



I-710 SOUTH CORRIDOR PROJECT
Clean Truck Working Group Summary

November 29, 2021



ATTENDEES:

- Connell Dunning, Environmental Protection Agency
- Tony Williamson, Total Transportation Services, Inc.
- 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 Brogan, Cambridge Systematics
- Matthew Schrap, Harbor Trucking Association
- 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, Gateway Cities Council of Government

PROJECT TEAM:

- KeAndra CylearDodds, Executive Officer, Office 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 of the Clean Truck Program
- Discuss 710 South Clean Truck Program motion by Metro Directors Hahn and Dutra (October 2021)
- 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. The Miro Board 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 (Metro) 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 (Metro) 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 (Hahn/Dutra motion)

- Renew the allocation and provide it for this new Clean Truck Program with the focus on zero emission technology
- 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 Truck Program and the I-710 South project's new direction on the website for clarity and a written commitment to the public.

#2: Discussion on “Where are We Now?” from the Perspective of Different Industries

Michael Cano provided an overview of what would be involved with 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 of the 710 Task Force.

A discussion was also held to gain feedback from the various industries on where we are now and the role of local jurisdictions, community-based organizations and other stakeholders in the localized Task Force engagement activities.

Feedback from Ports Perspective

- Cannot install infrastructure outside of port jurisdiction
- Trucks funded are serving the ports
- Implementation of increased stakeholder engagement will be used to expand funding
- Acquire approval of tariffs for clean trucks

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 Agencies

- 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 Cano 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-emission technology
- Clarify the different approaches from the ports
- Find the federal and local funding and enforcement for infrastructure investments
- Find funding for zero-emission technology 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



I-710 South Corridor Task Force (710 Task Force)

Clean Truck Working Group Meeting

Date and Time: Monday, November 29, 2021 2:00 PM – 3:30 PM

Location: Held Virtually via Zoom

Meeting Link: bit.ly/3DzSyTK

Meeting ID: 815 6481 4786

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 once a month, at minimum, to re-evaluate the needs of the corridor, develop multi-modal 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. The Task Force is expected to report to the Metro Board and State of California with outcomes by Spring 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. While not open to the public, the summaries, findings and recommendations will be presented to the 710 Task Force public meetings.

Meeting Objectives and Agenda

Objectives

During this meeting, the working group will:

- Discuss the formation, role, and responsibilities of the Clean Truck Working Group for the 710 Task Force
- Advise on planning and goals related to a Clean Truck Program and report out to the 710 Task Force
- Discuss the engagement responsibilities of governmental agencies, ports, local jurisdictions and other Task Force Members related to Clean Truck Program

Agenda Overview (1.5 hours)

Time	Agenda Item
2:00 – 2:05 PM (5 min)	Welcome, Introductions, Agenda, and Purpose of the Clean Truck Working Group
2:05 – 2:20 PM (15 min)	Overview and Presentations <ul style="list-style-type: none"> • 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
2:20 – 2:50 PM (30 min)	Working Group Discussion #1: WHERE ARE WE NOW? <ul style="list-style-type: none"> • Ports and Industry Perspective • EPA, ARB and AQMD Perspectives Listening Session Planning (Miro Board) (20 min) • Role of local jurisdictions, CBOs, and other stakeholders in the localized TF engagement activities (10 min)
2:50 – 3:20 PM (30 min)	Working Group Discussion #2: A PATHWAY FORWARD (Miro Board) <ul style="list-style-type: none"> • Goals and Objectives • Who else should be in the Clean Truck Working Group meetings to meet the goals and objectives? • Next steps
3:20 – 3:25 PM (5 min)	Recap of Discussion
3:25 – 3:30 PM (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*).

- [Executive Order N-19-21](#)
- [Work Plan and Flow of Meetings](#)
- [Presentation from Task Force #2](#)
- [710 Task Force Community Advisory Committee Proposal and Listening Session Plan](#)
- Graphic Illustrator Images ([Meeting Overview](#) and [Public Comment](#))

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?

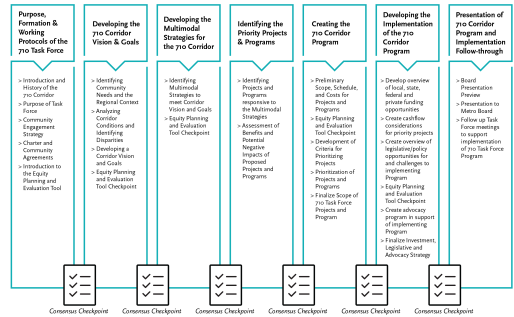
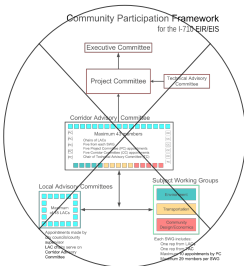
- Ports and Industry Perspective
- EPA, ARB and AQMD Perspectives Listening Session Planning (Miro Board) (20min)
- Role of local jurisdictions, CBOs, and other stakeholders in the localized Task Force engagement activities (10 min)

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/environment/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

TWITTER ACCOUNT FOR UPDATES

FOCUS ON THOSE NOT INCLUDED BEFORE

HELP GOV AND METRO IMPROVE LEGITIMACY TRANSPARENCY OF DECISIONS



WALK THE BEAT

GIVE CONTEXT AND HISTORY

DOOR KNOCKING



WE NEED TO TALK ABOUT CHALLENGES EARLY ON
LAW EPA



SHARED GOALS

HOW WILL WE MAKE DECISIONS?

LISTENING RESPECTFULLY

CONSENSUS CHECKPOINT



START W/ THINGS WE AGREE ON ALREADY



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?

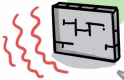


I'LL HELP HOWEVER I CAN!



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