednesday, March 30 th	<ul style="list-style-type: none"> • Finalize draft for ARB review/approval

Zoom Link: <https://scaqmd.zoom.us/j/94755282783>

Zoom Webinar ID: 947 5528 2783

Teleconference Dial In: +1 669 900 6833

Spanish Meeting ID: 932 0955 9643

English Meeting ID: 947 5528 2783

Tune into our [Facebook Live Stream](https://facebook.com/SouthCoastAQMD/live) - <https://facebook.com/SouthCoastAQMD/live>

WHAT TO EXPECT

South Coast AQMD will collaborate with your community to highlight and address priorities needed in the development of the AB 617 Truck Incentives Plan. We look forward to partnering with you on this process!

Spanish interpretation will be available.

(Additional language accommodations can be made with at least 7-day advance notice.)

For questions and comments, please e-mail us

at: 617truckincentives@aqmd.gov

Additional Information

CAPP Incentives: www.aqmd.gov/cappincentives

AB 617 Program: www.aqmd.gov/ab617

Documents to be electronically distributed at this meeting/event will be made available upon request in appropriate alternative formats to assist persons with a disability. Disability-related accommodations will also be made available to allow participation in the meeting/event. Any accommodations must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to the organization. Please telephone the Public Advisors' Office at (909) 396-2432 from 7:00 a.m. to 5:30 p.m. Tuesday through Friday.



Taller de Incentivos Para Camiones AB 617



SOLICITANDO ENCUESTA

South Coast AQMD solicita sus comentarios sobre un programa de incentivos basado en la comunidad

South Coast AQMD solicita su opinión sobre el desarrollo del Plan de incentivos para camiones AB 617. El objetivo del Plan de incentivos para camiones AB 617 es proporcionar un programa comunitario que se personalice para adaptarse a las necesidades de la comunidad. El plan tiene como objetivo reducir las emisiones nocivas y la exposición de la comunidad a contaminantes atmosféricos tóxicos, como las emisiones de partículas diésel. Para ayudar a desarrollar el Plan de incentivos para camiones AB 617, South Coast AQMD solicita sus comentarios y opiniones. Por favor tome los próximos 5 minutos para completar la encuesta a continuación (sus respuestas se mantendrán anónimas). ¡Su opinión es importante!

Encuesta: <https://forms.office.com/g/mvpSZXYBCu>

Usaremos la información de la encuesta para ayudarnos a desarrollar el Plan de Incentivos para Camiones y presentaremos los resultados en los siguientes talleres.

Fecha/Hora	Temas
Miércoles, 26 ^{de} enero	<ul style="list-style-type: none"> • Revisar las respuestas de la encuesta • Revisar los componentes preliminares del Programa Incentivos para Camiones • Revisar el cronograma
Miércoles, 30 ^{de} marzo	<ul style="list-style-type: none"> • Finalizar el plan preliminar para la revisión/aprobación de ARB
Zoom Link: https://scaqmd.zoom.us/j/94755282783 ID de Seminario Web de Zoom: 947 5528 2783 Marcación por teleconferencia: +1 669 900 6833 ID de reunión en español: 932 0955 9643 ID de reunión en inglés: 947 5528 2783	

Usaremos la información de la encuesta para ayudarnos a desarrollar el Plan de Incentivos para Camiones y presentaremos los resultados en los siguientes talleres.

Sintonice a nuestra transmisión en [vivo de Facebook](#) -

<https://facebook.com/SouthCoastAQMD/live>

QUÉ SE PUEDE ESPERAR

South Coast AQMD colaborará con su comunidad para resaltar y abordar las prioridades necesarias en el desarrollo del Plan de incentivos para camiones AB 617. ¡Esperamos poder colaborar con usted en este proceso!

Interpretación en español estará disponible.

(Adaptaciones adicionales a otros idiomas se puede considerar si se solicitan con 7 días de anticipación).

