



March 8, 2022

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**Re: 710 Task Force Joint Nomination of I-710 South Corridor for SB 671 Clean Freight Corridor Efficiency Assessment**

Dear Mr. Weiss:

The Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans District 7, the Gateway Cities Council of Governments (COG) and the 710 Task Force respectfully and jointly submit the I-710 South Corridor as our collective priority for the Senate Bill (SB) 671 (Gonzalez) Clean Freight Corridor Efficiency Assessment to be conducted by the California Transportation Commission (CTC).

The 710 Task Force comprises approximately 50 stakeholder organizations—from community representatives to regional government, freight industry to air quality regulators, transit operators to regional planners, and public health advocates to research institutions—that have come together to develop a strategic, multimodal Investment Plan for the I-710 South Corridor that will be considered by the Metro Board of Directors upon completion. This Investment Plan is intended to reflect and 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—including those to public health resulting from

toxic tailpipe emissions, as well as particulate matter (PM) from brake and tire dust—associated with the movement of people and goods through the corridor.

The 710 Task Force members and partners clearly recognize that 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 harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents. Over the past year our members have actively supported the deployment of ZE truck technology within the corridor, including the following highlights:

- Last August, the **South Coast Air Quality Management District** (SCAQMD) announced its Joint Electric Truck Scaling Initiative (JETSII), financed by the **California Air Resources Board** (CARB) and the **California Energy Commission** (CEC), that serves as the largest deployment of battery-electric trucks in North America to date.
- Last September, **Metro** and the **COG** issued a joint request to CARB and CEC to establish a meaningful working relationship to address the existing air quality and public health crisis confronting the communities along the I-710 South Corridor
- Last October, the **Metro** Board approved \$50 million in seed funding to support the Task Force’s development of a I-710 South Clean Truck Program that will focus on expediting the delivery of ZE truck technology and infrastructure within the corridor.

The I-710 South Corridor, as defined by the 710 Task Force, includes the I-710 South Freeway between Long Beach and State Route 60, the adjacent communities and major arterial rail and highway transportation system, the Ports of Long Beach and Los Angeles, and the Alameda Corridor. This multimodal corridor serves as the most vital freight corridor in California, directly linking the Ports of Long Beach and Los Angeles—which handle approximately 85% of California’s containerized goods—to major freight intermodal yards, warehouses, transloading centers and logistics hubs that serve regional, statewide and national community and economic needs. The importance of this corridor is highlighted by the ongoing supply chain disruption and port congestion crisis that has impacted the flow of goods to every part of California.

The statewide freight importance of moving goods through the I-710 South Corridor in combination with the urgent need to eliminate disparate health harms to corridor communities that are caused by the operation of diesel trucks to move these same goods makes this freight corridor an excellent priority candidate for the deployment of ZE medium and heavy-duty vehicles, as SB 671 establishes. In addition to seed money and new programs mentioned above, funding from the recently established Clean Truck Fund rate at the Ports of LA and Long Beach may also help deploy ZE heavy duty trucks along the I-710 South Corridor, creating another opportunity for state and federal funds to leverage local investment and make ZE solutions a priority for the region.

Metro, Caltrans District 7, the Gateway Cities Council of Governments and the 710 Task Force appreciate this opportunity to work with you, your staff and the Commissioners to support the

expedited deployment of ZE truck technology and infrastructure along the I-710 South Corridor through this SB 671 process and other CTC discretionary grant programs. We have greatly appreciated our ongoing partnership with the CTC in securing new transportation funding sources (such as SB 1) and delivering vital projects to improve the movement of people and goods throughout LA County's multimodal transportation network. As part of this ongoing partnership, we ask that efforts like the Clean Freight Corridor Efficiency Assessment prioritize consultation and collaboration with community members and stakeholders to effectively address these disproportionate impacts and ensure resources and benefits like clean air and permanent jobs are distributed equitably. Developing relationships with community members and environmental justice advocates takes time and effort, but if done well will result in a comprehensive Assessment that considers the full impacts of freight on surrounding communities and supports a community-centered vision for the future. It's crucial that the California Transportation Commission (CTC) build in the time to engage and collaborate with the communities directly impacted by the selected freight corridors well before the December 2023 deadline.

