



## I-710 SOUTH CORRIDOR PROJECT

### Zero Emission Truck Working Group Meeting #9 Meeting Summary

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**I-710 SOUTH CORRIDOR PROJECT**

**Zero-Emission Truck Working Group Meeting #9 Summary**

August 16, 2022



## *Zero-Emission Truck Working Group Meeting #9 Summary*

### **ATTENDEES**

#### **TASK FORCE MEMBERS**

##### **Community-Based Organization's and Advocacy Groups**

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

##### **Freight and Logistics Industry**

Amber Coluso, Environmental Management, Port of Los Angeles (POLA)

Christina Skacan, Research and Protocol Analyst, Port of Long Beach (POLB)

Shana Espinoza, Executive Officer to the Board of Harbor Commissioners, Port of Long Beach (POLB)

Matt Schrap, Chief Executive Officer, Harbor Trucking Association

##### **Environmental Organizations**

Fernando Gaytan, Senior Attorney, Earthjustice

Natalia Ospina, Project Attorney of Environmental Justice, Natural Resources Defense Council (NRDC)

##### **Academic / Research / Policy / Foundations**

Sue Dexter, METRANS Researcher, METRANS Transportation Consortium

Alycia Gilde, Vice President, Clean Fuels and Infrastructure, Calstart

Niki Okuk, Deputy Director, Calstart

Alyssa Haerle, Director of Infrastructure Incentive Administration, CalStart

##### **Regulatory Agencies**

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

William Robertson, Vehicle Program Specialist, California Air Board Resource (CARB)

Patricia Kwon, Air Quality Specialist, South Coast Air Quality Management District (AQMD)

George Payba, Director/Environmental Affairs Officer Los Angeles Department of Water and Power (LADWP)

##### **Local Jurisdictions**

Luke Klipp, Senior Transportation Deputy, Los Angeles County Supervisorial District 4

Viviana Gomez, Transportation Deputy, County of Los Angeles, Supervisorial District 4

##### **Community Leadership Committee**

Natalie Diaz Rubio, Bell Gardens

Tiesha Davis, San Pedro

##### **ZETWG (Zero Emission Truck Working Group)**

Jack Symington, Project Manager, Los Angeles Cleantech Incubator (LACI)

Lynda Bybee, Associate/Business Development Manager, LSA Associates

Steven Tilk, Manager of Commercial and Industrial Segment, Southern California Edison (SCE)

##### **Ex- Officio**

Karen Heit, Transportation Analyst, Gateway Cities Council of Governments (GCCOG)

Nancy Pfeffer, Executive Director/VP, Finance and Budget, Gateway Cities Council of Governments (GCCOG)

Norman Emerson, Principal, Emerson & Associates, Gateway Cities Council of Governments (GCCOG)

## Zero-Emission Truck Working Group Meeting #9 Summary

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

### **Project Team**

Michael Cano, Executive Officer of Countywide Planning & Development, Metro  
Akiko Yamagami, Transportation Manager of Countrywide Planning & Development, Metro  
Steve Lee, Manager of Transportation Planning, Metro  
Alice Tyree, Equity Program Manager, Caltrans District 7  
James Shankel, Senior Environmental Planner, Caltrans District 7  
Susan DeSantis, Senior Project Manager, Arellano Associates  
Nora Casillas, Senior Project Coordinator, Arellano Associates  
Samantha Sosa, Project Coordinator, Arellano Associates  
Xochitl Medrano, Project Coordinator, Arellano Associates  
Robert Calix, Cal Strategic Management  
Maya Pogoda, Senior Executive, GF Bunting + Co,  
Erika Morales, Facilitator, Morales-Partners

### **Introduction**

The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (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 Working Group Meeting #9 was held virtually on Tuesday, August 16, 2022. The intent of this meeting was to:

- (1) Refine Zero-Emission Truck Program Principles and Overview of Process
- (2) Review Zero-Emission Truck Program Framework
- (3) Discussion of CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
- (4) Discuss anticipated Zero-Emission Infrastructure Needs 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**), meeting materials (**Appendix B**), and presentation (**Appendix C**).

### **710 Zero-Emission Truck Working Group #9 Virtual Meeting**

- 1. Welcome, Introductions, Agenda Review, and Purpose of the Zero-Emission Truck Working Group**

- > Erika 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: Metro Update

### ZET Metro Board Direction

- > Michael Cano provided an update on the Metro Board Direction of the ZET Program as well as the program timeline.

## 3. Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles

### Proposed Principles Recap

- > Mr. Cano and Ms. Morales reviewed the seven program principles. They highlighted proposed edits based on the previous meeting input from the Working Group.
- > Mr. Cano provided a recap from the previous working group meeting including the discussion highlights about the ZET Program Principles. An 8th Principle, *Expeditious Deployment of Resources*, was also introduced at this meeting. The principle stated:
  - The ZE (Zero Emission) Truck Program will expedite investment in ZE Infrastructure and vehicle deployment within the corridor with the goal of leveraging and expanding all ZET Program leveraged resources by FY 2027-28.
  - The ZE Truck Working Group will ensure that the effort to expedite the deployment of the \$50 million in seed funding will be conducted in a manner that supports community engagement principles and effective outreach.
- > Ms. Morales invited meeting attendees to provide additional feedback on each of the principles. Comments included the following:
  - Find inexpensive equipment to monitor pollution levels along the corridor
  - Emphasize public health with support from experts that would help weigh in on improvements.
  - Educate more about workforce development and training on the new technology among ZE vehicles and their maintenance.
  - Deploy more resources into the ZET Program within the next five years to maintain community engagement.
- > Detailed comments are available in **Appendix B**.

## 4. Agenda Item #3: Program Framework

## Zero-Emission Truck Working Group Meeting #9 Summary

- > Mr. Cano provided a recap from the previous working group meeting including the discussion highlights about the ZET Preliminary Tasks.
- > Highlights included the following:
  - Task 1
    - Elaborate on criteria “in collaboration with the Task Force, CLC (Community Leadership Committee), Equity Working Group and other representatives living in the corridor for ZE infrastructure location and types of infrastructure being deployed.”
  - Task 4
    - Include “Develop a framework for funding community benefits, including job training, workforce development, and improved public health”
  - Task 5
    - Elaborate on monitoring and reporting system “that includes specific metrics for improving public health, economic empowerment, and community benefits.”
- > Ms. Morales invited meeting attendees to provide input on each of the tasks. Comments included the following:
  - Increase communications and collaboration with CALTRANS on ZE infrastructure.
  - Prioritize renewable energy to meet the energy demand of charging stations.
  - Develop and implement a small fleet program for additional support on access to new funding opportunities.
  - Explore community and business partnerships along the corridor to raise awareness of the project.
- > Detailed comments are available in **Appendix B**.

### 5. Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types

- > William Roberston, Vehicle Program Specialist from the California Air Resources Board (CARB), provided a brief presentation about the CARB Rules and Anticipated Changes to Class 8 Heavy Duty Types. He discussed the following:
  - Strategies for ZET implementation
  - Incentives to increase supply and demand of ZETs (Zero Emission Truck), and
  - Further research on the scale backs of diesel/gasoline trucks
- > This presentation can be found in **Appendix C** on slides 37-43.

### 6. Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040

- > Akiko Yamagami, Transportation Planning Manager for LA Metro, provided a brief presentation about the Anticipated Infrastructure Needs to Support Energy Demand through 2040. She discussed the following:
  - Medium/Heavy-duty vehicle population
  - Drayage truck technology mix
  - Needs and cost assessments of different drayage trucks
- > This presentation can be found in **Appendix C** on slides 44-51.

## 7. Closing Comments, Upcoming Meetings, Thank you

- > 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 3:12 pm.

### Meeting Format Logistics

- Meeting Format: Meeting
- Participants: Task Force, Working Group, and CLC



## 710 Task Force

### Zero-Emission Working Group Meeting #9

**Date and Time:** Tuesday, August 16, 1-3pm

**Location:** Held Virtually via Zoom

**Meeting Link:** [ZET Working Group Meeting #9](#)

**Meeting ID:** 880 3285 5527

**Passcode:** 5851

### Meeting Objectives and Agenda

#### Objectives

During this meeting, the working group will:

- ✓ Refine Zero-Emission Truck Program Principles and Overview of Process
- ✓ Review Zero-Emission Truck Program Framework
- ✓ Discuss anticipated Zero-Emission Infrastructure Needs and Next Steps

### Agenda Overview (120 minutes)

Time	Agenda Item
<b>1:00–1:10pm</b> (10 mins)	<b>Welcome, Introductions, Agenda Review, and Purpose of the Zero–Emission Truck Working Group</b>
<b>1:10-1:20pm</b> (10 mins)	<b>Agenda Item #1: Metro Update</b> 1.1 ZE Truck Program – Metro Board Direction (5 mins) 1.2 ZE Truck Program Development Timeline (5 mins)
<b>1:20-2:00pm</b> (40 mins)	<b>Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles</b> 2.1 Recap and Discussion (30 mins) 2.2 Proposed Principle (10 mins)
<b>2:00-2:20pm</b> (20 mins)	<b>Agenda Item #3: Program Framework</b> 3.1 Overview of Tasks 1-5 (10 mins) i. Task 1 Focus: Identify physical infrastructure needs to support the full deployment of ZE heavy-duty trucks along the I-710 South Corridor (5 minutes) ii. Task 4 Focus: Develop a full-funding strategy to realize the ZE drayage deployment along the I-710 South Corridor (5 minutes)
<b>2:20-2:30pm</b> (10 mins)	<b>Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types</b> i. William Robertson, Vehicle Program Specialist, California Air Resources Board