Para preguntas y comentarios, envíenos un correo electrónico

a: 617truckincentives@aqmd.gov

Información adicional

Incentivos CAPP: www.aqmd.gov/cappincentives

Programa AB 617: www.aqmd.gov/ab617

Los documentos que se distribuirán en esta reunión/evento estarán disponibles a pedido en formatos alternativos apropiados para ayudar a las personas con discapacidad. También se pondrán a disposición adaptaciones relacionadas con la discapacidad para permitir la participación en la reunión/evento. Cualquier acomodación debe ser solicitada tan pronto como sea posible. Las solicitudes se atenderán a menos que proporcionarlas resulte en una alteración fundamental o una carga indebida para la organización. Por favor llame a la oficina del Asesor Público al (909) 396-2432 de 7:00 A.M. a 5:30 P.M. los días martes a viernes.

South Coast AQMD | 21865 Copley Drive | Diamond Bar, CA 91765 | 1.800.CUT.SMOG
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Air Quality and Environmental Justice Challenges and Opportunities for the I-710 Corridor

Karina OConnor, Air Planning Office, EPA Region 9
Morgan Capilla, Environmental Justice Office, EPA Region 9

I-710 Clean Truck Workgroup Meeting
January 25, 2022

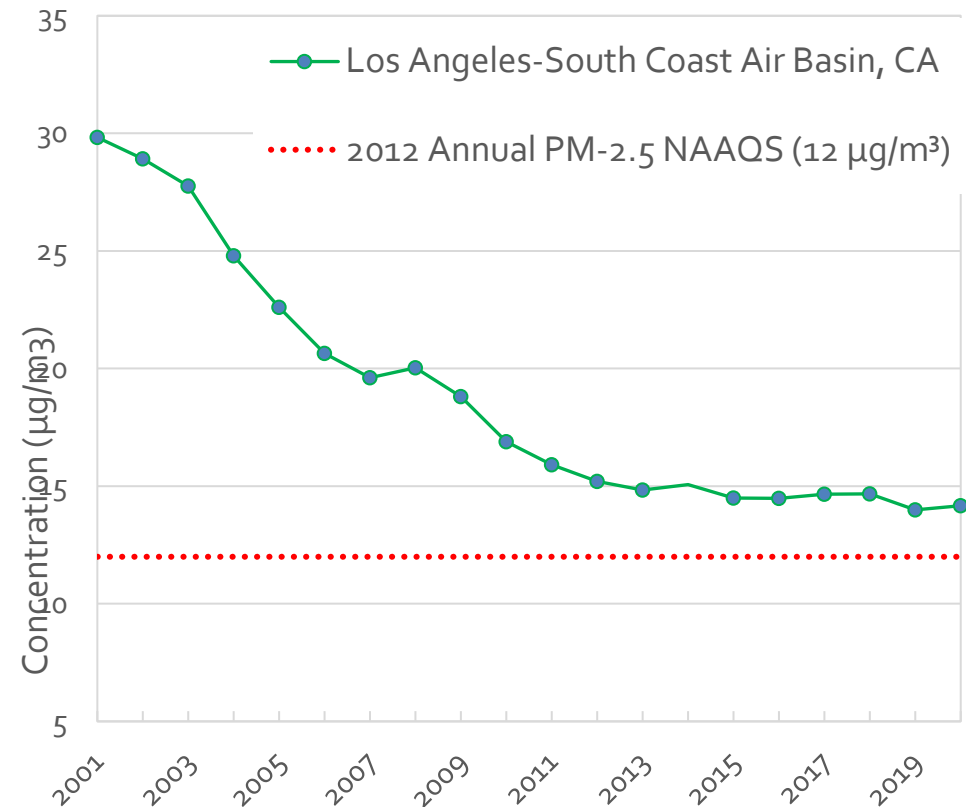


Overview

- Current Air Quality Status
- Environmental Justice
- Improving Air Quality and Community Health
- Future Steps on Air Quality

Current Air Quality Status

- Overall PM_{2.5} levels have decreased in last 10 years. However,
- PM_{2.5} regional levels are still above or close to the current PM_{2.5} NAAQS in most of the study area
- Recent Covid-related shifts in the economy and congestion at the port are likely contributing to increases in regional PM_{2.5} emissions





Environmental Justice



NATA Diesel Particulate Matter
EJ Index (State Percentile)

50 - 60 percentile	80 - 90 percentile	I-710 Corridor
60 - 70 percentile	90 - 95 percentile	
Less than 50 percentile	70 - 80 percentile	95 - 100 percentile

