



I-710 SOUTH CORRIDOR PROJECT

Zero Emission Truck Working Group Meeting #5 Meeting Summary

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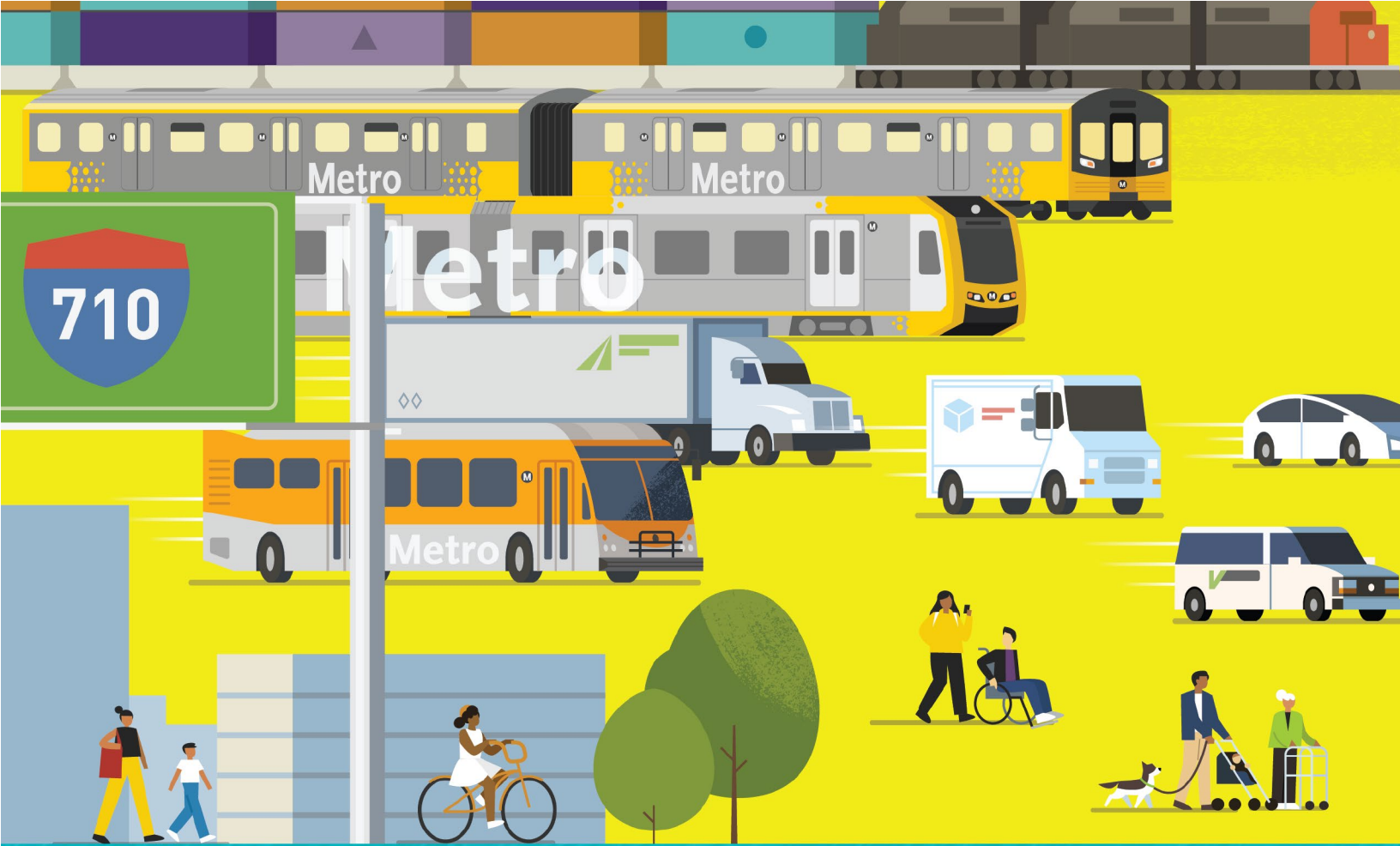
Zero Emission Truck Working Group Meeting #5 Summary Report

Appendix A – Meeting Agenda

Appendix B – Detailed Comments

Appendix C – Mentimeter Poll

Appendix D – Meeting Presentation



I-710 SOUTH CORRIDOR PROJECT

Zero-Emission Truck Working Group Meeting #5 Summary

April 19, 2022



Zero-Emission Truck Meeting #5 Summary

ATTENDEES

TASK FORCE MEMBERS

Community-Based Organizations and Advocacy Groups

Ambar Rivera, Researcher, Communities for a Better Environment (CBE)