<b>2:30-2:50pm</b> (20 mins)	<b>Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040</b> ii. Akiko Yamagami, Manager, Transportation Planning, Goods Movement, LA Metro
<b>2:50-3:00pm</b> (10 mins)	<b>Closing Remarks and Next Steps</b>

**ZET WORKING GROUP MEETING #9**  
**Tuesday, August 16, 2022 | 1:00-3:00pm**  
**COMMENTS & QUESTIONS**

NAME	QUESTION/COMMENT	AGENDA SECTION
Matt Schrap, HTA	It's important to talk to the users of these pieces of equipment. It's unfortunate that community members are at the center of these distribution centers. I would hope that beyond the idea of what community is, we are thinking about citing these locations and within communities as well.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Commissioner Sharon Weissman, (POLB)	I have a question about this. Indeed, one of the leading community benefits were looking for is improvement and air quality. But air quality is affected by so many things. Transportation certainly is a large part of it, but we're addressing only part of the vehicle and so many other things we should be looking at. Is there the ability to precisely measure the emission from trucks compared to other cars and other things that can impact air quality?	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Sue Dexter, USC/METRANS	My point was that there are a lot of stations that are monitoring pollution levels. And I know that this has been very expensive to do in the past, but there's been a lot of research with some inexpensive devices now that can be put on buildings or those kinds of things that can collect the information of the pollutants and upload all that data. I'd be happy to look into that because I am connected to that community. There, however, might be a price tag, but maybe we could do a joint venture with someone else who can help set some of those costs.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Fernando Gaytan, EarthJustice	Hyper localized monitoring specific to the 710 corridors is going to be essential in addition to something we've been calling for, for some time: having public health experts help assess improvements over time as we start to roll out these programs overall. Whether it's site visits or what have you. The public health focus is essential to our coalition and key groups participating in the CLC. The expertise of either task force members or outside of the task force helps weigh in on what kind of metrics can be set to show improvements in share quality.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Andrew Zellinger, EPA	U.S EPA likes the EPET tool. It seems like a fantastic tool for the coordination that this principle speaks out, and I would like to see whether it's in slides in the following presentation. However, the most organic format for Metro shows the Task Force.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Commissioner Sharon Weissman, (POLB)	Zero Emission technology is one of the focus points of the training camp.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Fernando Gaytan, EarthJustice	I appreciate the Community Engagement Principles needing to be central to all of this. Still, in expediting the deployment of resources, I certainly could understand the slight wind of time that specific funding streams will be available. When you talk about Community Engagement, it's all about timing. What I mean by that is, if you wait until the tail end to say we didn't engage with the community or incorporate these principles, you'd need to be very specific about that, and I would offer that we need a front load with what that process is going to be looking like before we start this engagement. You can trust more than having folks that have participated believe they're participating in a process where it seems like decisions have already been made or proposals come in at the eleventh hour after community engagement has already happened and then take it up for a vote.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Commissioner Sharon Weissman, (POLB)	That also involves having timelines that make it possible to submit all the ideas and proposals so the different groups can vet that. If the timeline is too short and it's not likely to get your bid in at that time, then I can see that creates a problem in terms of everyone being able to consider it. So I do think we need to keep that in mind. As we desire to be technology neutral and let the best technology for Zero Emission come forward and be the winner, it's hard to balance that with being expeditious. Actual battery electric or whether it'll be hydrogen fuel, we have to be very careful. The port has already moved forward with putting in battery charges for electric trucks, so I am not suggesting we don't do any, but I think we always have to keep in mind that we're still not sure what the majority of the trucks will be.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Natalia Ospina, NRDC	What about information sharing in the other direction regarding community members that have experience in their neighborhoods and have beneficial insights about where this charging infrastructure could be cited? What's the process for getting and incorporating the information into this program?	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles

Sue Dexter, USC/METRANS	We had discussed developing some programs or helping small fleets or independent owner-operators who were doing drayage activities to help them apply for these fundings.	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Sue Dexter, USC/METRANS	It does make sense to include some little bullet point about that, even if it cross-pollinated there. But as long as it's covered somewhere else. Thank you	Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles 2.2 Proposed Principles
Commissioner Sharon Weissman, (POLB)	In considering infrastructure, we need to work with our partner Caltrans regarding the condition of the 710 freeway. Battery electric trucks are about 30% heavier than diesel trucks, and the 710 freeway has been in bad shape, although certain parts have been repaired. I hope that we are keeping this in our conversations with count trends. I'm sure they're aware that the maintenance of the 710 freeway will become even more critical as these much heavier trucks start to go up and down the highway.	Agenda Item #3: Program Framework 3.1 Overview of Tasks
Viviana Gomez	Task 1.2: I think it's important to prioritize the use of renewable energy sources to meet the energy for charging stations/ZE infrastructure.	Agenda Item #3: Program Framework 3.2 Task 1
Alycia Gilde	Task 2 - To advance our zero-emission transportation goals, it will be a combination of battery electric and fuel cell truck technology. Preparing the infrastructure for both fuels is critical for advancing deployment.	Agenda Item #3: Program Framework 3.1 Overview of Tasks
Sue Dexter, USC/METRANS	^^^ 100% agree with you Viviana	Agenda Item #3: Program Framework 3.2 Task 1
Alycia Gilde	Great tool to explore the available commercial zero-emission vehicles (bus and truck) (EV and H2) - <a href="https://globaldrivetozero.org/tools/zeti/">https://globaldrivetozero.org/tools/zeti/</a>	Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
Niki Okuk, Calstart	Can you reiterate the advanced clean fleet drayage rules and what fleets it applies to?	Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
Niki Okuk, Calstart	This regulation will surely drive the adoption up and down the corridor, not just for the larger fleets.	Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
Nancy Pfeffer, GCCOG	This is not the first time that CARB has looked into this mandate; I wonder if you could comment on the prospect of success regarding passenger vehicles and whether there is newer support from the Federal side.	Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
Nancy Pfeffer, Gateway Cities COG	Thank you, these are helpful resources.	Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
Steven Tilk, SCE	One thing that busts me to reflect on in positions for retiring out combustion engines or diesel trucks is that it seems like, at some point, were not going to have enough trucks that can transport the freight. I can only see it being exacerbated when there aren't enough trucks on the road that meet environmental standards. Do you have any comments on that?	Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
Nancy Pfeffer, Gateway Cities COG	Are your electric and hydrogen demand projects assuming "all one fuel" or "all the other"? Or some combination of the two?	Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040
Commissioner Sharon Weissman, (POLB)	I have a question where the figure 8 thousand drayage trucks come from?	Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040
Jack Symington, LACI	Could it also be LA County vs. Riverside and San Bernadino County truck registrations?	Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040
Commissioner Sharon Weissman, (POLB)	I know 8,000 is the number for the most active trucks.	Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040
Nancy Pfeffer, Gateway Cities COG	@Jack I wondered that, too. Surprising that fewer than half the trucks are not (so) active. I mean more than half.	Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040
Akiko Yamagami, Metro	YamagamiA@metro.net @Jack and Nancy, yes, we also filtered the drayage trucks to those that are active, and active in LA County.	Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040

<p>Fernando Gaytan, EarthJustice</p>	<p>We know when it comes to hydrogen, and we've heard a lot about technology neutrality, but we know that not all hydrogen is created equal. Metro is contemplating hydrogen in the mix of possible technologies to that extent. There is a commitment unequivocally to 100% green hydrogen. I'm curious whether that's also reflected in the combination of calculations regarding the actual cost of making this transition into the true infrastructure cost.</p>	<p>Working Group Discussion</p>
<p>Natalia Ospina, NRDC</p>	<p>I wonder if there's a recognition that the funding available and that Metro will leverage isn't everything that is needed in the region to invest in. Is there any focus on hydrogen, given that there is so little green hydrogen currently available, and whether there is any available electric technology?</p>	<p>Working Group Discussion</p>

