



I-710 SOUTH CORRIDOR PROJECT

Task Force Meeting #2 Summary

November 8, 2021



ATTENDEES:

PRESENTERS

KeAndra Cylear-Dodds, Executive Officer of Equity and Race, Metro
Michael Cano, Deputy Executive Officer, Countywide Planning & Development, Metro
Erika Morales, Facilitator, Morales + Morales Partners

TASK FORCE

Transportation Agencies

Tony Tavares, Director, Caltrans District 7
Gloria Roberts, Chief Deputy Director, Caltrans District 7
Jeff Newman, Caltrans District 7
Ron Kosinski, Deputy District Director of Environmental Planning, Caltrans District 7
Paul Marquez, Deputy District Director of Planning, Caltrans District 7
David Huang, Planning Manager, Metrolink
Louis Burns, Community Liaison, Access Services

Regulatory Agencies

Matt Miyasato, Deputy Executive Officer of Science and Technology Advancement, SCAQMD
Sarah Rees, Deputy Executive Officer of Planning, Rule Development and Area Sources, SCAQMD
Morgan Capilla, Environmental Justice Coordinator, U.S. Environmental Agency Region 9

Councils of Governments

Nancy Pfeffer, Executive Director, Gateways Cities Council of Governments
Marisa Perez, Gateways Cities Council of Governments

Cities and LA County Board of Supervisors

Oralia Rebollo, Vice Mayor, City of Commerce
Elizabeth Alcantar, Vice Mayor, City of Cudahy
Suely Saro, Councilmember, City of Long Beach, District 6
Ali Saleh, Councilmember, City of Bell
Aydin Pasebani, Environmental and Special Projects Deputy, Office of Los Angeles County
Supervisor Hilda Solis, District 1
Martin Reyes, Transportation Deputy, Office of Los Angeles County Supervisor Hilda Solis,
District 1
Lilly O'Brien-Kovari, Senior Deputy of Infrastructure and Transportation, Office of Los Angeles
County Supervisor Holly Mitchell, District 2
Luke H. Klipp, Senior Transportation Deputy, Office of Los Angeles County Supervisor Janice Hahn,
District 4
Tyler Bonanno-Curley, Manager of Government Affairs, City of Long Beach
Daniel Rodman, Deputy Director Transportation Services, City of Los Angeles

Academic and Research Institutions

Metro I-710 South Task Force #2 Summary

Genevieve Guiliano, Director, METRANS

Business and Professional Organizations

Chris Wilson, Public Policy Manager, BizFed

Niki Okuk, Deputy Director, CALSTART

Daniel Meylor, Customs Administration Manager, LA Customs Brokers & Freight Forwarders Association (Area 9)

Matt Schrap, Chief Executive Officer, Harbor Trucking Association

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

Community Based Organizations

Angela McNair Turner, Managing Attorney, Legal Aid Foundation of LA-LB

Ghirlandi Guidetti, Housing and Community Attorney, Legal Aid Foundation of Los Angeles

Dilia Ortega, Youth Program Coordinator, Communities for a Better Environment

Jennifer Ganata, Senior Staff Attorney, Communities for a Better Environment

Marlin Dawoodjee Vargas, Long Beach Alliance for Children with Asthma (LBACA)

Raj Dhillon, Senior Manager of Advocacy and Public Policy, BREATHE Los Angeles County

Taylor Thomas, Co-Director, East Yard Communities for Environmental Justice

Laura Cortez, Co-Director, East Yard Communities for Environmental Justice

Environmental Organizations

Joe Lyou, President and CEO, Coalition for Clean Air

Christopher Chavez, Deputy Policy Director, Coalition for Clean Air

Fernando Gaytan, Senior Attorney, Earthjustice

Natalia Ospina, Project Attorney of Environmental Justice, National Resource Defense Council

Alec Cronin, National Resource Defense Council

Labor

Eric Tate, Secretary-Treasurer, International Brotherhood of Teamsters, Local Union 848

Non-Profit Organization - Foundation

Gisele Fong, Long Beach Program Manager, California Endowment

Ports

Kerry M. Cartwright, Director of Goods Movement, Port of Los Angeles

Theresa Dau-Ngo, Director of Transportation Planning, Port of Long Beach

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

LA Metro

KeAndra Cylear-Dodds, Executive Officer of Equity and Race

Michael Cano, Deputy Executive Officer, Countywide Planning & Development

Ernesto Chaves, Director, Highway Programs

Brian Haas, Communications Manager

Mark Dierking, Community Relations Manager

Metro I-710 South Task Force #2 Summary

Jessica Medina, Manager, Equity and Race

Project Team

Dave Levinsohn, Vice President, AECOM
Julie Rush, Planning Senior Manager, Transportation, AECOM
Erika Morales, Facilitator, Morales + Morales Partners
Gary Hamrick, Principal, Cambridge Systematics
Susan DeSantis, Senior Project Manager, Arellano Associates
Melissa Holguin, Senior Project Manager, Arellano Associates
Stacey Falcioni, Project Manager, Arellano Associates
Julie Nieto, Project Coordinator, Arellano Associates
Nancy Verduzco, Project Coordinator, Arellano Associates
Samantha Sosa, Assistant Project Coordinator, Arellano Associates

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) 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 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 of 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 Task Force Meeting #2 was held on November 8, 2021. The intent of this meeting was to work together on creating a collaborative public engagement process to guide the development of an investment strategy for the I-710 South Corridor that reflects the needs of residents in impacted communities. The meeting included a graphic illustrator ([Appendix A](#)) to visually capture key themes and meeting highlights and provided simultaneous interpretation in Spanish, Tagalog and Khmer.