Freight and Logistics Industry

David Libatique, Deputy Executive Director, Stakeholder Engagement, Port of Los Angeles (POLA)

Sharon Weissman, Vice President of the Long Beach Board of Harbor Commissioners,
Port of Long Beach (POLB)

Thomas Jelenic, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Dr. Joe Lyou, President, CEO, Coalition for Clean Air

Fernando Gaytan, Senior Attorney, Earthjustice

Academic / Research / Policy / Foundations

Niki Okuk, Deputy Director, CalStart

Regulatory Agencies

Aaron Katzenstein, South Coast Air Quality Management District (SCAQMD)

Local Jurisdictions

Luke Klipp, Senior Transportation Deputy, County Supervisorial District 4

Ex-Officio

Andrew Zellinger, Environmental Reviewer, U.S. Environmental Protection Agency, Region 9

Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Protection Agency, Region 9

Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments (GCCOG)

Nancy Pfeffer, Executive Director, Gateway Cities Council of Governments (GCCOG)

COMMUNITY LEADERSHIP COMMITTEE MEMBERS

Emmanuel Godinez, Boyle Heights

Guadalupe Arellano, East LA

Tiesha Davis, San Pedro

Emmanuel Godinez, Boyle Heights

ADDITIONAL WORKING GROUP MEMBERS

Ryan Snyder, Senior Sustainability and Innovation Manager, Caltrans District 7

Lynda Bybee, Consultant

Karen Heit, Gateway Cities Council of Governments (GCCOG)

Norman Emerson, Gateway Cities Council of Governments (GCCOG)

Teresa Pisano, Port of Los Angeles (POLA)

Zero-Emission Truck Meeting #5 Summary

Tim DeMoss, Port of Los Angeles (POLA)
Leela Rao, Environmental Specialist, Port of Long Beach (POLB)
Steven Tilk, Manager - Commercial and Industrial Segment, Southern California Edison (SCE)
Jack Symington, Program Manager for Transportation, Los Angeles Cleantech Incubator (LACI)
Sue Dexter, USC Equity Research Institute (ERI)

Project Team

Michael Cano, Executive Officer (Interim), Metro
Carlos Montes, Project Manager of Highway Programs, Metro
Lilian De Loza-Gutierrez, Director of Community Relations, Metro
Akiko Yamagami, Goods Movement Planning, Metro
Maya Pogoda, Senior Executive, GF Bunting + Co.
Erika Morales, Facilitator, Morales + Morales
Susan DeSantis, Senior Project Manager, Arellano Associates
Laura Herrera, Deputy Project Manager, Arellano Associates
Nora Casillas, Senior Project Coordinator, Arellano Associates
Xochitl Medrano, Project Coordinator, Arellano Associates
Allison Crook, Assistant Project Intern, Arellano Associates

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7 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 South Corridor 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 for 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 Zero-Emission Truck Meeting #5 was held virtually on Tuesday, April 19, 2022. The intent of this meeting was to review Metro Board direction from March 2022 Board presentation and to conduct interactive discussion on priorities, goals, considerations, and next steps. Spanish interpretation was provided simultaneously for this meeting.

Prior to the meeting, the 710 Zero-Emission Truck Working Group received the agenda (**Appendix A**), presentation (**Appendix D**), and meeting materials (**Appendix B and C**).

710 Zero-Emission Truck Working Group #5 Virtual Meeting

1. Introductions, Welcome, Agenda Review, Meeting Objectives

- > Erika C. B. Morales, 710 South Corridor Task Force Facilitator, opened the meeting and reminded attendees 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: Project Team Presentation

Metro Board Direction

- > Michael Cano, LA Metro Executive Officer (Interim), shared an overview of the direction from the Metro Board of Directors and will report back to the Board on the final recommendation for the use of \$50 million.

Zero-Emission Truck Working Group Meeting #4 – Report Out

- > Mr. Cano provided an overview of the topics discussed at the five Zero-Emission Truck Working Group meetings to date.

3. Agenda Item #2: Three Program Options – Opportunities and Challenges

- > Mr. Cano shared an overview of the 710 Zero-Emission Truck program options. The three options presented included:
 - Focus on ZE infrastructure only
 - Focus primarily on ZE infrastructure w/ targeted subsidy set-aside
 - Focus primarily on subsidy funding for ZE truck purchases/leases
- > Mr. Cano also reported the opportunities and challenges for each of the program options and then invited comments from working group participants. Detailed comments are available in **Appendix B**.