# Welcome!

*We will begin in a few moments.*

**710 Task Force**

**Zero-Emission Truck Working Group**

**Meeting #9**

**August 16, 2022**



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

710 Task Force

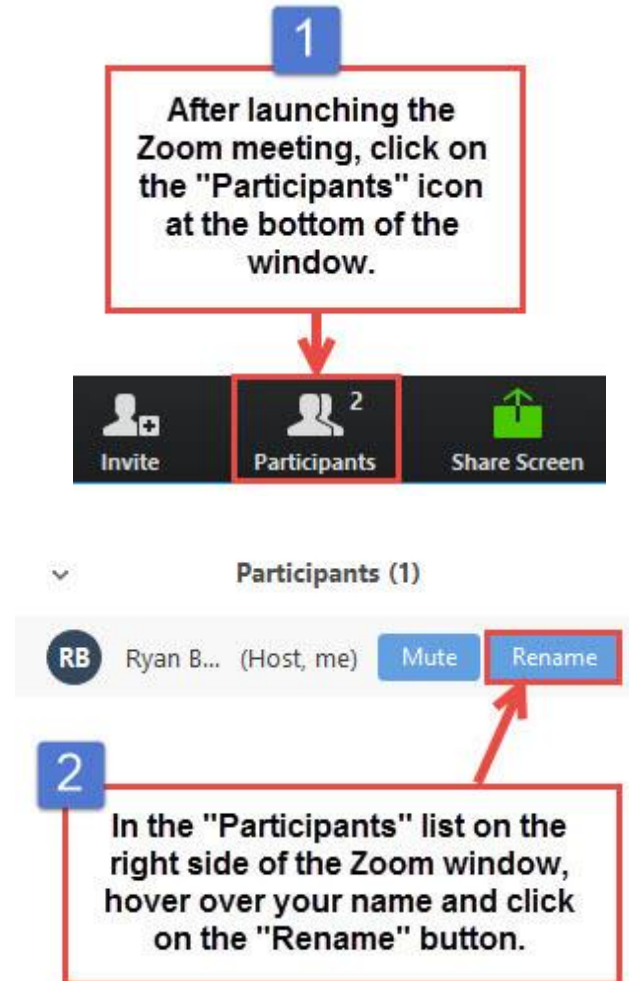
# Facilitator



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

# Task Force Member, CLC Member, and Participant Identification

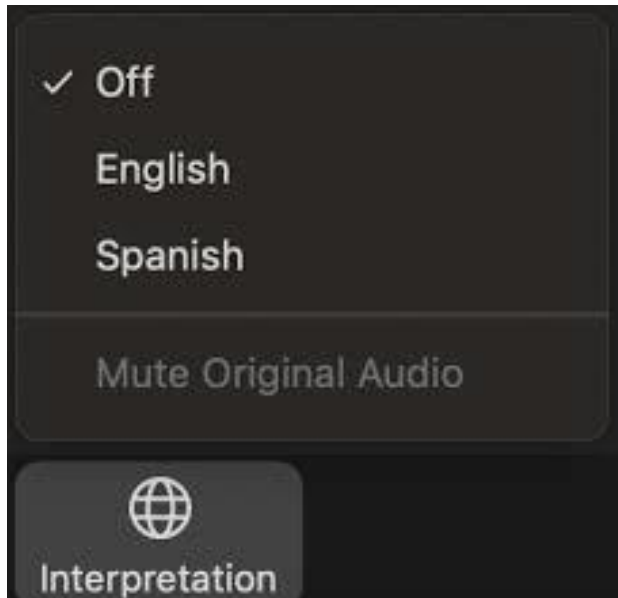
***Please change your Zoom screen name to include:*** Name and Organization Name (and if you are a Task Force Member, CLC Member)



# Interpretation/ *Interpretación*



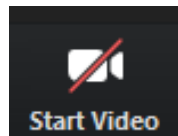
- > Click the **Interpretation** icon in your meeting controls to enter the Spanish room
- > (Optional) To hear the interpreted language only, click **Mute Original Audio**



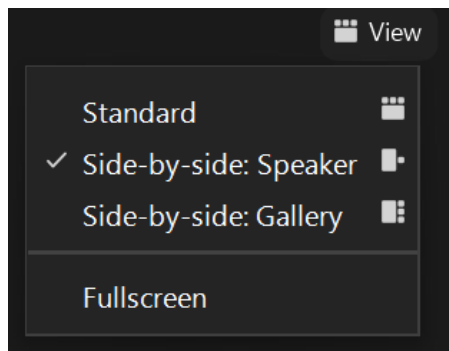
- > *>Haga clic en el ícono de **Interpretación** en los controles de su reunión para ingresar la sala en español*
- > *(Opcional) Para escuchar solo el idioma interpretado, haga clic en “**Mute Original Audio**” o “**Silenciar audio original**”*

# Turn on Camera / *Prende la cámara*

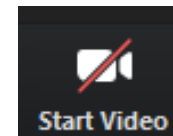
- > To **start** and **stop** your video, click the camera icon at the bottom left of your control panel



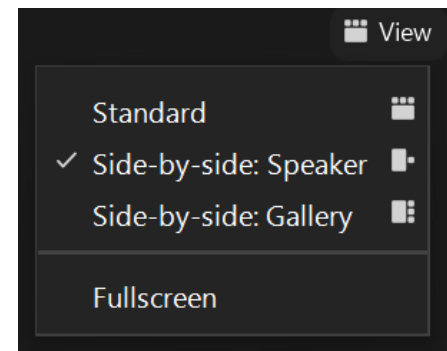
- > To switch between views during the meeting click or tap on **Standard**, **Side-by-side Speaker View**, and **Side-by-side Gallery View** at the top right corner of your zoom screen



- > *Para **iniciar** y **detener** su video, haga clic en el ícono de la cámara en la parte inferior izquierda de su panel de control*



- > *Para cambiar entre vistas durante la reunión, haga clic o toque **Estándar**, **Vista de orador en paralelo** y **Vista de Galería en Paralelo** en la esquina superior derecha de la pantalla de zoom*



# Zoom Protocols

- > 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!

**Welcome, Agenda Review, and purpose of the  
I-710 South Corridor Zero-Emission Truck (ZET)  
Working Group**

# Meeting Objectives

- ✓ Refine Zero-Emission Truck Program Principles and Overview of Process
- ✓ Review Zero-Emission Truck Program Framework
- ✓ Discussion of CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types
- ✓ Discuss anticipated Zero-Emission Infrastructure Needs and Next Steps

# Detailed Agenda

**1:00pm** **Welcome, Agenda Review, and Purpose of the Zero-Emission Truck Working Group** (10 minutes)

**1:10pm** **Agenda Item #1: Metro Update** (10 min)  
1.1 ZET Program – Metro Board Direction (5 minutes)  
1.2 ZET Program Development Timeline (5 minutes)

**1:20pm** **Agenda Item #2: I-710 South Corridor Zero-Emission Truck Program Principles** (40 minutes)  
2.1 Recap (30 minutes)  
2.2 Proposed Principle (10 minutes)

**2:00pm** **Agenda Item #3: Program Framework** (20 minutes)  
3.1 Overview of Tasks 1-5 (10 minutes)  
i. Task 1 Focus: Identify physical infrastructure needs to support the full deployment of ZE heavy-duty trucks along the I-710 South Corridor  
ii. Task 4 Focus: Develop a full-funding strategy to realize the ZE drayage deployment along the I-710 South Corridor

**2:20pm** **Agenda Item #4: CARB Rules and Anticipated Changes to Class 8 Heavy Duty Engine Types** (10 minutes)  
• William Robertson, Vehicle Program Specialist, California Air Resources Board (10 minutes)

**2:30pm** **Agenda Item #5: Anticipated Infrastructure Needs to Support Energy Demand through 2040** (20 minutes)  
• Akiko Yamagami, Manager, Transportation Planning, Goods Movement, LA Metro (15 minutes)  
• Working Group Discussion (5 minutes)

**2:50pm** **Closing Remarks and Next Steps** (10 minutes)

**3:00pm** **Adjourn**

# Agenda Item #1: Metro Update

**Agenda Item #1.1:**  
**I-710 South Corridor ZET Program Recap**  
**Metro Board Direction**

# ZET Program Recap – Metro Board Direction

## > **Metro Board Direction and desired outcomes**

- \$200 million minimum funding target
- Leverage \$50 million local matches with private, regional, state, and federal funding
- Accelerated ZE deployment in the I-710 South Corridor
- Collaboration with regional stakeholders
- Independent, accelerated process from overall 710 Task Force Investment Plan process

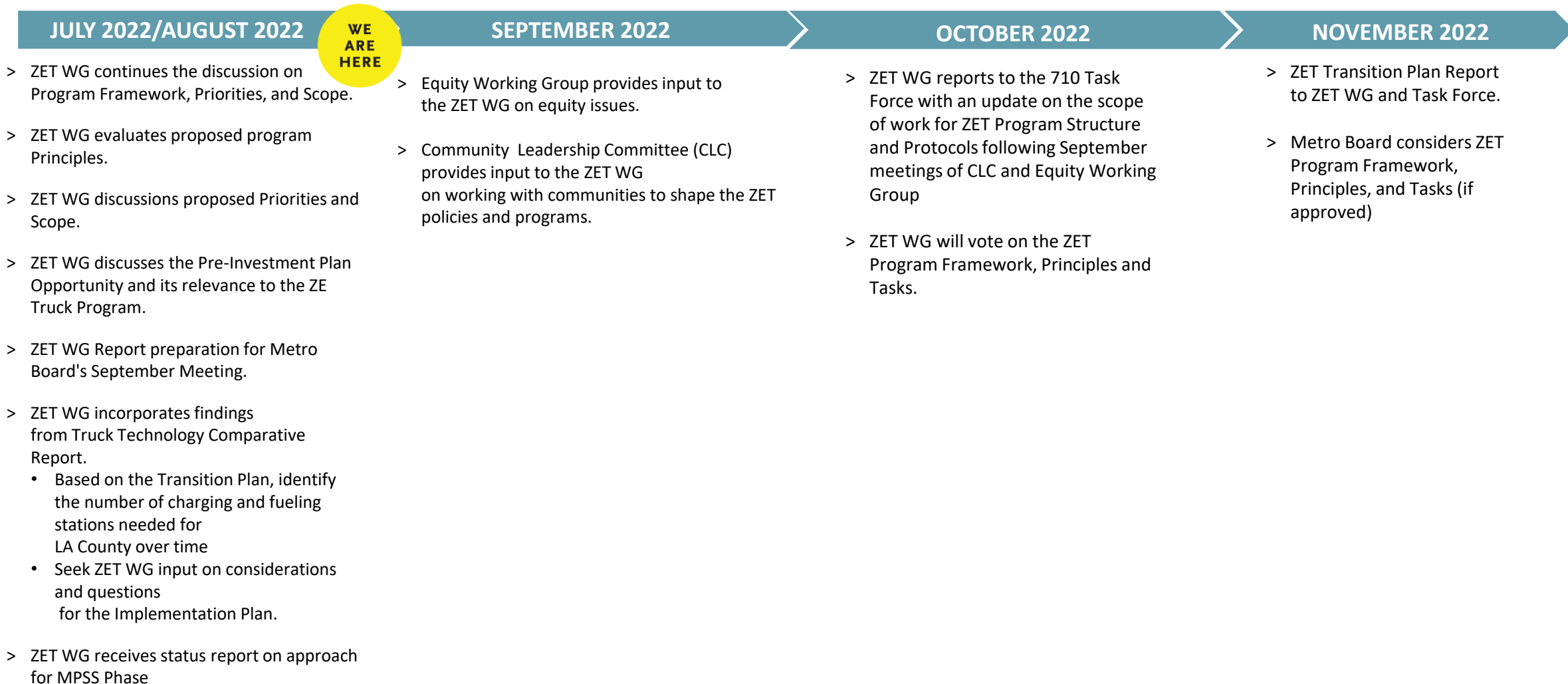
## > **Strategies to accomplish outcomes**

- Identify discretionary grant opportunities
- Convene and collaborate with community and regional stakeholders
- Develop a scope of work for the ZET Program
- Identify regional funding partners
- Identify near and long-term opportunities
- Identify policy and legislative barriers to implementation

**Agenda Item #1.2:**  
**I-710 South Corridor ZET Program**  
**Development Timeline**

# ZET Program Development Timeline

This timeline shows key activities and dates for the Zero-Emission Truck (ZET) Program Development.