The SB 671 process should also be transparent and accessible to community members and stakeholders. The CTC should provide more information about how the SB 671 Assessment will be developed, where community members can go to get more information, and what their community engagement process will be. The CTC's community engagement strategy should not focus on the California Freight Advisory Committee public meetings, which are highly technical spaces and inaccessible to many community members, particularly those who speak a language other than English. A clear process for how community members can engage over the next two years as the CTC develops its Clean Freight Corridor Assessment is an important first step to ensuring that the CTC's recommendations are informed by the lived experiences and priorities of the surrounding communities.

If you have any questions about this request or the 710 Task Force, please do not hesitate to contact Michael Cano, Executive Officer, at [canom@metro.net](mailto:canom@metro.net)

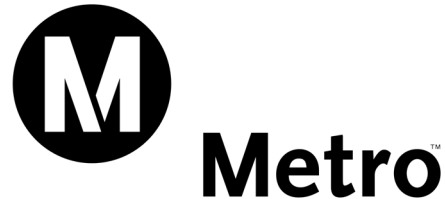
With great appreciation,



Attachments:

710 Task Force Membership  
Joint Metro and Gateway COG letter to CARB and CEC

CC: Lee Ann Eager, Chair, California Transportation Commission  
Members of the California Transportation Commission  
Hannah Walter, Associate Deputy Director, California Transportation Commission  
Metro Board of Directors  
710 Task Force Members and Partners



September 1, 2021

The Honorable Liane Randolph  
Chair, California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

The Honorable David Hochschild  
Chair, California Energy Commission  
1516 Ninth Street  
Sacramento, CA 95814

Dear Chairs Randolph and Hochschild:

Governor Newsom and the California Legislature have demonstrated strong leadership in addressing environmental challenges facing our communities, particularly disadvantaged and underrepresented communities in California. A recent example is the enactment of provisions in the new FY 2022 State Budget dedicating an unprecedented amount of state revenues to implementing a major Zero Emission Vehicle (ZEV) program, including the deployment of 1,000 heavy-duty ZEV trucks over the next three years. The purpose of our letter is to begin a joint process between our agencies and your agencies leading to an action program that would deploy the maximum feasible number of heavy-duty ZEV trucks operating in and around the San Pedro Bay Ports and along the I-710 South Corridor.

It has been clearly documented that there is an air quality/public health crisis confronting the communities along the I-710 Corridor, generated in part by the diesel emissions from heavy-duty trucks. In fact, a July 14, 2021 letter sent from Chair Randolph and CalSTA Secretary Kim et al to Congressional leaders, stated clearly: "Communities near the seaports have a higher cancer risk and high rates of asthma compared to the rest of California." The letter went on to state: "...making corridor investments of zero-emission charging infrastructure, can accelerate the turnover of heavy-duty vehicles, lead to greenhouse gas reductions, and provide especially important air quality benefits for nearby communities." We fully agree with statements contained in your letter and that is why we are very hopeful that our agencies can work cooperatively to develop a ZEV deployment program as part of a Clean Truck Program for the I-710 Corridor.

As you may be aware, a decision has been made by both Caltrans and Metro to suspend activities associated with environmental planning for the I-710 Corridor. The Metro Board of Directors has directed Metro management to work with stakeholders, including the Gateway Cities COG, to assess a range of community-based impacts and resident concerns including potential displacement, poor air-quality generated in part by diesel emissions, the existing

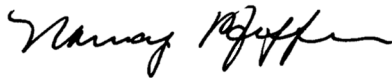
unsafe operating conditions for both cars and trucks, the economic impact of goods movement, and the ancillary impacts of the I-710 to connecting streets.