4. Agenda Item #3: Refined Recommendation

- > Mr. Cano shared the staff recommendation for the 710 Zero-Emission Truck program:
 - *“Metro should leverage its \$50 million to implement ZE Infrastructure with a small strategic set-aside for targeted ZE truck subsidies.”*
- > Ms. Morales led the group in a Test for Consensus on the staff recommendation and invited working group members to respond to the poll question, “What is your position on the proposed recommendation?”
- > 16 working group members participated in the poll. 4 Working Group members indicated they “Support the proposal”, 11 working group members, or 94% “Can live with the proposal”, and 1 Working Group Member, or 6%, expressed “concerns for the proposal”. The concern was primarily the need to have more details on the program.
- > A visual of the Mentimeter Poll results is available in **Appendix C**.

5. Next Steps

- > Mr. Cano shared an overview of the 710 Zero-Emission Truck Program development timeline and the elements to consider.
- > Ms. Morales presented 13 questions about the program structure and invited meeting attendees to provide input for each question.
- > Detailed comments are available in **Appendix B**.

Overview of Comments:

- Establish a comprehensive funding plan to help with allocations to different elements of the program.
- Funds should go towards hard costs for infrastructure not planning work
- There should be 4:1 leverage target for infrastructure.
- Consider requirements that only drayage trucks operating along the 710 corridor receive subsidies.
- Improve community engagement and education about the project with stakeholders and the ports.
- Ensure community benefits and prevent community harm
- Ensure there are no negative travel patterns that result from ZET Program
- Address idling trucks issue.

6. Upcoming Meetings and Adjournment

- > Ms. Morales reviewed the upcoming Task Force meeting information and other key dates.
- > Ms. Morales encouraged Task Force members and members of the public to contact Michael Cano should they have any questions or concerns.
- > The meeting adjourned at 2:30 pm.

Meeting Format Logistics

- Meeting Format: Meeting
- Participants: Task Force and Working Group
- Interactive Tools Used: Mentimeter Poll



710 Task Force

Zero-Emission Working Group Meeting #5

Date and Time: Tuesday, April 19, 1-2:30pm

Location: Held Virtually via Zoom

Meeting Link: <https://tinyurl.com/ZeroEmissionWG-5>

Meeting ID: 844 9191 7549

Passcode: 5851

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 Metro Board direction from March 2022 Board presentation
- ✓ Review ZET Program's 3 Options - Opportunities and Challenges
- ✓ Present ZET Program Refined Recommendation based on Working Group input
- ✓ Achieve Consensus and Vote on ZET Program Refined Recommendation
- ✓ Conduct Interactive discussion on priorities, goals, considerations, and next steps
 - Initial discussion on program structure, funding protocols, eligibility criteria, and leveraging funds
 - Discuss areas for research and development

Agenda Overview (90 minutes)

Time	Agenda Item
1–1:05 pm (5 min)	Welcome, Introductions, Agenda Review, and Purpose of the Zero–Emission Truck Working Group
1:05-1:15 pm (10 min)	Agenda Item #1: ZET Three Program Options – Opportunities and Challenges – Interactive Discussion

1:15-2:00 pm (45 min)	Agenda Item #2: ZET Program Refined Recommendation – Interactive Discussion
2:00 – 2:25 pm (25 min)	Agenda Item #3: ZET Program Next Steps
2:25-2:30pm (5 min)	Closing Comments, Upcoming Meetings, 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.