**WE ARE HERE**

**Agenda Item #2:**  
**I-710 South Corridor ZET Program**  
**Proposed Principles**

**Agenda Item #2.1:  
I-710 South Corridor  
ZET Program Proposed Principles Recap**

# ZET Program Principles – Introduction and Overview

- > Metro Board action in October 2021 (Motion 16) committed \$50 million as seed funding for an I-710 South Zero Emission (ZE) Truck program to support the deployment of zero-emission trucks and supporting zero-emission truck infrastructure.
- > The ZET Program Framework and Principles incorporate these fundamental elements and seek to leverage and amplify that \$50 million seed funding.
- > The Program Framework and Principles for the Zero-Emission Truck Program were developed through collaboration with the 710 Zero-Emission Truck Working Group. Five major themes were brought forward through discussions with the Working Group for consideration:
  - Community Engagement
  - Strategic partnerships and funding opportunities
  - Legislative and policy initiatives
  - Truck subsidies
  - Environmental impacts and equitable outcomes

# Principle 1 – Maximize Leverage of Seed Funding

## Maximize leverage of seed funding by collaborating with regional partners and funding agencies.

The ZE Truck Program will utilize \$50 million of seed funding provided by LA Metro. This seed funding will be leveraged by pursuing additional discretionary regional, state, and federal funding to reach a minimum funding target of \$200 million.

- > To leverage the \$50 million most effectively and to eliminate bottlenecks for the deployment of ZE technology, the ZE Truck Working Group **will collaborate with the Mobile Source Reduction Committee (MSRC)** to identify a minimum of **\$45 million** to serve as seed funding to leverage investment in regionally significant infrastructure projects
  - The remaining funds (**≤ \$5 million**) will be eligible to support other objectives, including a targeted **need-based grant assistance program for corridor-based trucking companies/small fleets** to secure subsidies for conversion from diesel to ZE truck technology.
- > The ZE Truck Program will work with the Ports of LA and Long Beach Clean Truck Fund Rate Program, SCAG's ZE Truck Study, and other initiatives to maximize funding impact.
- > The ZE Truck Program will focus on regionally significant ZE infrastructure (**charging/ZE fueling facilities**) within the study area that will complement existing efforts to deploy domicile-based ZE infrastructure within the study area.
- > **The ZE Truck Program should develop a strategy to fund community benefits as part of the overall \$200 million target. The strategy to leverage seed funding must also include a commitment to including community benefits.**

# Principle 2 – Community Engagement

**Employ a transparent community engagement framework that centers corridor residents and stakeholders throughout the development process and ensures community benefits are uplifted when considering investments.**

The ZE Truck WG will work with at minimum the 710 Task Force, Community Leadership Committee, and Equity Working Group to identify equitable outcomes and participate in discussions on how to identify and integrate community benefits into every aspect of planning, development, and implementation of the ZE Truck Program, including general approaches to siting infrastructure within the corridor.

Once the ZE Truck Program identifies potential ZE infrastructure sites, the ZE Truck Program will engage and collaborate with the communities directly impacted by the selected sites throughout the planning and implementation process for specific projects.

The ZE Truck Program commits to equitable community engagement centered on the intentional education of CLC members and corridor residents around ZE truck and infrastructure deployment, operations, and impact.

# Principle 3 – Corridor Community Benefits

## **Ensure and create corridor community benefits delivered through the ZE Truck Program**

Deploying zero-emission (ZE) heavy-duty truck technology and supporting infrastructure within the corridor to displace diesel trucks will play a critical role in reducing long-standing, continual harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents.

The ZE Truck Program is intended to address the needs of our local communities, many of which are minority and disadvantaged economically, that are adjacent to the I-710 South Freeway and have borne for many years the myriad impacts associated with the movement of people and goods through the corridor.

The ZE Truck Program will provide and protect corridor community benefits at the outset and throughout all phases of the project by creating economic opportunities through job training and workforce development associated with ZE infrastructure development and operation within the corridor, and within the region, where possible.

**Specific targets and measurable performance indicators will be established and monitored through the ZE Truck Program and on an ongoing basis to understand whether the protections afforded to residents through these investments lead to meaningful improvements in the lives of corridor residents.**

# Principle 4 – Coordination

**Coordinate ZE Truck Infrastructure Deployment and ZE Truck Strategies with planning, funding, and strategy developed by regional and community partners, state and federal agencies, funding partners, and other key stakeholders.**

The ZE Truck Working Group brings together approximately 50 stakeholder organizations to develop a ZE Truck Program to be considered by the Metro Board of Directors upon completion. Many of these stakeholder organizations are also considering or advancing plans, strategies and/or investment in ZE Class 8 Truck and Infrastructure technology.

The ZE Truck Working Group will coordinate with funding partners, regional agencies, and local communities to identify a set of projects that will advance the deployment of ZE Class 8 truck technology within the I-710 South Corridor study area that is coordinated with other efforts within the region and study area.

The ZE Truck Working Group will develop the ZE Truck Program to be aligned with and able to secure funding from discretionary program opportunities at the regional, state, and federal level.

The goal for the ZE Truck Working Group is to create a program that is compatible with and enhances other regional efforts while also elevating the role this program can play in delivering ZE heavy duty truck technology in the I-710 South Corridor on an accelerated basis. **This includes the application of the Equity Planning and Evaluation Tool in collaboration with corridor residents that ensures the ZE Truck Program has incorporated community input into its consideration, design and implementation.**

# Principle 5 – Workforce Development

**Work with regional and community partners to prioritize workforce development efforts that ensure community benefits in support of ZE truck and infrastructure deployment**

The ZE Truck Program will continue to work with its regional and community partners to understand the job training and workforce needs to meet the increasing demand for new technology-based vehicles and infrastructure maintenance and operations.

The ZE Truck Program will work with labor partners to pursue local and targeted hire opportunities, where possible, for the implementation, operation and maintenance of ZE infrastructure. These efforts will bolster community access to quality job opportunities that support families, pay living wages, and support economic empowerment. This principle is a significant initiative of the Metro Goods Movement Strategic Plan as well as the 710 Task Force to ensure community benefit.

The ZE Truck Program will also coordinate with other Workforce Development opportunities in the region, including the Ports' Goods Movement Training Campus, Metro's future Center for Excellence and programs sponsored by university/academic institutions.

# Principle 6 – Equitable Outcomes

## **Develop performance metrics and evaluate outcomes of the ZE Truck Program that ensure community and corridor benefits**

The ZE Truck Program—through collaboration with regional, community and regulatory partners—will work together to develop a variety of pertinent performance metrics to measure improvements in air quality, the movement of people and goods, safety, and quality of life for residents along the corridor. **This includes efforts to work with the 710 Task Force, Equity Working Group, and CLC to apply principles from the Equity Planning and Evaluation Tool and create alignment with the 710 Task Force process, vision and goals.**

These metrics will be used to monitor performance, identify and evaluate sustainable outcomes, and identify potential areas of improvement that reduce disparities and maximize benefits for local communities.

# Principle 7 – Legislative Platform

**Develop a comprehensive legislative platform for board consideration that comprises initiatives and policies designed to support the accelerated, equitable deployment of ZE Class 8 Truck and Infrastructure deployment in the I-710 South Corridor and region**

The ZE Truck Working Group has identified a series of disincentives and barriers for truck owners and companies to accept subsidies for securing a ZE Class 8 truck, especially as an upgrade over a current diesel Class 8 Truck. **Additionally, the working group also has identified the need for greater incentives and outreach necessary to support greater deployment of ZE Class 8 trucks.**

Legislative support will be needed to implement a comprehensive set of policies to reduce disincentives, eliminate barriers, and support incentives to assist fleet owners, particularly **corridor-based independent trucking companies/small fleets**, to transition from diesel to ZE technology **expeditiously**.

# Principle 8 – Expeditious Deployment of Resources

## What we Heard

Move expeditiously to deploy funding to implement the ZET Program. The buying power of \$50 million in seed funding will only decrease over time due to inflation and other factors, while the net impact of that investment catalyst will decrease over time. The opportunity to create the most positive impact with this funding is in the next five years.

## Proposed Principle

The ZE Truck Program will expedite investment in ZE Infrastructure and vehicle deployment within the corridor with the goal of leveraging and expending all ZET Program leveraged resources by FY 2027-28.

The ZE Truck Working Group will ensure that the effort to expedite the deployment of the \$50 million in seed funding will be conducted in a manner that supports community engagement principles and effective outreach.