Prior to the meeting, the 710 Task Force received the agenda, presentation and meeting materials. *Please see [Appendix B-E](#) for the meeting materials and [Appendix K](#) for the presentation slides.*

710 Task Force #2 Online Meeting

- 1. Introductions, Welcome and Agenda Review (Erika C. B. Morales, Partner, Morales + Morales Partners)**

- > Erika C. B. Morales opened the meeting and welcomed the participants. Ms. Morales provided the meeting call-in and interpretation details and requested that 710 Task Force members identify themselves by using the Q&A zoom feature. She also provided instructions on how to utilize the “Q&A” or “Raise Hand” zoom functions to ask questions or communicate during the meeting.
- > A list of task force members was shared as part of the presentation and highlighted new task force members (Access Services, Los Angeles Unified School District and US Environmental Protection Agency).
- > Ms. Morales verbally acknowledged the task force members that self-identified through the Q&A feature. Ms. Morales reviewed the agenda for the evening before reviewing progress that Metro has made since the inaugural meeting held on September 13, 2021.
- > A **Community-based Organizations Focus Group** was conducted on October 19, 2021 to hear and learn from a variety of organizations that work in communities throughout the corridor. Ms. Morales highlighted the key takeaways from the meeting which included having more transparency in the process, providing translated materials and interpretation during meetings, and connecting with the community members. Metro also received ideas on how to improve outreach to the community.
- > A second Focus Group Meeting was held with **School Districts** on October 27, 2021. The meeting highlights included creating connections with school sites, improving distribution of materials with translation in other languages and conducting a brainstorming session to learn how best to engage with students, parents and school administrators.
- > The third Focus Group Meeting was held with **Faith-Based Communities** on October 28, 2021. The highlights from this meeting included creating trust and transparency as well as understanding better priorities for these communities. An overview of outreach ideas from the Faith-Based Organizations to reach these communities was provided.

2. Community Engagement Strategy

- > KeAndra Cylear-Dodds, Metro Executive Officer of Equity and Race, led the community engagement strategy discussion for the task force.
- > The task force includes stakeholders and leaders that represent the community. However, Metro and Caltrans believe that it is important for the community to provide input directly and have a space to have their concerns heard and participation in the process – consequently, the public was invited to comment during the public comment session. Detailed discussion is available in **Appendix F**.
- > **Question 1: How do we define the “community”?**

○ **Comments were made by:**

- Sharon Weissman – Port of Long Beach
- Chris Chavez – Coalition for Clean Air
- Daniel Meylor – LA Customs Brokers & Freight Forwarders Association
- Luke Klipp – Office of Los Angeles County Supervisor, Janice Hahn, District 4
- Elizabeth Alcantar – Vice Mayor, City of Cudahy
- Jennifer Ganata – Communities for a Better Environment
- Taylor Thomas – East Yard Communities for Environmental Justice
- Fernando Gaytan – EarthJustice
- Chris Wilson – BizFed

Some of the points raised were as follows: Different sections of the corridor are affected by different impacts and sources of emissions; adjacent communities plus businesses and those that travel through or are dependent upon the corridor; different forms of residency should be understood and accepted (rental vs. home ownership).

> Detailed comments are available in [Appendix F](#).

> **Questions 2 and 3: What should be the purpose of our initial engagement activities? How can the first engagement activities be planned to gather communities' expectations for this process and from the Task Force?**

○ **Comments were made by:**

- Jennifer Ganata – Communities for a Better Environment
- Taylor Thomas – East Yard Communities for Environmental Justice
- Chris Chavez – Clean Air Coalition
- Fernando Gaytan – EarthJustice
- Sharon Weissman – Port of Long Beach
- Chris Wilson – BizFed

> Detailed comments are available in [Appendix F](#).

> **Question 4: What should be those engagement activities (who and how should we engage)?**

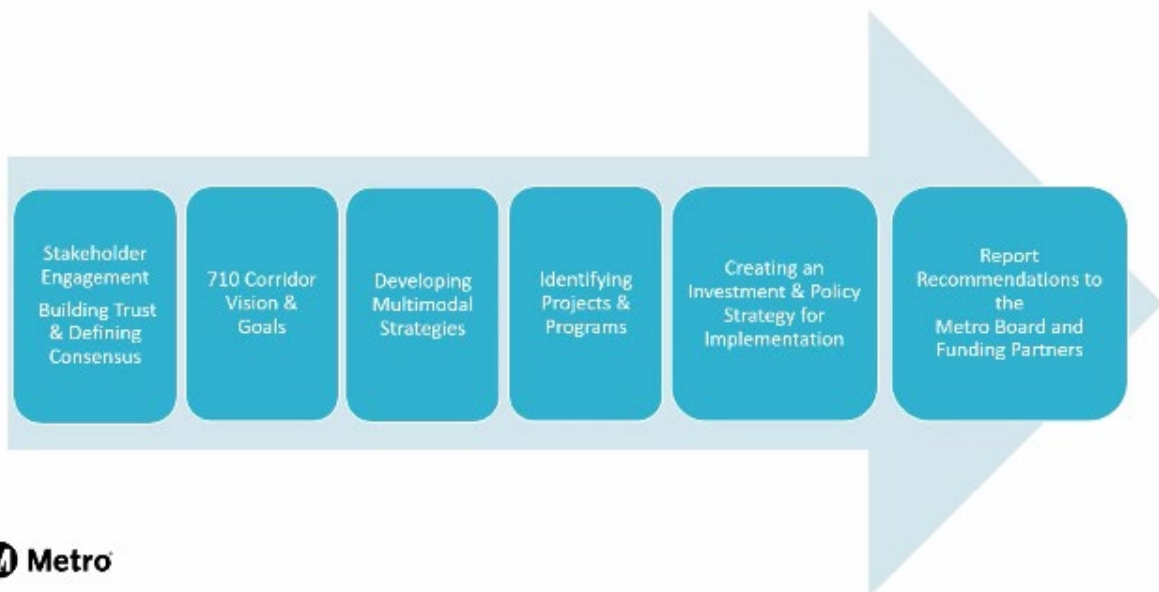
○ **Comments were made by:**

- Elizabeth Alcantar – Vice Mayor, City of Cudahy

- Daniel Meylor – LA Customs Brokers & Freight Forwarders Association
- > Detailed comments are available in [Appendix F](#).