Source: EJSCREEN

- National, state, and local level data, including community narratives, convey existing disproportionate environmental and health burdens for communities in and around the I-710 Corridor
 - Increased vulnerabilities during the pandemic
- EPA continues to be available to assist in advancing EJ in this area
 - EJ is currently a top priority across federal government



Focus on Improving Air Quality and Community Health Now

- CARB has been moving forward with statewide efforts to reduce emissions from heavy duty trucks, and state measures take time to impact the current operating fleet
- Regional and local emission reduction programs to reduce PM emissions will continue to be important
- Reduction of PM emissions from these sources could contribute to reduction of regional and local PM concentrations





Future Steps on Air Quality

- EPA is supportive of zero emission truck technology on the existing I-710 corridor
 - Programs to accelerate the turnover of heavy-duty trucks will result in a clean fleet sooner and a reduction in local emissions
- Coordination of local efforts to reduce PM emissions
 - Combined funding and implementation could improve efficiency and scope of programs
 - I-710 Clean Truck program could benefit from leveraging parallel efforts at the Ports and SCAQMD
- EPA is supportive of cleaner transportation through our grant programs
 - DERA and Targeted Airshed Grants have been implemented in the region to support low and zero emission projects
- AB 617
 - Local communities are participating in efforts to analyze and address major sources of emissions that have resulted in high cumulative exposure burdens



Welcome!

We will begin in a few moments.

710 Task Force Charter Working Group

January 24, 2022



Metro

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

I-710 TASK FORCE



Raise Hand

- > 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 **Chat** function.
- > The **Chat** button is located on the control panel at the bottom of your screen.

Draft Task Charter



DRAFT AS OF January 19, 2021

710 Task Force Charter

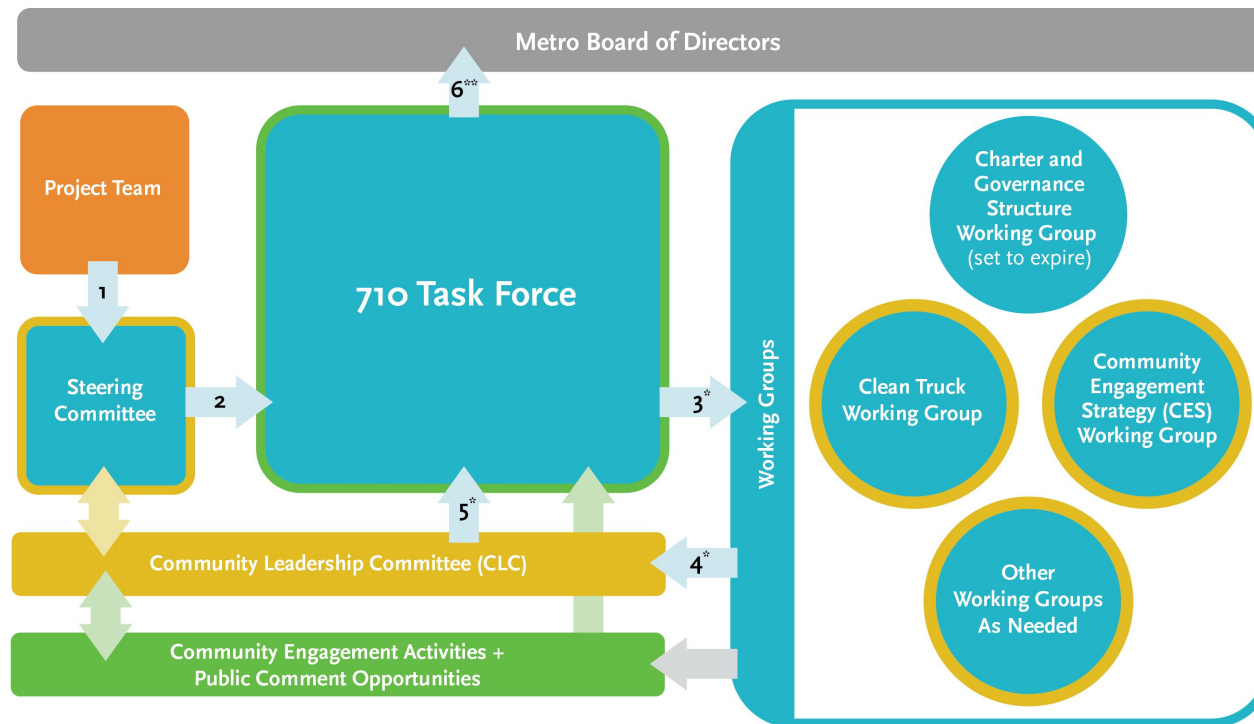
PURPOSE AND GOALS OF THE TASK FORCE:

Metro's goal is to develop a multimodal, multipurpose investment strategy for the I-710 Corridor that improves regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for LA County residents—especially those most impacted and living or working adjacent to the corridor. To accomplish this goal, Metro and Caltrans have established the I-710 South Corridor Task Force (710 Task Force), a group comprised of vital community and regional stakeholders, who will work together to re-evaluate the needs of the corridor, 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 710 Corridor Investment Plan (See Exhibit A) below.

To achieve this ultimate goal of creating a meaningful, re-envisioned 710 South Corridor Investment Plan, the Task Force will take a step back from the prior, now suspended I-710 South Corridor Improvement Project process to re-engage community stakeholders, build trust, and work together in a collaborative process that starts with identifying a shared set of vision and goals for the I-710 South Corridor, developing multimodal strategies to achieve these goals, prioritizing an array of projects and programs to advance the strategies and creating the Investment Plan that will help Metro and Caltrans implement these projects and programs by securing the necessary funding, legislation, policies and support to do so. Once completed this overall Investment Plan will be presented by the 710 Task Force to the Metro Board for consideration.

710 Task Force: Process for Each Work Plan Phase

710 Task Force: Process for Each Work Plan Phase



*Steps 1-5 depict normal process for proposals. If needed, Steps 3-5 will be repeated. Refer to Decision-Making Process chart for an explanation of decision points.
 **Step 6: Metro Board will consider and make the final decision on the 710 Task Force Investment Plan.

LEGEND
 Yellow - CLC Participation
 Green - Public Participation

As of 1/21/22



Types of Decision-Making

item two: decision-making models: types of decision-making

UNANIMOUS: Unanimous decisions occur when all agree without reservation. They are easier for trivial matters, but very difficult for important and/or higher-pressure situations.



CONSENSUS: In a consensus, each person agrees to support the decision, though all may not agree, and gives their/her/his consent. Despite differing perspectives, all agree that they can live with the decision.



MAJORITY RULE: Majority rule decisions are made when more than half the group votes in favor. Majority decisions, as with any voting situation, risk that you won't have full support.



Decision-Making Models

item two: decision-making models: types of decision-making

EXPERT: In this scenario, the group delegates the decision-making responsibility to an expert or small subgroup.



EXECUTIVE: In an executive decision, the leader makes the call. In the is model, decision-making is best when a highly participative process informs the executive decision. This approach is critical when dealing with issues such as setting vision and goals.



DEFAULT: In this scenario, a decision is made by action, or more likely, inaction that forces a conclusion. It is a powerless form of decision-making and is best avoided.



Questions

1. Which of these models do you prefer?
2. What features do you like?
3. What features would you like to avoid?
4. Are there preferences for finalizing decisions or recommendations?
 - > Ex: Simple Majority, Super Majority (60%, 66%, 75%, etc.), or unanimous

Decision-Making Models

item two: decision-making models: facilitator's recommendation

proposed process



:: step one ::

DISCUSSION

introduce the topic and surface questions and concerns



:: step two ::

PROPOSAL

pitch an intervention, policy, or action



:: step three ::

TEST FOR CONSENSUS

using degrees of agreement



:: step four ::

MODIFICATION

by repeating steps 1-3 if committee members raise concerns



:: step five ::

FINALIZE

by holding a simple majority vote



20

Decision-Making Models

item two: decision-making models: do you agree with the proposed process?

select one

do you agree with the process as outlined?



I SUPPORT
the proposal



I CAN LIVE WITH
the proposal



I HAVE
CONCERNS
about the
proposal



I WILL
STAND ASIDE
on this one



22

Decision-Making Models

item two: decision-making models: change the proposal, if needed

modification process



DISCUSSION
surface questions
or concerns about
the proposal



PROPOSAL
pitch a modified
(or alternate)
intervention or
policy



**TEST FOR
CONSENSUS**
using degrees of
agreement

Stay connected to this project.



Michael Cano, *Deputy Executive Officer,*
Countywide Planning & Development

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