# Agenda Item 3: Program Framework

# Agenda Item 3.1: Overview

# Preliminary Tasks

**Task 1: Identify physical infrastructure needs to support the full deployment of ZE heavy-duty trucks along the I-710 South Corridor.**

**Task 2: Create a mechanism to assist small trucking businesses to access ZE trucks in a timely manner**

**Task 3: Ensure LA County has a skilled workforce to support large-scale ZE Truck deployment**

**Task 4: Develop a full-funding strategy to realize ZE drayage deployment along I-710 South**

**Task 5: Develop performance measures and establish monitoring processes**

# Preliminary Tasks

## Task 1: Identify physical infrastructure needs to support the full deployment of ZE heavy-duty trucks along I-710 South Corridor.

- 1.1 Estimate the number of charging and fueling stations to support the number of ZE drayage trucks over the next 10 years, both regional and small in scope.
- 1.2 Develop an energy supply plan to ensure that sufficient energy will be provided without compromising other energy uses along the corridor.
- 1.3 Develop a methodology and evaluation criteria **in collaboration with the Task Force, CLC, Equity Working Group and other representatives living in the corridor** for ZE infrastructure location and types of infrastructure being deployed.
- 1.4 Identify existing legislative and regulatory barriers that hinder the deployment of physical support infrastructure
- 1.5 Collaborate with regional partners to chart a regional path for ZE infrastructure development

# Preliminary Tasks

## Task 2: Create a mechanism to assist small corridor-based trucking businesses to access ZE trucks in a timely manner

- 2.1 Draft a mechanism for Metro to provide technical assistance focused on supporting corridor-based (as a first priority) independent owner/operators/small fleets in transitioning to Class 8 ZE trucks
- 2.2 Partner with CARB to design and roll out a pilot program that is specifically aimed at leasing Class 8 ZE trucks to corridor-based small business owners so that they can test the concept and provide real user feedback
- 2.3 Explore additional funding and incentive opportunities to cover the cost differential between a new Class 8 ZE truck and a used diesel Class 8 truck
- 2.4 Establish a multi-year technical assistance service aimed at helping small businesses with vehicle and charging infrastructure installation from beginning to end, focusing on those businesses within the I-710 South Corridor study area.

# Preliminary Tasks

## Task 3: Ensure LA County has a skilled workforce to support large scale ZE Truck deployment

- 3.1 Evaluate various workforce efforts within LA County that are geared towards workers engaged in ZE heavy duty vehicles and infrastructure
- 3.2 Identify Metro's role in supporting workforce investment in support of ZE truck deployment and supporting infrastructure
- 3.3 Collaborate with partners to establish a workforce development outreach strategy, including outreach to labor, academic institutions and other agencies/jurisdictions/community groups

# Preliminary Tasks

## Task 4: Develop a full-funding strategy to realize ZE drayage deployment along I-710 South

4.1 Identify regional partners and their programs that Metro could leverage seed funding

4.2 Identify immediate opportunities to support grant applications underway

4.3 Monitor and support near-term deployment programs

4.4 Develop or advocate for augmented or new revenue streams to support ongoing implementation of clean truck technology

4.5 Develop a framework for funding community benefits, including job training, workforce development, and improved public health

# Preliminary Tasks

## Task 5: Develop performance measures and establish monitoring processes

- 5.1 Identify performance metrics and targets in consultation with corridor communities and the freight industry
- 5.2 Examine mid- and long-term impacts associated with the operation of ZE infrastructure facilities
- 5.3 Develop a performance monitoring and reporting system **that includes specific metrics for improving public health, economic empowerment, and community benefits**
- 5.4 Coordinate the implementation and evaluation of the program with Metro's Highway Program and other teams, local communities, the Gateway Cities COG, public and private sector stakeholders (local, regional, state, and national), utilities, and supporting infrastructure providers
- 5.5 Identify lessons learned and recommend modifications to the Countywide Clean Truck Initiative and other clean truck programs developed by or coordinated with Metro
- 5.6 Collect, maintain, and distribute information on local, regional, state, and national truck programs (e.g., scope, eligibility, available funding) to impacted parties

**Agenda Item #4:**  
**CARB Rules and Anticipated Changes to**  
**Class 8 Heavy Duty Engine Types**



## **William Robertson**

Vehicle Program Specialist

Mobile Source Control Division

California Air Resources Board



# CARB Rules and Anticipated Changes to Heavy Duty Engine Types

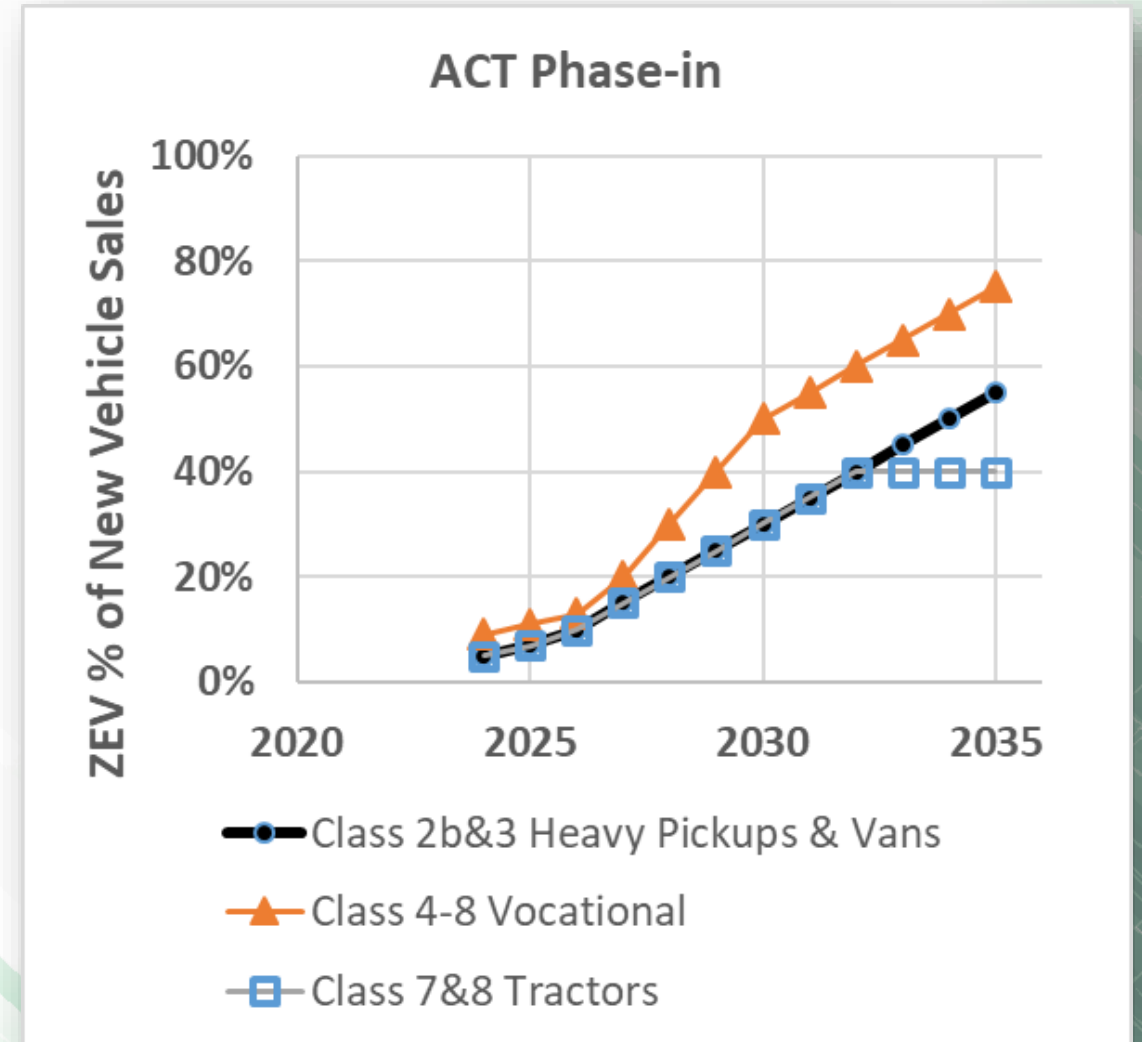
William Robertson  
8/16/2022

# Part of a Broad Effort

- Scoping Plan (*economy-wide GHGs*)
- State Implementation Plans (*criteria emissions*)
- Mobile Source Strategy
  
- Zero Emission/GHG Rules
  - Innovative Clean Transit, ZE Airport Shuttles,
  - Advanced Clean Cars-II
- Criteria Rules
  - Truck & Bus Rule, HD-Inspection/Maintenance,
  - Omnibus Low NOx standards,
  - (pending) Tier 5 Off Road Low NOx
- Incentives, Demonstration & Technology Advancement

# Advanced Clean Trucks: *Supply*

- Manufacturer-facing
- Assures minimum sales of ZE trucks
- Increasing percentage of sales
- ACT Credit trading between vehicles classes
- Requires production of Class 8 ZE tractors