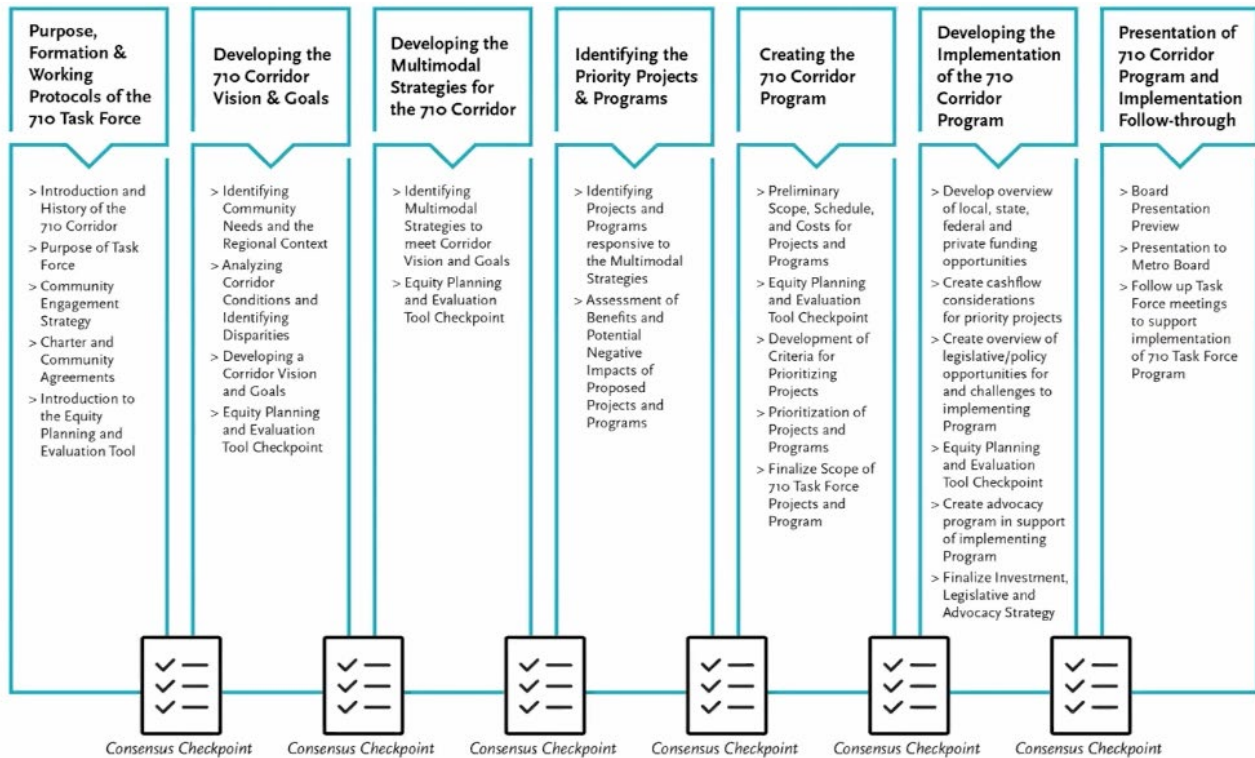
3. Charter and Community Agreements

- > Ms. Cylear-Dodds presented the charter, protocol, and community agreement. The charter will layout the goals, logistics, meeting protocols, and decision making. Based on prior meetings, there has been consideration to including community members in this process.
- > A working group would be formed to finalize a charter and community agreements.
- > Michael Cano, Deputy Executive Officer, Countywide Planning & Development, presented on the task force goals and Metro and Caltrans' goal to invest in the I-710 South Corridor in a way that better includes the communities' voices. As part of the process, the group will develop an Investment Plan and recommendations for the Metro Board and Funding Partners to consider.
- > Mr. Cano reviewed the task force goals to reach that milestone.



- > Mr. Cano also discussed the Charter Workplan which outlines and details the process to be used by the task force. In between each phase of the process a consensus checkpoint is built in to ensure the 710 Task Force is together before moving forward to the next step. The details of the consensus checkpoint will be developed with the 710 Task Force.

Metro I-710 South Task Force #2 Summary



> Ms. Cylear-Dodds and Ms. Morales led a discussion on what consensus means for the task force.

- **How will we make decisions, work constructively, and otherwise function as a Task Force?**
- **What does consensus look like?**
- **What expectations do members have for one another?**

> Comments were made by:

- Luke Klipp – Office of Los Angeles County Supervisor, Janice Hahn, District 4
- Martin Reyes – Office of Los Angeles County Supervisor Hilda Solis, District 1
- Daniel Meylor – LA Customs Brokers & Freight Forwarders Association
- Dilia Ortega – Communities for a Better Environment
- Chris Wilson – BizFed
- Sharon Weissman – Port of Long Beach
- Alec Cronin – Natural Resources Defense Council
- Joe Lyou – Coalition for Clean Air
- Jeff Newman – Caltrans District 7

> Detailed comments are available in [Appendix G](#).

4. Commitments to the Community

- > The next set of questions focused on how to engage the community in a way that their needs are met. Ms. Cylear-Dodds asked two questions:
 - What can the Task Force commit to doing to ensure the community feels heard and respected as the Task Force meets, gathers information, and makes recommendations?
 - What role should community members have in this Task Force?

- > Comments were made by:
 - Chris Chavez – Coalition for Clean Air
 - Louis Burns – Access Services
 - Niki Okuk – CALSTART
 - Luke Klipp – Office of Los Angeles County Supervisor, Janice Hahn, District 4
 - Chris Wilson – BizFed
 - Taylor Thomas – East Yard Communities for Environmental Justice
 - Alec Cronin – Natural Resources Defense Council
 - Angela McNair Turner – Legal Foundation LA-LB (LAFLA)
 - Suely Saro – Councilmember, City of Long Beach (District 6)

- > Detailed comments are available in **Appendix H.**

5. Metro Board Clean Truck Motion

- > Mr. Cano provided an update on the Metro Board Clean Truck Motion presented by Metro Board of Directors Janice Hahn and Fernando Dutra. The motion was to recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program. A working group within the Task Force will be formed to expand and include other voices and expertise to help fulfill this motion.
- > Luke Klipp, Senior Transportation Deputy for Director Janice Hahn, explained that the motion was intended to commit Metro to allocate resources to make a clean truck program happen for this corridor. The program will be a zero-emission truck program. Lastly, the program will be developed as a collaborative progress from the Task Force and various stakeholders.
- > Marisa Perez, representing Metro Director Fernando Dutra, added that they welcome feedback from community organizations or leaders in the area on details of zero emission programs being implemented in the state to start working on implementing this technology.