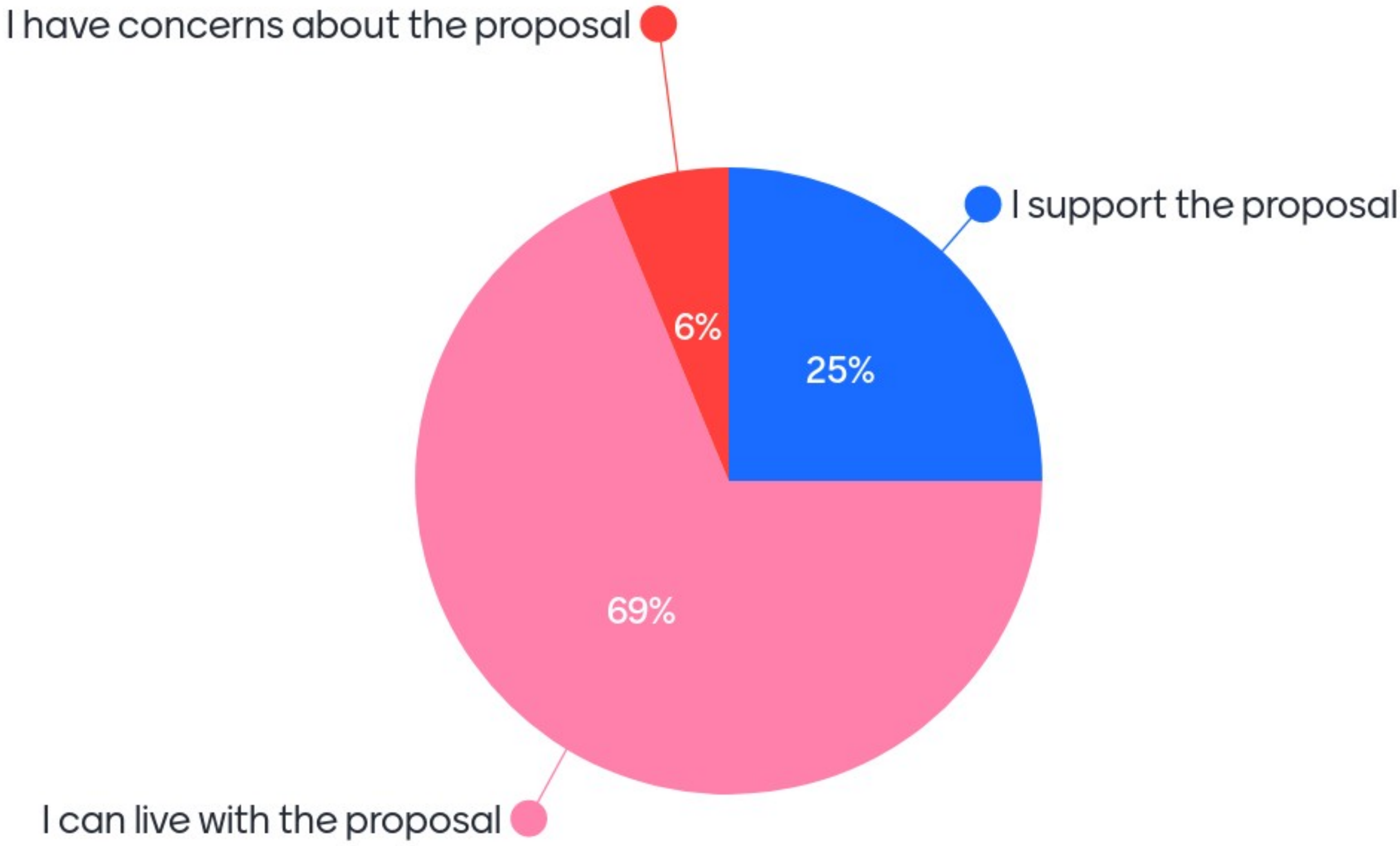
1. Agenda
2. Presentation
3. ZETWG Meeting #4 Summary
4. ZE Funding Resources Matrix
5. Board Report
6. California State Transportation Agency (CalSTA) Brief Overview of the FY22-23 Governor’s Supply Chain Resilience and Port Infrastructure Investments Proposal
7. POLA Goods Movement Training Campus Infographic