The Gateway Cities COG Board of Directors has established a new I-710 Ad Hoc Committee working cooperatively with Metro to identify effective and innovative solutions to addressing the multiple needs of the Corridor communities and users of the I-710, including the logistics industry. Let us stress that the governing boards of both of our agencies have placed the deployment of clean heavy-duty trucks, specifically including ZEV trucks, on the I-710 as a very high priority requiring urgent action. We also believe that a joint action plan for deploying clean heavy-duty vehicles should include a workforce development component.

We are very hopeful that we can establish a meaningful working relationship with your two agencies, along with other appropriate State Agencies, to address the existing air quality/public health crisis confronting the communities along the I-710 Corridor. Past federal and state initiatives – such as the Transformative Climate Communities program – took a holistic, multi-agency approach to developing regions of opportunity. Such an approach could again be helpful along the I-710 Corridor. We look forward to scheduling a meeting with the appropriate staff that you identify for our agencies to work with.

Thank you for your consideration and we look forward to forging a strong partnership.

Sincerely,



Nancy Pfeffer  
Executive Director  
Gateway Cities COG



Stephanie N. Wiggins  
Chief Executive Officer  
Metro

cc: The Honorable Bob Archuleta, Member, California State Senate  
The Honorable Lena Gonzalez, Member, California State Senate  
The Honorable Anthony Rendon, Speaker, California State Assembly  
The Honorable Christina Garcia, Member, California State Assembly  
Ms. Dee Dee Myers, Senior Advisor to Governor Newsom, Director of GO-BIZ  
The Honorable David Kim, Secretary, California State Transportation Agency  
Mr. Toks Omishakin, Director, California Department of Transportation  
Ms. Hilary Norton, Chair, California Transportation Commission

## 710 Task Force Membership

CBO'S, ENVIRONMENTAL, ADVOCACY GROUPS & COMMUNITY SERVING ORGANIZATIONS	CITIES & GOVERNMENTAL AGENCIES	GOOD MOVEMENT/ TRANSPORTATION/LABOR/ BUSINESS
Southeast Los Angeles (SELA) Collaborative	County of Los Angeles Supervisorial District 1	METRANS Transportation Consortium
East Yard Communities for Environmental Justice (EYECJ)	County of Los Angeles Supervisorial District 2	Cal State University, Long Beach Center for International Trade and Transportation (CITT)
Communities for a Better Environment (CBE)	County of Los Angeles Supervisorial District 4	USC Equity Research Institute (ERI)
Long Beach Alliance for Children with Asthma (LBACA)	LA County Public Works	LA Unified School District (LAUSD)
Long Beach Residents Empowered (LBRE)	City of Long Beach	CALSTART
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	City of Los Angeles	International Brotherhood of Teamsters, Local Union 848
Coalition for Clean Air (CCA)	Southern California Association of Governments (SCAG)	LA County Business Federation (BizFed)
EarthJustice	Metrolink (Southern California Regional Rail Authority)	Burlington Northern Santa Fe (BNSF) Railway
National Resources Defense Council (NRDC)	Gateway Cities Council of Governments (GCCOG)	LA Customers Broker & Freight Forwarders Association (LACBFFA)
BREATHE LA County (Breathe LA)	City of Bell GCCOG Ad Hoc Committee	Harbor Trucking Association (HTA)
The California Endowment (TCE)*	City of Commerce GCCOG Ad Hoc Committee	Union Pacific (UP) Railroad
	City of Cudahy GCCOG Ad Hoc Committee	Pacific Merchant Shipping Association (PMSA)
	Alameda Corridor Transportation Authority (ACTA)	Total Transportation Services, Inc. (TTSI)
	Long Beach Transit (LBT)	Watson Land Company
	Access Services, Inc	International Longshoremen Workers Union (ILWU)
	US Environmental Protection Agency (EPA)	
	California Air Resources Board (CARB)	
	South Coast Air Quality Management District (AQMD)	
	LA County Economic Development Corporation (LAEDC)	
	Port of Long Beach (POLB)	
	Port of Los Angeles (POLA)	