- > Matt Schrap from the Harbor Trucking Association provided a comment about the need for infrastructure and nonrenewable sources to charge vehicles.
- > Matt Miyasato from South Coast Air Quality Management District asked a question about the timeline to utilize the \$50 million and the ultimate goal of the program.
- > Detailed comments are available in **Appendix I**.

6. Executive Order N-19-21

- > Tony Tavares, Director for Caltrans District 7, provided an overview of Executive Order N-19-21, which was put in place by Governor Gavin Newsom to ease supply chain backloads at California’s ports. Mr. Tavares outlined the various components of the order.

7. Next Steps

- > Ms. Morales provided dates for future meetings and outlined next steps for the working groups.
 - Monday, December 13, 2021 at 5pm
 - Monday, January 10, 2022 at 5pm
- > Future meetings will be announced at the meeting on December 13, 2021.

8. Public Comment

A public comment period was held after the formal agenda. Members of the public could make a comment by leaving a comment in the Q&A or verbal comment using the “Raise Hand” feature on Zoom. Written comments were read by Ms. Morales. Public comments are available in **Appendix J**.

9. The meeting adjourned at 7:30 p.m.

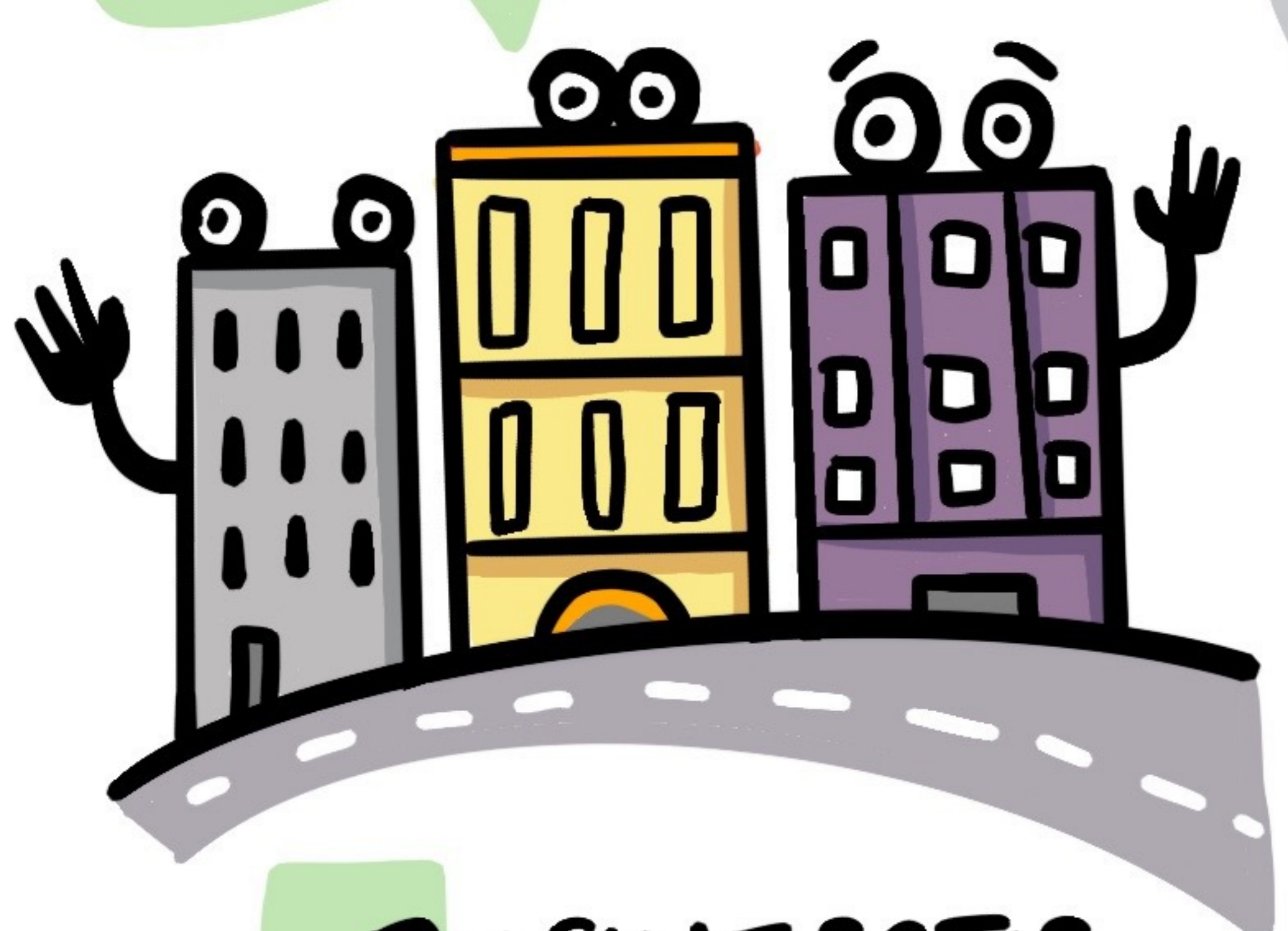
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Metro

WELCOME!



BUSINESSES ALONG 710

HOW DO WE DEFINE COMMUNITY?

ANYONE WHO LIVES DRIVES OR WORKS NEAR CORRIDOR
ADVOCATES
LOCAL DIVERSE COMMUNITIES



ALL MODES OF MOVERS

REGARDLESS OF HOUSING TYPE

WHAT ARE YOUR EXPECTATIONS FOR EACH OTHER

OPENNESS TO IDEAS



WHAT DOES CONSENSUS LOOK LIKE FOR YOU?