Metro 710 Virtual ZE WG
4-19-22 | 1 pm
Comments and Questions

#	Name	Question/Comment	PPT Section
1	Ryan Snyder, Caltrans District 7	Would the ZE infrastructure be open to the general public, or just trucks?	Task Force Input ZET Program Options
2	James Shankel, Caltrans District 7	Will "infrastructure" be limited to "brick and mortar" locations, comparable to gas stations as an example (but for battery electric and hydrogen instead)?	Task Force Input ZET Program Options
3	Dr. Joe Lyou, CTC	Battery electric, fuel cell trucks are expensive, battery are heavy take a lot to recharge-have limited range. Are we talking about short/long term challenges? Technological costs-ze. Some terminals that don't have drivers go more than 65 miles in a day. Over the years, trucks will have more range as battery energy density increases.	Task Force Input ZET Program Options
4	Ryan Snyder, Caltrans District 7	Could we have some discussion of pros and cons?	Mentimeter proposed recommendation vote
5	Fernando Gaytan, EarthJustice	Before I can support there needs to be some level of detail regarding all the various items that are currently TBD and how we are going to resolve the components.	Mentimeter proposed recommendation vote
6	Fernando Gaytan, EarthJustice	Will the CLC and TF have the possibility to provide input and revise the proposal should there be any issues or items that are unanswered?	Mentimeter proposed recommendation vote
7	Fernando Gaytan, EarthJustice	Clarified - he voted "has concerns for the proposal". There are a lot of undefined terms that need to be defined. CHANGED to "I can live with the proposal" for now.	Mentimeter proposed recommendation vote
8	James Shankel, Caltrans District 7	Regarding battery electric trucks has there been any evaluation of the viability of private sector companies providing battery swapping service (to trucks--and buses, as an example) as a way to address range and duty cycle considerations.	Structuring the ZET Program
9	Sue Dexter, USC	I agree with 4:1 target also.	Structuring the ZET Program
10	Ryan Snyder, Caltrans District 7	I think some planning may be necessary. But shouldn't be required to have a match because there isn't much money available for planning.	Structuring the ZET Program
11	Jack Symington, LACI	Agree with Tim's idea of using the registry to identify the most frequently visiting trucks and fleets.	Structuring the ZET Program
12	Sue Dexter, USC	I have two comments to follow up these three thing. I am a big proponent of owner operations being a part of these. Anyway to carve out money and give them involved. To get them excited, can we get a couple of people to demonstrate their vehicles to be proponent for it moving forward	Structuring the ZET Program
13	Jack Symington, LACI	On the third question- the 4 to 1 target in a good minimum leverage to achieve. No need to go less than Supervision Hahn's minimum. What planning work has been made? Fund hard costs, not planning work for infrastructure	Structuring the ZET Program
14	Sharon Weissman, Port of LB	We should require for subsidies for truck- they need to use the trucks in the corridor. If they don't use it, then we should have a mechanism to recoup money.	Structuring the ZET Program
15	Ryan Snyder, Caltrans District 7	I think there may be some planning work necessary. But shouldn't be required to have a match. Very difficult to have a match for planning.	Structuring the ZET Program
16	Fernando Gaytan, EarthJustice	Back to comment Michael made for funding sources from Metro. Would like clarity about the buckets to come up with a comprehensive funding plan. Might inform the decisions we make today on this particular program. How do we make sure that we don't add additional harms to community, through construction or long term traffic patterns.	Structuring the ZET Program

17	James Shankel, Caltrans District 7	Just to follow up on Commission Weisman and Fernando on 4th question- how would it be established that the program is bringing benefits- have a way to track the ways that the trucks are in the area of the 710 corridor. That the recipients are in the area where the benefit is desired. it is important that it doesn't create negative traffic patterns. Fueling locations should be accessible to surrounding communities so they don't go out of the area to charge/fuel.	Structuring the ZET Program
18	Sharon Weissman, Port of LB	It is difficult because there are other programs happening at the same time. How do we separate this program from the other programs happening- AQMD, Could we give preference to those who are giving to the corridor? Could er give preference to companies in the corridor?	Structuring the ZET Program
19	Sue Dexter, USC	There are great community groups who can organize like the SELA collaborative to get involved in this. Reaching out to them are great. The idling issue is a huge program. Not just the ones traveling through. Are we thinking about any other solutions- solar panels for trucks for AC to move towards that for the idling issue.	Structuring the ZET Program
20	Tim DeMoss, Port of LA	Metrics that can be looked for the truckers that receive money- how many times trucks drive to the port. They have metrics on how many times they go to the port. Not comprehensive but a good way to measure. Willing to work with Metro on that. Having stakeholder meetings to have a joint meeting for communities that surround the port to share successes and issues.	Structuring the ZET Program
21	Ryan Snyder, Caltrans District 7	Thoughts on metrics, you'll know where the infrastructure is going- need to measure how many vehicles have been charged. Miles traveled. On community engagement be led by the stakeholder groups where planning money can come in. Not just solicit, but lead community engagement and provide funds for doing so.	Structuring the ZET Program
22	Sharon Weissman, Port of LB	I would hope that the policies and priorities that this committee develops- then Metro staff can meet with the Ports (3 agencies) to develop a Master Plan. Talking about subsidizing ZE trucks but infrastructure. They should meet and report back to this committee.	Structuring the ZET Program
23	Jack Symington, LACI	Weight of the battery fuel cells, from the policy perspective understanding the weight issue in the near future will be a real hurdle. Heavy Weight corridors would be considered throughout corridor.	Structuring the ZET Program
24	Andy Zellinger, EPA	Want to mention the EPA Regional Administrator Guzman is very interested in the ports. I will share with my RA- very interested.	Structuring the ZET Program
25	Sharon Weissman, Port of LB	Should we provide a subsidy to a company rather than an individual. But make sure that they don't have any labor/worker issues.	Structuring the ZET Program
26	Fernando Gaytan, EarthJustice	Equity consideration- should go back to the EWG- want to have a training program to focus on local communities- maybe community colleges have them or local unions.	Structuring the ZET Program
27	Tim DeMoss, Port of LA	I really like the strategy to discuss our spending plans. One of the biggest complaints LA ports got is that we didn't spend enough on infrastructure. They are looking at how to enhance their funding for infrastructure. Not just a port issue but a regional issue. Really pleased to see that this is Metro strategy for \$50 million.	Structuring the ZET Program

What is your position on the proposed recommendation?