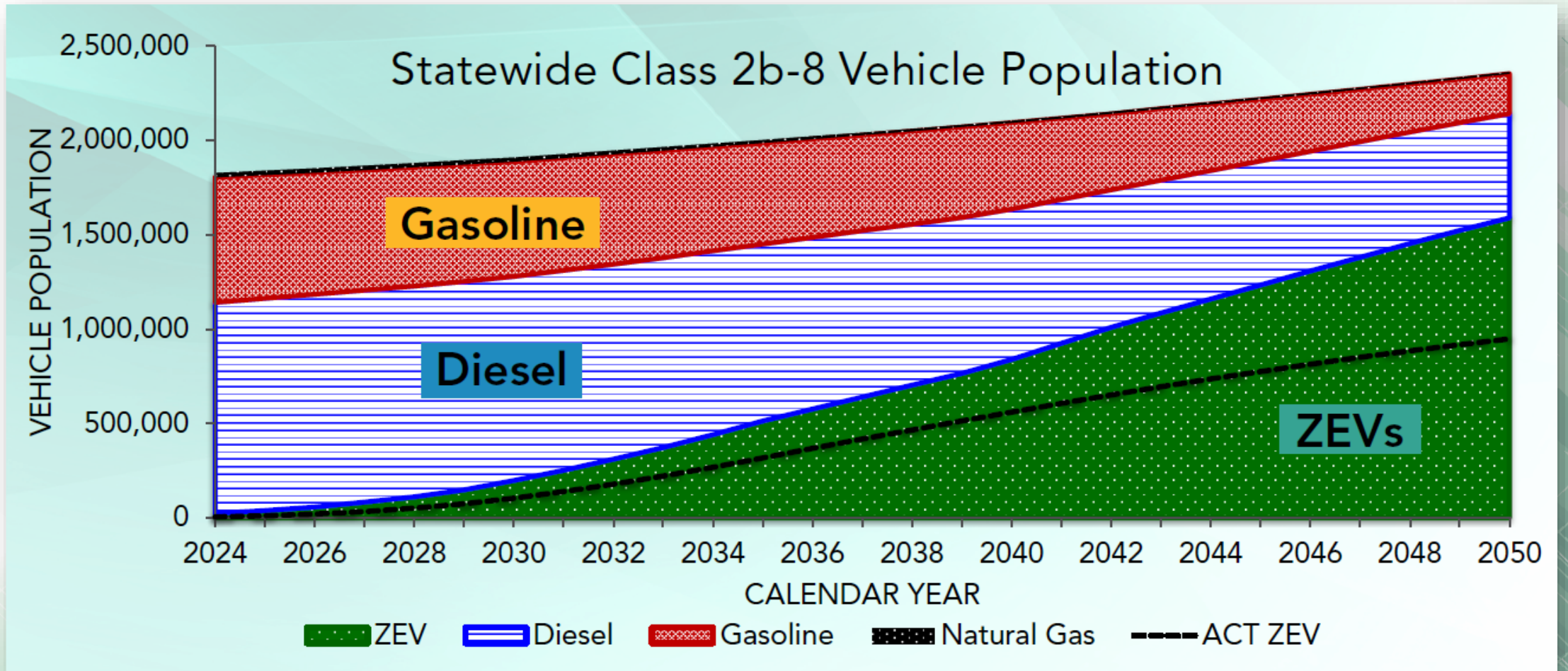


# (pending) Advanced Clean Fleets: *Demand*

- Fleet-facing
- Roughly pairs with ACT ZE supply
- Three fleet categories:
  - 'Drayage' 100% ZE by 2035
  - 'Public' ZE % of annual purchases
  - 'Priority & Federal' ZE % of fleet schedule or retirement by model year pathways
- Combustion Sales sunset in 2040



# ACF<sub>leets</sub> Technology Mix (ACT<sub>rucks</sub> ZEVs dotted line)



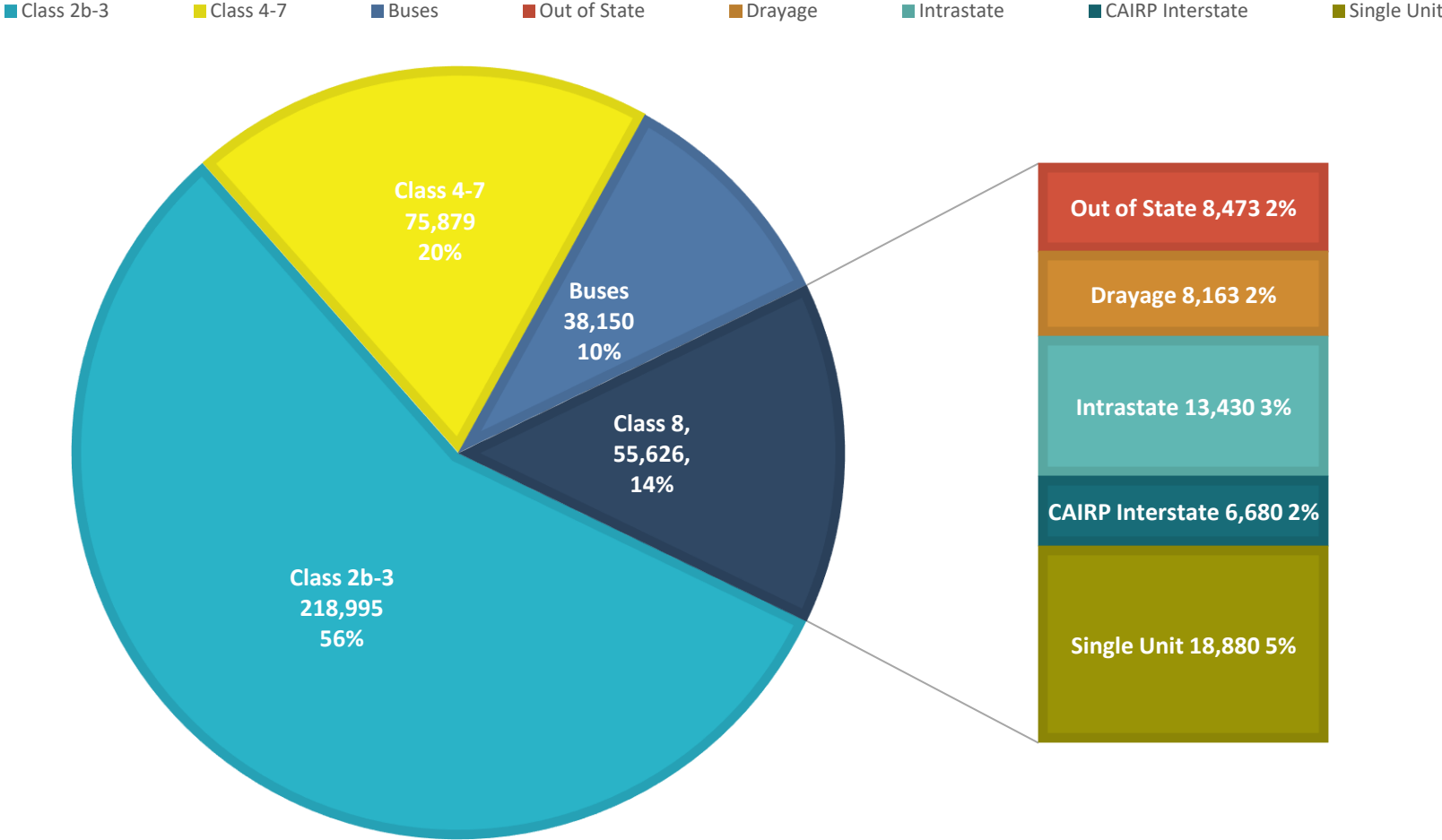
# Resources

- Advanced Clean Trucks  
<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>
- Advanced Clean Fleets  
<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>
- 2022 Scoping Plan  
<https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>
- 2020 Mobile Source Strategy  
<https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy>