70%+ AGREEMENT ON ISSUES

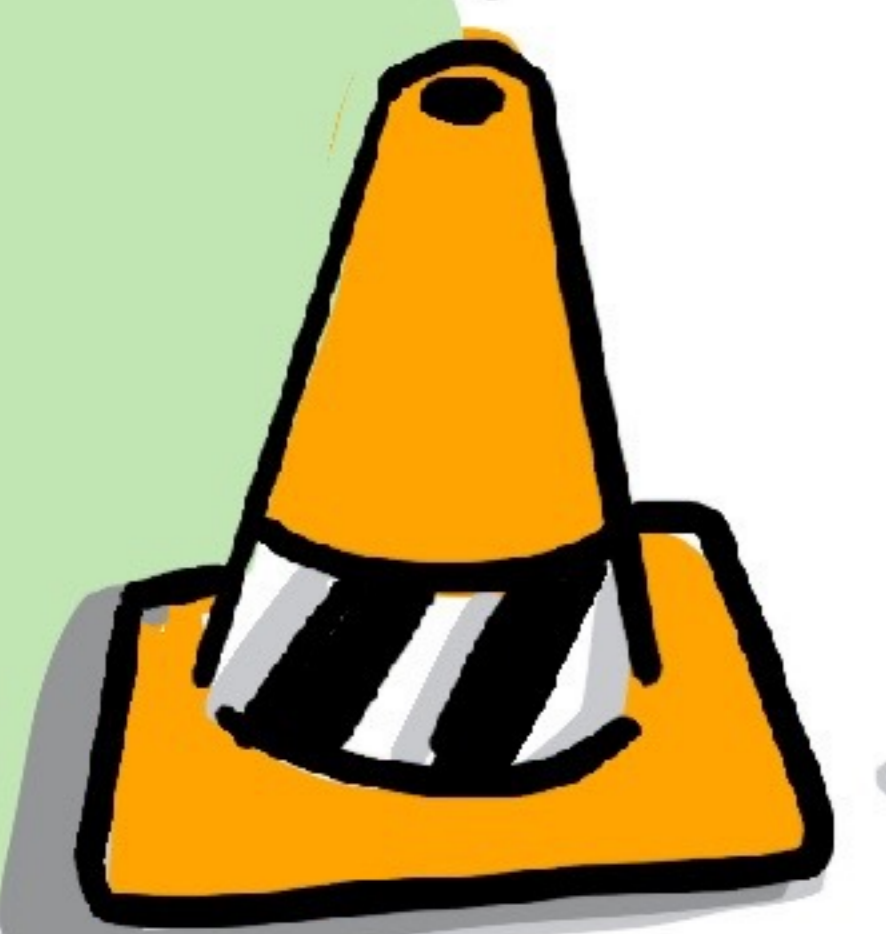
SHARED VALUE

FULL AGREEMENT



WE'RE IN THIS TOGETHER

WHAT SHOULD BE THE PURPOSE OF INITIAL COMMUNITY ENGAGEMENT ACTIVITIES



TO GET A SENSE OF WHAT THEY WANT TO SEE

INTRODUCE WHAT WE'RE DOING



THIS WILL BE A PROCESS

UNDERSTANDING THEIR NEEDS



TO REMOVE ANY BLOCKS FROM COMM. INPUT



GET FEEDBACK ON IMPACT ON PEOPLES LIVES



CREATE AWARENESS

ENCOURAGE PARTICIPATION

IDENTIFY COMMUNICATION METHOD

MEETINGS
SOCIAL MEDIA

MORE MEETINGS

HELP GOV AND METRO IMPROVE LEGITIMACY TRANSPARENCY OF DECISIONS

TWITTER ACCOUNT FOR UPDATES

FOCUS ON THOSE NOT INCLUDED BEFORE



WALK THE BEAT

WE NEED TO EXAMINE THE COMMUNITY VOICE

GIVE CONTEXT AND HISTORY

DOOR KNOCKING



SHARED GOALS

HOW WILL WE MAKE DECISIONS?
LISTENING RESPECTFULLY

CONSENSUS CHECKPOINT

WE NEED TO TALK ABOUT CHALLENGES EARLY ON
LAW EPA



START W/ THINGS WE AGREE ON ALREADY





Metro

COMMITMENTS TO THE COMMUNITY

WHAT CAN WE COMMIT TO DOING?

MEETS CLEAN AIR ACT
8617 LAW

ONGOING DIALOGUE

WHAT ROLE SHOULD COMMUNITY MEMBERS HAVE IN TASK FORCE

BE INCLUDED NOT IGNORED

ACT AS A BOARD

CENTERED IN CONVERSATION

APPROVAL BOARD

RETHINKING HOW WE POSITION PUBLIC IN FUTURE MEETINGS



CAN WE SEE TASK FORCE SIGN-UPS?



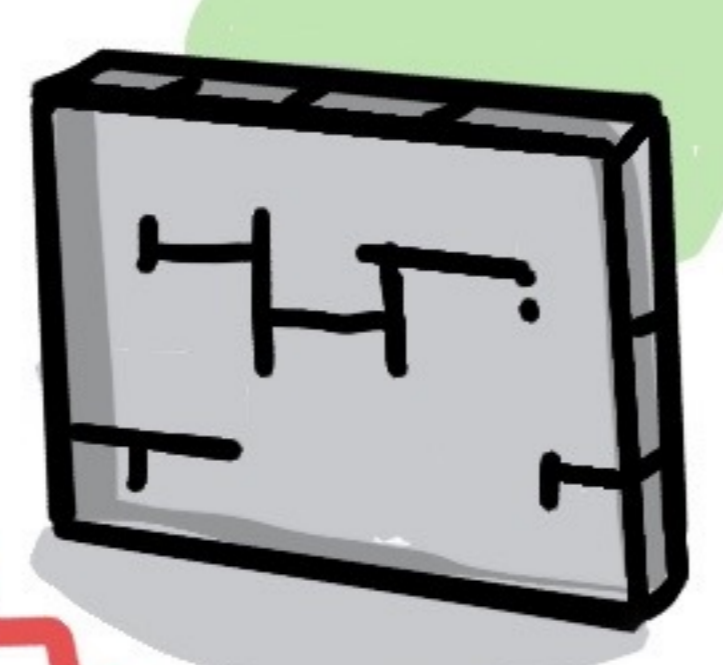
I'LL HELP HOWEVER I CAN!