Welcome!

We will begin in a few moments.

710 Task Force

Zero-Emission Truck Working Group

Meeting #5

April 19, 2022



Metro

710

Metro

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

710 Task Force



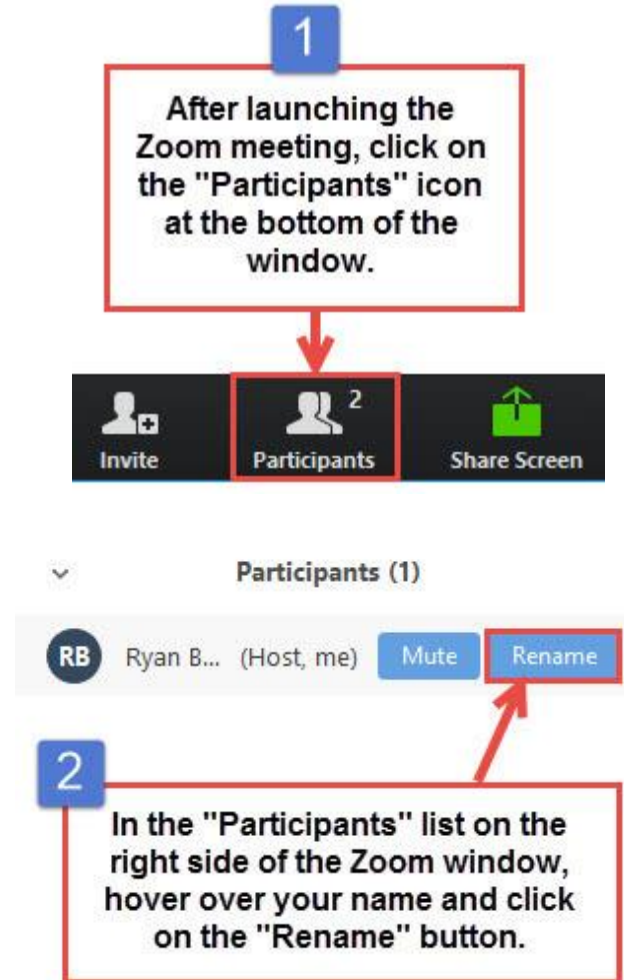
Facilitator



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member Identification

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



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.

Welcome!

Agenda

- 1:00 pm** Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group
- 1:05 pm** Agenda Item #1: ZET Three Program Options – Opportunities and Challenges – Interactive Discussion
- 1:15 pm** Agenda Item #2: ZET Program Refined Recommendation – Interactive Discussion
- 2:00 pm** Agenda Item #3: ZET Program Next Steps
- 2:25 pm** Closing Comments, Upcoming Meetings, Thank you

Meeting Objectives

- ✓ Review Metro Board direction from March 2022 Board presentation
- ✓ Review ZET Program's 3 Options - Opportunities and Challenges
- ✓ Present ZET Program Refined Recommendation based on Working Group input
- ✓ Achieve Consensus and Vote on ZET Program Refined Recommendation
- ✓ Conduct Interactive discussion on priorities, goals, considerations, and next steps
 - Initial discussion on program structure, funding protocols, eligibility criteria, and leveraging funds
 - Discuss areas for research and development

Agenda Item #1: Project Team Presentation

Metro Board Direction

- > Metro to coordinate with the state on the State Plan for the Bipartisan Infrastructure Law and report back to the Metro Board.
- > Metro to report on the Zero-Emission Truck Working Group's final recommendation for use of the \$50 million and report back to the Metro Board.
- > Keep "Truck" in the Working Group title.
- > Metro to provide follow up information to the Metro Board:
 - Income tax penalty and sales tax imposed on truck owners in trying to minimize zero-emission truck purchasing cost
 - State financial assistance to independent truck owners for the purchase of zero-emission trucks
 - Subsidies for air filters to provide relief to residents along the corridor
 - How to harness funding opportunities for workforce development being released by the Department of Labor
 - Truck Parking – Can Metro work with Union Pacific to share space at its railyard in the City of Commerce along I-710 for overnight truck parking?
 - How to make ZE trucks affordable for small business owners? Is there an innovative mechanism like a housing development trust fund, etc., in which participants contribute money to purchase a property jointly?