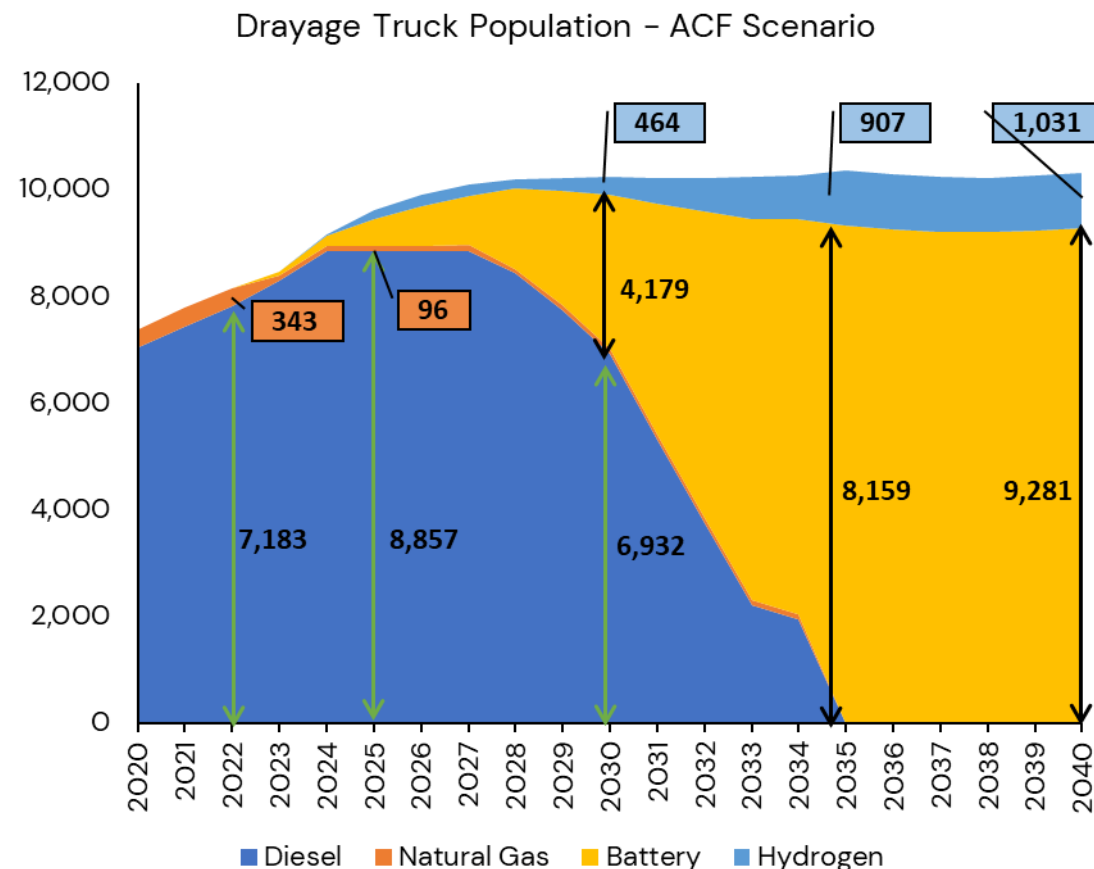
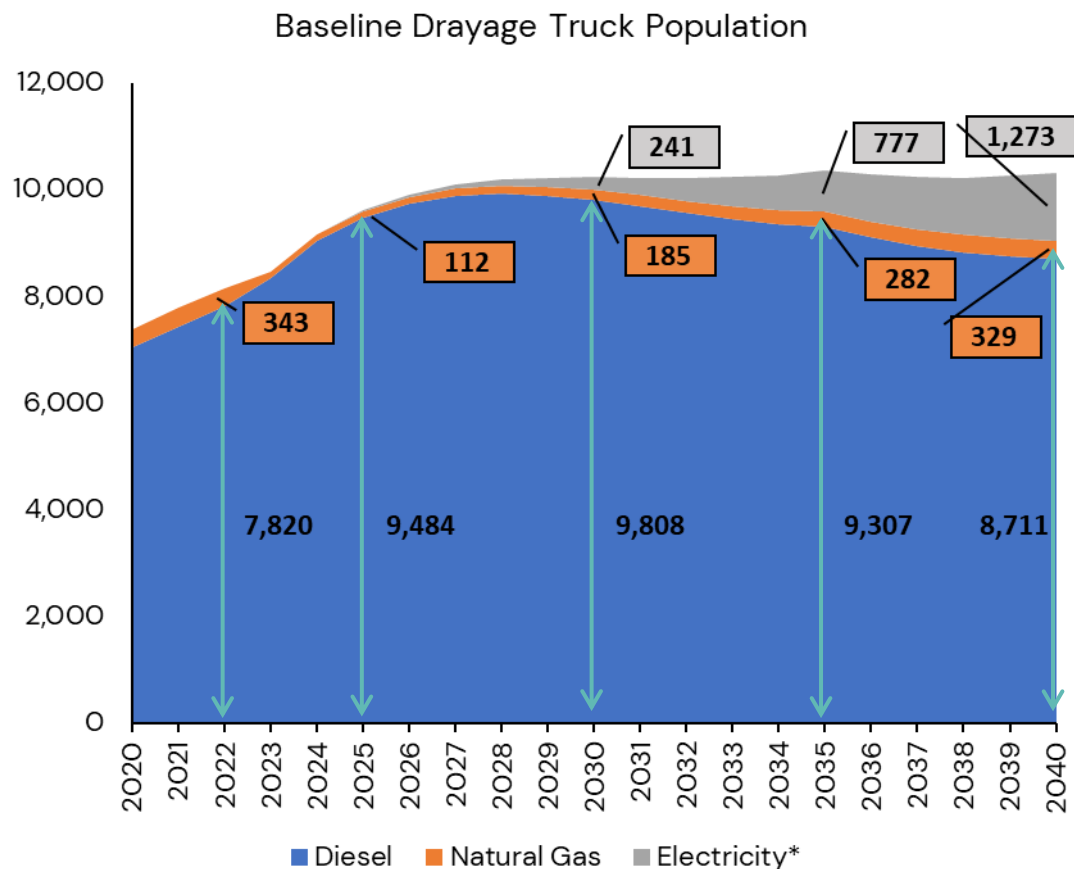
**Agenda Item #5:**  
**Anticipated Infrastructure Needs to Support Energy  
Demand through 2040**

# Medium/Heavy-duty Vehicle Population in LA County

## 2022 MEDIUM/HEAVY DUTY VEHICLE POPULATION IN LA COUNTY



# Projected Changes to Drayage Truck Technology Mix

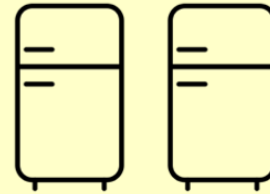


# Infrastructure Needs & Cost Assessment – Battery Electric Drayage Trucks

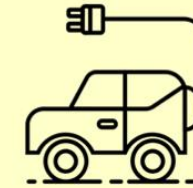
Projected daily aggregate energy needs to support Battery Electric Class 8 drayage trucks

Year	Energy Needs
2020	1 MWh per day
2025	133 MWh per day
2030	760 MWh per day
2035	2,457 MWh per day
2040	2,444 MWh per day

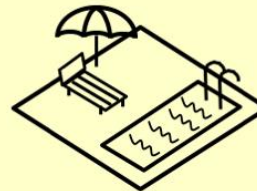
What can you do with a Megawatt-Hour?



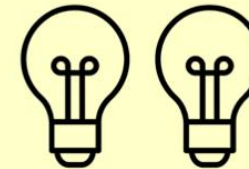
2 refrigerators  
run for a year



3,600 miles  
driven by an electric car



5 months  
run a pool pump



2x 60w bulbs  
powered non-stop for a year

# Infrastructure Needs & Cost Assessment – Battery Electric Drayage Trucks

## Number of Charging Ports by Power Level and Access Type

	Public	Private	Semi-Private
	250-360 kW	20-30 kW	
2025	202	302	202
2030	1,156	1,728	1,156
2035	3,739	5,590	3,739
2040	3,720	5,562	3,720

## Anticipated Infrastructure Investment Needs (\$ millions)

	250-360 kW	20-30 kW
2025	\$37	\$8
2030	\$209	\$48
2035	\$677	\$154
2040	\$673	\$153

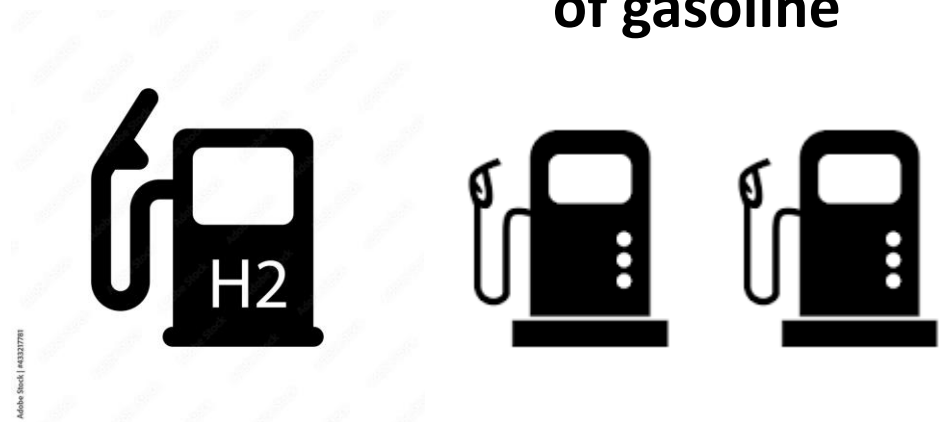
# Infrastructure Needs & Cost Assessment – Hydrogen Drayage Trucks

## Projected daily aggregate energy needs to support Hydrogen Class 8 drayage trucks

Year	Energy Needs
2020	10 kg per day
2025	740 kg per day
2030	8,100 kg per day
2035	15,800 kg per day
2040	18,000 kg per day

How much power does 1 kg of Hydrogen produce?

1 kg (2.2 pounds) = 1 gallon (6.2 pounds)  
of gasoline



Source: Alternative Fuel Data Center

# Infrastructure Needs & Cost Assessment – Hydrogen Drayage Trucks

## Number of Hydrogen Fueling Stations Needed

Throughput Capacity in kg	2020	2025	2030	2035	2040
1000	0	1	7	13	15
2000	0	0	3	7	8
3000	0	0	2	4	5
4000	0	0	2	3	4
5000	0	0	1	3	3

# Infrastructure Needs & Cost Assessment – Hydrogen Drayage Trucks

## Unit Cost Assumptions (\$ in millions)

Scenario	Estimated Capital Cost
Low	\$4
Medium	\$6
High	\$8

## Estimated Capital Cost of Hydrogen Stations to Meet Hydrogen Drayage Truck Demand (\$ in million)

Throughput Capacity in kg	Capital Cost Scenario Assumption	2020	2025	2030	2035	2040
1000	Low	\$0	\$4	\$28	\$52	\$60
2000	Low	\$0	\$0	\$12	\$28	\$32
3000	Medium	\$0	\$0	\$12	\$24	\$30
4000	High	\$0	\$0	\$16	\$24	\$32
5000	High	\$0	\$0	\$8	\$24	\$24

# Working Group Discussion

# Closing Remarks and Next Steps

# 710 Task Force Information Hub

<http://www.metro.net/710-hub>

- > Extension of the current Metro.net website
- > User-friendly site for additional content
- > Graphics, meeting materials, calendar of meetings, maps, future surveys, and interactive tools



## 710 Task Force Information Hub

Welcome to the 710 Task Force information hub! Here you can review project information, explore an interactive map, view [project resources](#) and past meetings' videos/materials. Get involved in the planning process by attending upcoming [Task Force and Public Meetings](#).