POLLUTION IS VISIBLE



ITS DISRESPECTFUL TO NOT GIVE ADEQUATE NOTICE OF MEETING

CAN WE HAVE SOUND WALLS?



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

PEOPLE WANT CLEAN AIR

BIG NO

STOP FREEWAY EXPANSIONS

NEED VARIOUS FORMS OF COMMUNICATION

1-MIN. IS NOT ENOUGH



TASK 710 FORCE

PUBLIC COMMENT

MORE TIME FOR PUBLIC COMMENT

ALLOW PUBLIC COMMENT AFTER EACH SECTION

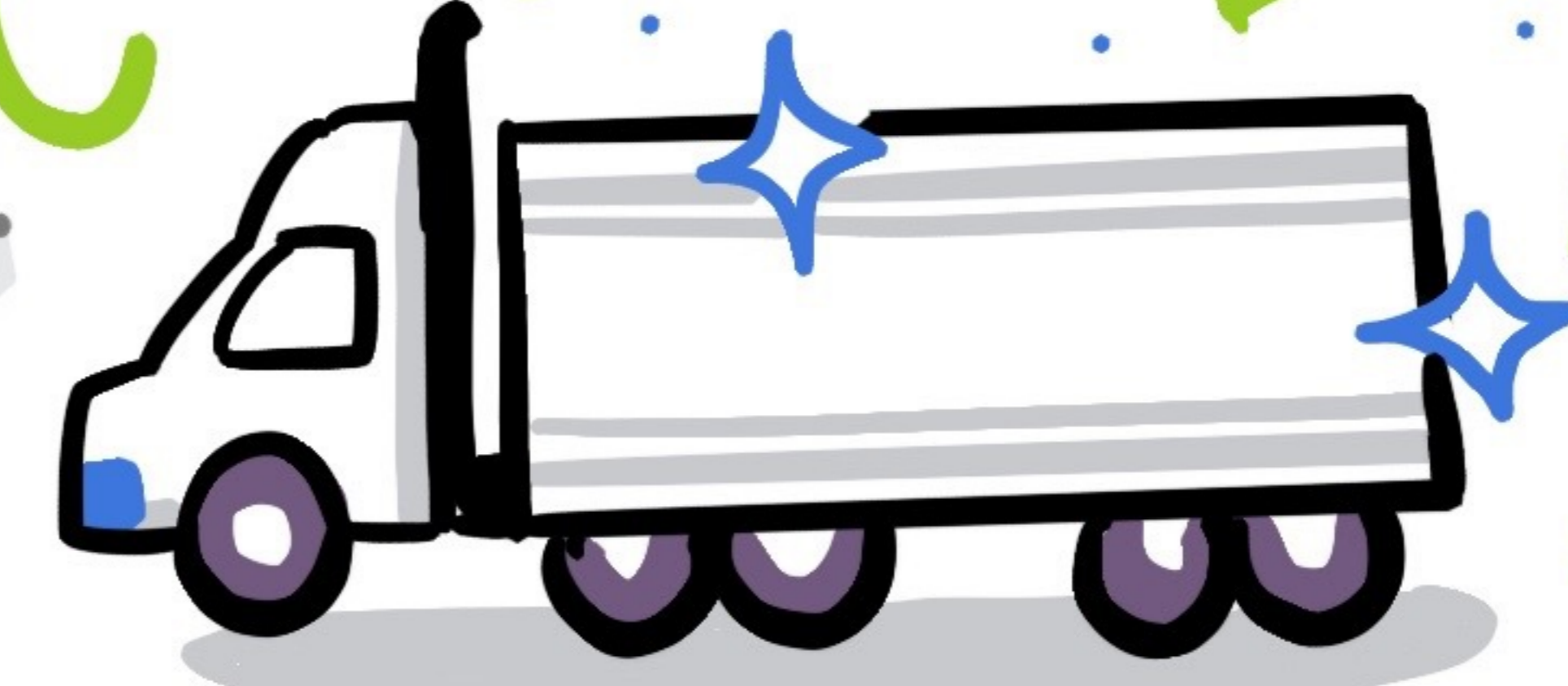
INCLUDE LAW ENFORCEMENT

PUBLIC ACCOUNTABILITY FOR TAX SPENDING

ENSURING A CONTINUOUS COMMUNICATION LOOP

COMMUNITY MEETUPS WORK!

CLEAN TRUCKS



EXECUTIVE ORDER N-19-21

WORKING TO ALLEVIATE PORTS



IS THIS PROCESS WORKING?

CAN WE RESPOND TO QUESTIONS BEFOREHAND THEN DISCUSS

WE NEED SOMEONE TO ADDRESS QUESTIONS IN CHAT

710 SOUTH CLEAN TRUCK PROGRAM

RECOMMIT \$50 MILLION

ZERO EMISSION TRUCKS ASAP

WE MUST BUILD THE INFRASTRUCTURE TO CHARGE THEM



710 Task Force

Task Force Meeting #2 Agenda | Agenda de la reunión # 2 del Grupo de Trabajo
Monday, November 8, 2021 | lunes, 8 de noviembre de 2021
5-7:30 p.m.