Zero-Emission Truck Working Group – Updates

Meetings to-date:

- > November 29, 2021
- > January 25, 2021
- > February 24, 2022
- > March 22, 2022
- > April 19, 2022

Topics reviewed and discussed:

- > Goals and objectives for the 710 South Clean (now ZE) Truck Program
- > Industry perspectives and the role of stakeholders in the 710 South Task Force
- > Air quality and environmental justice challenges and opportunities in the corridor
- > The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 trucks
- > Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- > Strategies to leverage Metro's \$50 million in seed funding at the state and federal level
- > ZET Program Recommendation and associated policies, programs, and timing for advancing to Metro Board

ZET WG #4 Overview

Summary

- > Held virtually via Zoom on Thursday, March 22, 2022
- > 17 participants (14 Task Force Members, 3 Ex-Officio Task Force Members)
- > Meeting topics included:
 - ✓ Zero-Emission Truck Program Options
 - ✓ Explore Grant Funding Opportunities

Objectives

- > Presented Zero-Emissions Truck Program Funding Opportunities and Partnerships
- > Discussed Zero-Emissions Truck Program priorities, goals, considerations, and next steps

Highlights

- ✓ Presentations from Deputy Assistant Secretary for Climate Policy Andrew Wishnia and Deputy Assistant Secretary for Intergovernmental Affairs Charles Small from the US Department of Transportation on opportunities to partner with the federal government on funding programs
- ✓ Metro highlighted different funding opportunities that can be beneficial to the ZET Program.
- ✓ Metro presented three ZET Program options for consideration
 - Focus on ZE infrastructure only
 - Focus primarily on ZE infrastructure with some targeted subsidy funding
 - Focus primarily on subsidy funding for ZE purchases/leases

Development of the 710 Zero-Emission Truck Program

Options emerging for use of \$50 million:

> **Focus on ZE Infrastructure only**

- Will require a strong community outreach component to plan, site and implement ZE infrastructure
- Work with current pilot programs / early adopters
- Will need fast-tracked Regional ZE infrastructure planning for Metro/Caltrans
 - Partner with SCAG, AQMD, LACI, Communities, etc.
- Many opportunities for Metro to leverage \$50 million many times over – TCEP, IJJA, CARB, CEC

> **Focus primarily on ZE Infrastructure with some targeted subsidy funding**

- Targeted subsidy funding will need to layer on top of other funding sources (Ports, AQMD, CARB, etc.)
- What will be the focus? Small Business, Independent Owners/Operators in corridor, etc.?

> **Focus primarily on subsidy funding for ZE truck purchases/leases**

- Need a strong business case as subsidy need per ZE truck is extremely expensive in near term
 - Also, dependent upon access to ZE infrastructure for charging/fueling.

Task Force Input ZET Program Options

OPPORTUNITIES

- > Focus on seed funding for infrastructure investment in Environmental Justice Communities and not subsidies for vehicles
- > Opportunity to partner with COG/Cities in the corridor on a series of pilot deployments to test acceptance and market users
- > Targeted subsidy funding component would potentially increase clarity regarding the location of infrastructure
- > Significant funding available for Infrastructure for Zero-Emission Trucks for the next 2 years
- > Caltrans SCE Charge Ready Program \$350 million dedicated to infrastructure
- > Match Metro programs with other local programs to gain matching funds/commitment

CHALLENGES

- > Infrastructure to fuel Zero-Emission Trucks is critical
- > Significant time needed to plan and install EV chargers for medium-duty to heavy-duty trucks
- > Support of communities on the location of Zero-Emission Truck Infrastructure
- > Clear, coordinated approach among state agencies is needed where there are overlapping areas of focus
- > Siting of infrastructure must not result in displacement or further harm; construction/operations impacts must be addressed
- > Infrastructure planning and deployment are needed ahead of vehicle deployment
- > Labor and classification issues related to Justice40

Agenda Item #2: Refined Recommendation

710 Zero-Emission Truck Program Draft Recommendation

DRAFT RECOMMENDATION

Metro should leverage its \$50 million on ZE Infrastructure with a small set-aside for targeted ZE truck subsidies.

DEGREES OF AGREEMENT

- I support the proposal
- I can live with the proposal
- I have concerns about the proposal
- I will stand aside on this one

Zero-Emission Truck Working Group Vote

Metro should leverage its \$50 million on ZE Infrastructure with a small set-aside for targeted ZE truck subsidies.