### Process and Goals



# 710 Task Force Information Hub

## Tool Features:

- > **Infographics on TF process** and decision-making process
- > **Meeting Materials**
  - Task force meetings, Community meetings, Working groups & CLC meetings
- > **StoryMap**
  - Demographics, transit and environmental info
- > **Online Surveys** (launching soon)
  - Project Naming Poll
  - Interactive Mapping & Survey Tool
- > **Contact form**
- > **Calendar of Events**

## Meeting Resources

Missed a meeting? No problem! In this page you can review video recordings, presentations and materials for past meetings.

Click on any of the images below to view the content.



Check out the graphic below for a breakdown of each meeting type.

710 Task Force Meetings	Coordinating Committee Meetings <sup>o</sup>	Community Leadership Committee (CLC) Meetings <sup>o</sup>	Working Group Meetings	Listening Sessions and Other Community Meetings
<ul style="list-style-type: none"><li>&gt; <b>Frequency:</b> Monthly</li><li>&gt; <b>Purpose:</b> Discuss and come to consensus on recommendations</li><li>&gt; <b>Members:</b> Up to 50 representatives from a broad cross-section</li><li>&gt; <b>Format:</b> Public webinar</li></ul>	<ul style="list-style-type: none"><li>&gt; <b>Frequency:</b> Monthly, one week following each Task Force meeting</li><li>&gt; <b>Purpose:</b> Plan meetings and support CLC and 710 Task Force</li><li>&gt; <b>Members:</b> Three existing task force members and two CLC members</li><li>&gt; <b>Format:</b> Internal Teams or Zoom meetings</li></ul>	<ul style="list-style-type: none"><li>&gt; <b>Frequency:</b> At least once a month and will be open to the public, including opportunities for public comment and engagement.</li><li>&gt; <b>Purpose:</b> Advise on 710 Task Force proposals and recommendations</li><li>&gt; <b>Members:</b> Residents from the project area</li><li>&gt; <b>Format:</b> Internal Teams or Zoom meetings</li></ul>	<ul style="list-style-type: none"><li>&gt; <b>Frequency:</b> As-needed</li><li>&gt; <b>Purpose:</b> Research and analyze specific issues to develop proposals and recommendations for consideration by the 710 Task Force and CLC</li><li>&gt; <b>Members:</b> No more than 25 710 task force and CLC members</li><li>&gt; <b>Format:</b> Internal Teams or Zoom meetings</li></ul>	<ul style="list-style-type: none"><li>&gt; <b>Frequency:</b> Regularly scheduled throughout the process in alignment with project phases</li><li>&gt; <b>Purpose:</b> Share updates and hear directly from community members</li><li>&gt; <b>Audience:</b> Stakeholders along the I-710 South Corridor</li><li>&gt; <b>Format:</b> To be determined</li></ul>

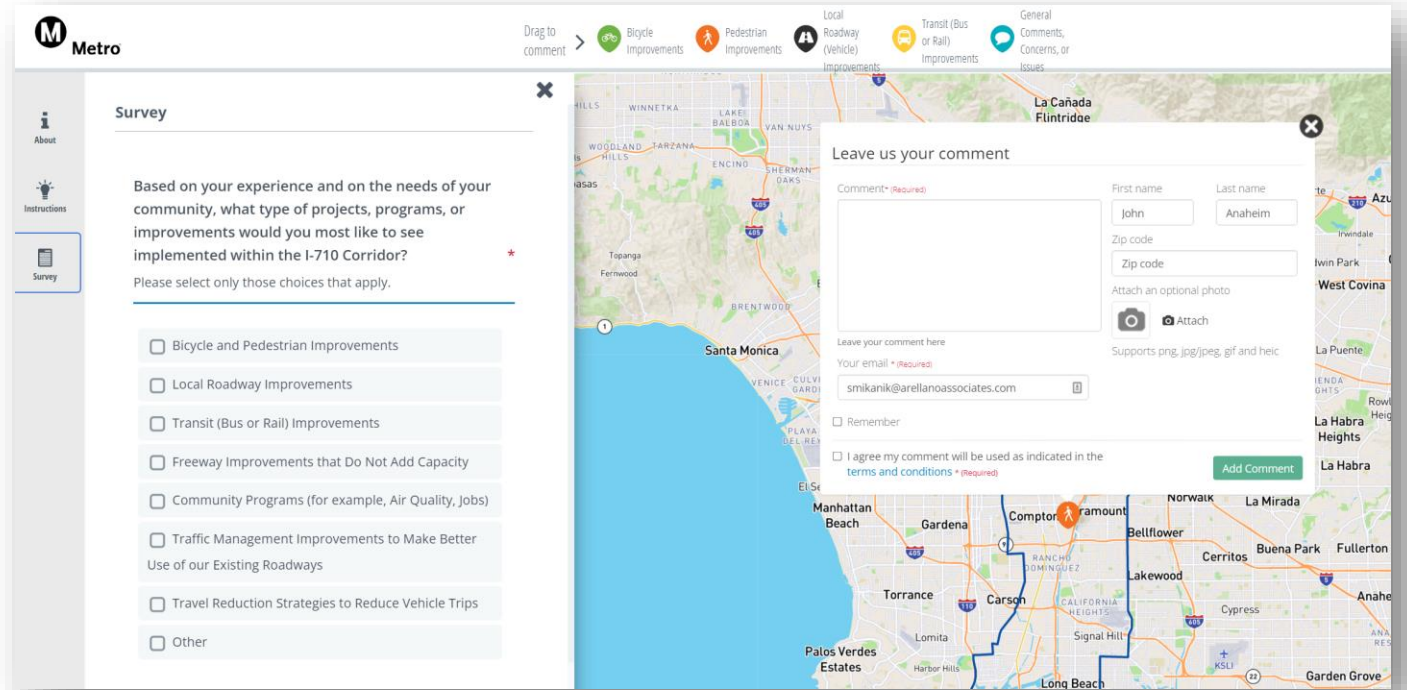
# Interactive Mapping Tool and Survey

## Live for Six Weeks

- > **Beta test:** July 18 available for input from CES and Coordinating Committee
- > **Full launch:** August 2
- > **Close survey:** September 12

## Tool Objectives

- > **Engage the public** in the decision-making process
- > **Gather public input** on projects and programs
- > **Gather geo-coded data** (location-centric) comments on project map



English



Español



# Multimodal Strategies, Projects & Programs

## Public Workshops

**Tuesday, August 30**  
**5-7pm**

**Saturday, September 17**  
**10am-12pm**



### We need your help to identify transportation projects and programs for your community!

Metro is working with community leaders and members to leverage \$730 million dollars to develop a transportation investment plan for projects and programs that enhance mobility and the quality of life for communities along the I-710 corridor between Long Beach and East Los Angeles.

#### Join us at a virtual public workshop!

You're invited to an online public workshop to share with us what transportation projects are needed in your community. We look forward to sharing the process to date and having a fruitful discussion on your community's priorities. Two public workshops will be held. Please attend the meeting most convenient for you.

#### Tuesday, August 30, 2022 at 5-7 pm

Registration Link: <https://tinyurl.com/710-PW1>  
Meeting ID: 882 1156 1216  
Passcode: 5851  
English Call-In: 213.338.8477

#### Saturday, September 17, 2022 at 10 am - 12 pm

Registration Link: <https://tinyurl.com/710-PW2>  
Meeting ID: 823 6891 4086  
Passcode: 5851  
English Call-In: 213.338.8477

At the end of each workshop, participants will have the chance to win one of five \$25 gift cards. The same information will be shared at each meeting.

(Spanish, Tagalog and Khmer interpretation is available through Zoom)

#### Give us your feedback with our online survey.

Use Metro's I-710 South Corridor Mapping Tool and Survey to identify and locate the needed transportation projects, programs and other mobility improvements you wish to see in your community. **Take a short survey by September 12, 2022**, so that your input can be included in the project team's needs assessment. The survey is available in English and Spanish with support for additional languages at [metro.net/710-hub](https://metro.net/710-hub).



Accommodations in accordance with the American Disabilities Act and translations to languages other than English and Spanish are available by calling 323.466.3876 or California Relay Service at 711 at least 72-hours in advance of each scheduled meeting.

323.466.3876 x2

Español  
323.466.3876

中文 x3 русский x7  
한국어 x4 தமிழ் x8  
Tiếng Việt x5 తెలుగు x9  
日本語 x6 ខ្មែរ x10

#### Contact us

213.418.3010  
[710Corridor@metro.net](mailto:710Corridor@metro.net)  
[metro.net/projects/i-710-corridor](https://metro.net/projects/i-710-corridor)



# Key Dates

## Working Group Meetings

- > Equity Working Group #5  
*Thursday, August 25, 5-7pm*
- > Zero-Emissions Truck Working Group #9  
*Tuesday, September 20, 1-3pm*

## Task Force Meeting

- > Task Force Meeting #12  
*Monday, September 12, 5-7:30pm*

## Community Leadership Committee Meeting

- > Meeting #6  
*Thursday, August 18, 5-7pm*

## Coordinating Committee Meeting

- > *Wednesday, August 24, 3:30-5pm*

## Public Workshops

- > Multimodal Strategies, Projects & Programs  
*Tuesday, August 30, 5-7pm*  
*Saturday, September 17, 10am-12pm*

## Metro I-710 South Corridor Mapping Tool and Survey

- > [Metro I-710 South Corridor Mapping Tool and Survey](#)  
*Tuesday, August 2 - Thursday, September 12*

For the most updated list of meeting dates, visit  
<http://www.metro.net/710-hub>

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



Michael Cano, *Executive Officer (Interim)*  
*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*

**Thank you!**