Meeting Link | enlace de reunión: tinyurl.com/710TaskForce-Mtg2

Meeting ID | ID de reunión: 977 2591 9775

Passcode | Contraseña: 5851

Call-in: 669.900.6833

Llamada en español: 646.749.3335

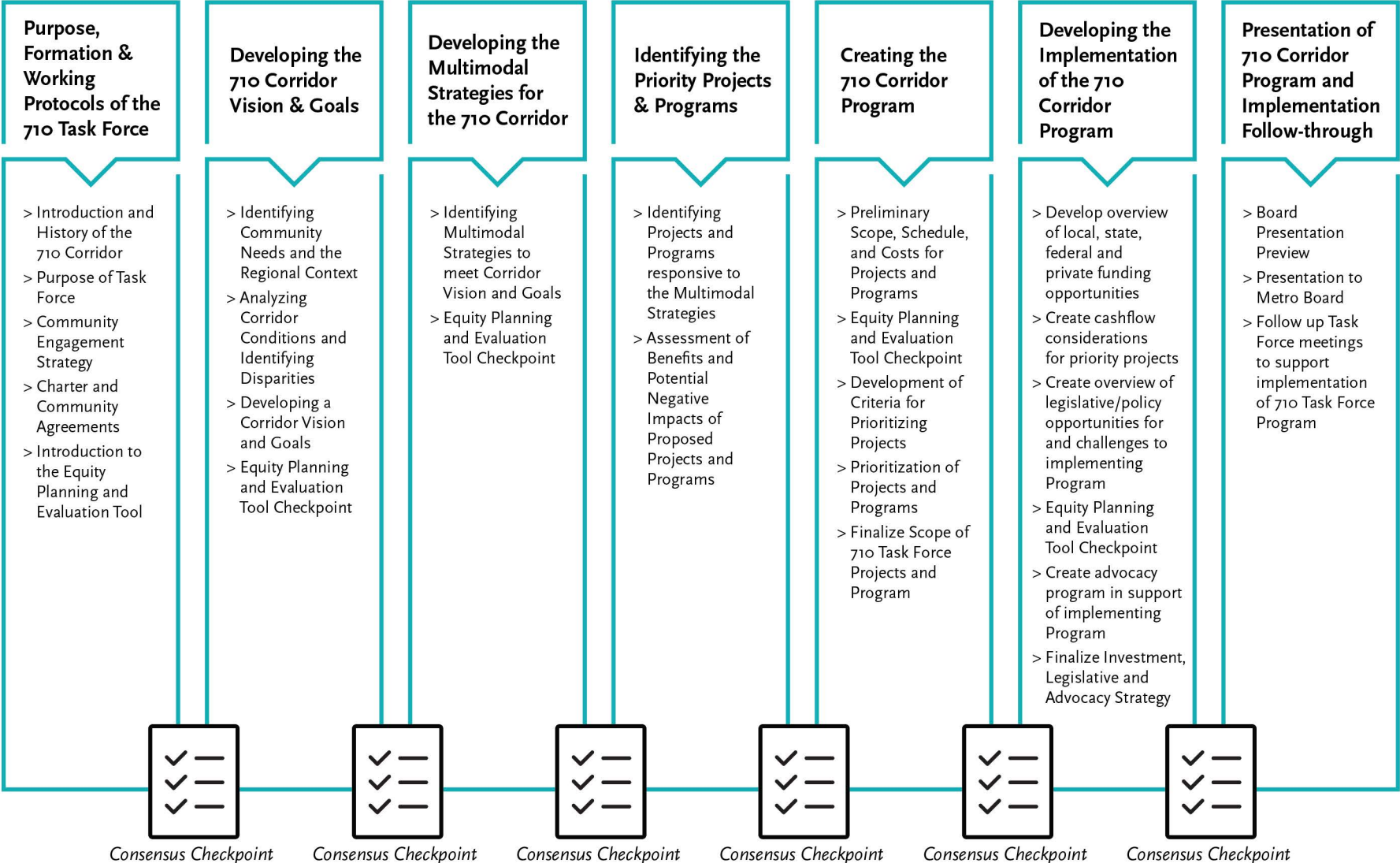
Código de acceso: 956-350-013

Interpretation in Spanish, Khmer and Tagalog will be provided.

- 5pm > Introductions, Welcome and Agenda Review | *Introducciones, bienvenida y revisión de la agenda*
- 5:10pm > Updates | *Actualizaciones*
- 5:20pm > Community Engagement Strategy | *Estrategia de participación comunitaria*
- 5:55pm > Charter and Community Agreements | *Carta y Acuerdo Comunitario*
- 6:45pm > Metro Board Clean Truck Motion | *Junta Directiva de Metro moción para camion limpio*
- 6:55pm > Next Steps | *Siguientes pasos*
- 7pm > Public Comment | *Comentario público*



Metro



**Board Report**

File #: 2021-0708, **File Type:** Motion / Motion Response

Agenda Number: 16.

**REGULAR BOARD MEETING
OCTOBER 28, 2021**

Motion by:

DIRECTORS HAHN AND DUTRA

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a “710 South Clean Truck Program,” contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-21

WHEREAS the world is experiencing global disruptions to the goods movement supply chain, which have been exacerbated by changes in the practices of numerous industry sectors during the COVID-19 pandemic and by changes in consumer demand during the ensuing economic recovery; and

WHEREAS California is the Nation's preeminent global goods movement gateway: The Ports of Los Angeles and Long Beach move roughly 35 percent of all containers in the United States (U.S.) and approximately 40 percent of U.S. imports and 25 percent of U.S. exports pass through the San Pedro Bay; and

WHEREAS California's nationally significant regional supply chains and goods movement networks have also felt the impact of global disruptions as reflected by dozens of ships waiting to enter San Pedro Bay ports, shipping container dwell times and street dwell times for container chassis more than double the normal average, and bottlenecks further downstream in the supply chain such as warehouses; and

WHEREAS while goods movement and supply chain management challenges are largely within the purview of the federal government and industry, the state can take action to reduce the congestion in California's ports to ensure people in California and across the country and world can access goods and supplies; and

WHEREAS the State has near- and long-term actions under way, in partnership with the Supply Chain Disruptions Task Force established by the Biden-Harris Administration – to strengthen the resilience of California's and the Nation's supply chain; and

WHEREAS the Governor's Office of Business and Economic Development and the California State Transportation Agency launched the California Supply Chain Success Initiative in August 2021 - a partnership with the Port of Long Beach and the California State University, Long Beach Center for International Trade and Transportation - to engage the diverse network of stakeholders along the supply chain to discuss key challenges and identify creative solutions; and

WHEREAS the Governor's Office of Business and Economic Development, the California State Transportation Agency, the California Department of Food and Agriculture, and the California Labor and Workforce Development Agency are crafting and driving solutions focused on key issues impacting the supply chain including, but not limited to, workforce and job training, data and technology, port and truck operations, infrastructure, and warehousing; and