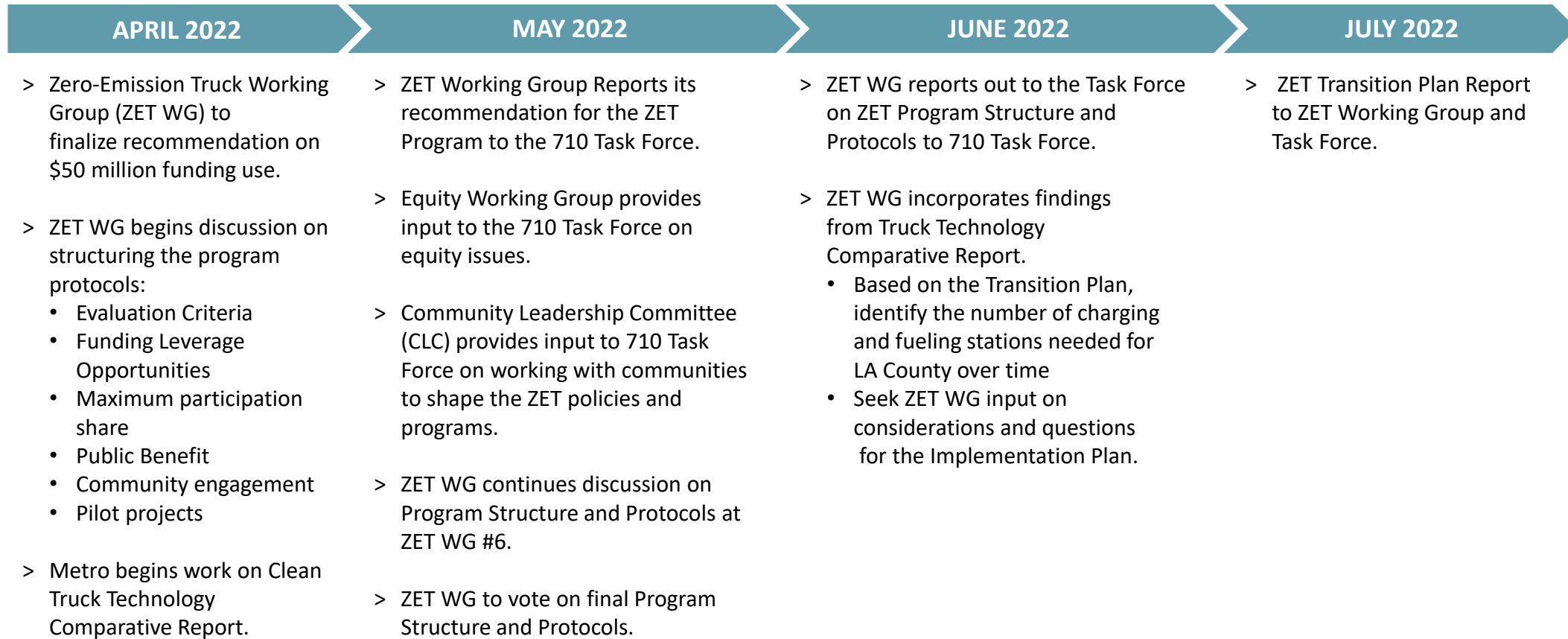
VOTE

- Yes
- No
- Abstain

Agenda Item #3: Next Steps

Zero-Emission Truck Program Development Timeline

This sixteen-week timeline shows key activities and dates for the Zero-Emission Truck Program Development.



Development of the 710 Zero-Emission Truck Program

Elements to consider:

- > Drayage segmentation to create near-to-long term strategies for ZE deployment
- > Consideration of Metro's role and opportunity in relation to other agencies and partners in the region
- > Tax and incentive funding barriers to adoption
- > Workforce development linked to I-710 S Corridor Communities
- > Truck parking + ZE charging/fueling infrastructure
- > Pilot programs to battle entrained particulate matter generation
- > Vegetation and other truck emission mitigations
- > Technology / Innovation applications to reduce Truck VMT / idling

Structuring the ZET Program

- > What other elements should we consider for our program?
- > What eligibility criteria should Metro use to evaluate external requests for use of its funds?
- > Should there be minimum leverage requirements for infrastructure? For truck subsidies?
- > How do we evaluate public benefit?
- > How do we structure community engagement to evaluate the program?

Upcoming Meetings

Working Groups

Equity

> *Tuesday, April 19, 5-7pm*

Zero-Emission Truck

> *Tuesday, May 17, 1-2:30pm*

Community Leadership Committee

> *Thursday, April 21, 5-7pm*

Coordinating Committee

> *Wednesday, April 27, TBD*

Task Force

Task Force Meeting #8

> *Monday, May 9, 5-7:30pm*

Can't attend the meeting? Reach out to us!



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

One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012



213.922.4710



710corridor@metro.net



metro.net/projects/i-710-corridor



@metrolosangeles



losangelesmetro