WHEREAS the State has bolstered near-term solutions with longer-term investments, including \$250 million to help ports offset COVID-19 related losses; \$280 million for port infrastructure projects at and around the Port of Oakland; and \$1.3 billion over three years for zero-emission trucks, transit buses and school buses, including the deployment of over 1,000 zero-emission port drayage trucks; and

WHEREAS state agencies own parcels of land throughout the state, some of which exceed those agencies' foreseeable needs, and are frequently used to support broad public benefits and alleviate state-wide challenges such as housing crisis efforts, natural disasters, and health emergencies; and

WHEREAS the movement of goods and health of supply and distribution chains across California is a matter of vital statewide importance; and

WHEREAS the Governor's Office of Business and Economic Development has engaged with the ports and industry to determine space requirements and other specifications to screen properties for potential offsite container storage; and

WHEREAS California's port workers and other essential workers throughout the supply chain, including longshore workers, marine clerks, truck drivers and warehouse workers, have made unprecedented efforts to process and transport record cargo volumes throughout the crisis; and

WHEREAS California is committed to fostering high road training partnerships that harness worker and employer voices to develop industry-based training programs that deliver job equity, sustainability, and quality while tackling urgent questions of income inequality, economic competitiveness, and climate change; and

WHEREAS I signed AB 639 in September 2020, which requires the California Labor and Workforce Development Agency and the California Workforce Development Board to convene stakeholders to develop recommendations on how best to mitigate the employment impacts of automation and transitioning to a lower carbon economy at the Port of Los Angeles and the Port of Long Beach; and

WHEREAS this fiscal year's budget funds the industry panel AB 639 established to consider such impacts; and

WHEREAS the State's comprehensive response can be further accelerated and bolstered with concerted interagency and intergovernmental action, as well as investment to strengthen our transportation system and support improved goods movement.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and statutes of the State of California, do hereby issue this Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. The Department of Transportation, in partnership with the California State Transportation Agency, within 30 days of this Order, shall, in collaboration with industry stakeholders, evaluate and identify priority freight routes to be considered for a temporary exemption to current gross vehicle weight limits.
2. The Governor's Office of Business and Economic Development shall identify non-state sites, including private, locally owned, and federally owned parcels, that could be available to address short-term storage needs to address the supply and distribution chain crisis.

3. The Department of General Services shall complete its review of state-owned property in proximity to impacted ports that may be made available to address short-term storage needs to address the supply and distribution chain crisis by no later than December 15, 2021. To meet this deadline, all agencies under my direct executive authority shall support this effort by timely responding to all inquiries made by the Department of General Services.
4. The Department of General Services shall collaborate with other state agencies to expedite leasing for the purpose of storing cargo containers on state-owned parcels identified pursuant to the Department of General Services' review.
5. The California Labor and Workforce Development Agency shall use existing resources to identify potential high road training partnerships to increase education, career technical education, job training, and workforce development opportunities for port workers and other workers across the supply chain. In identifying such opportunities, the California Labor and Workforce Development Agency shall first consider whether such partnerships can be funded through existing sources, such as the federal Workforce Innovation and Opportunity Act.
6. By December 31, 2021, the California Labor and Workforce Development Agency shall take all necessary actions to constitute and announce the membership of the industry panel required by AB 639 and codified at Government Code section 12893.1 (a). The Secretary of Labor shall convene the panel for its first meeting by March 1, 2022.
7. The Department of Finance shall work with state agencies and departments to develop longer term proposals that support port operations and goods movement for consideration in the January 10 Governor's Budget. Proposals may include port and transportation infrastructure improvements, electrification of the goods movement system from port to delivery, workforce development, and other actions to support goods movement.
8. The Department of General Services, California Department of Food and Agriculture, the Governor's Office of Business and Economic Development, California State Transportation Agency, Department of Transportation, and the California Labor and Workforce Development Agency shall use all existing legal and financial authority to expedite and prioritize these activities, including by giving them preference in the award of state funding, pursuant to my further direction. Agencies not under my direct executive authority are requested to do the same.
9. The California State Transportation Agency, the California Department of Food and Agriculture, the Governor's Office of Business and Economic Development, and the California Labor and Workforce Development Agency shall continue to execute actions in coordination with the Biden-Harris Administration Supply Chain Disruptions Task Force.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of October 2021.



GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY N. WEBER, PH.D.
Secretary of State

APPENDIX F: Community Engagement Strategy Detailed Discussion

Question 1: How do we define the “community”?

Sharon Weissman – Port of Long Beach

I would define community as anyone that lives, anyone that drives, the groups that advocate for those that live along the corridor, the organizations that are dependent on the I-710 to meet their goals.

Chris Chavez – Coalition for Clean Air

I would note that the different sections along the 710 corridor are affected by different impacts and different cumulative sources of emotions. For example, if you are in the Long Beach section of the corridor you also have to contend with refineries and railyards. When you go toward the north corridor, you have the railyards and small industry impacting those communities. I agree that defining community as folks who live near the corridors and rely on it are part of the community but also the need to pay due attention to the local impacts and the local issues in those communities. One size fits all sort of approach in this effort won't work.

Daniel Meylor – LA Customs Brokers & Freight Forwarders Association

I like the definition but you also have to add businesses that are along the 710 that there affected by what we are doing here. I think the success relies on them also cooperating and being part of the coalition and understanding the responsibilities. We have to work with them too.

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4

I want to add people that drive and move along the corridor regardless of their mode. Whether they are driving, using transit, riding a bike, or walking and not limiting to one particular mode. These are all folks who rely on this corridor for movement and I want to ensure that we are not cognizant to limiting this definition.

Elizabeth Alcantar – Vice Mayor, City of Cudahy

We should add on that it is regardless of the housing type and availability. We think of homes when people mention living along the corridor and just recognizing that a lot of our cities are a majority of apartments. We also have an unfortunate growing homelessness issue and so folks that are living without shelter are also living along the corridor.

Questions 2 and 3: What should be the purpose of our initial engagement activities? How can the first engagement activities be planned to gather communities' expectations for this process and from the Task Force?

Jennifer Ganata – Communities for a Better Environment

I think that one of the purposes of the initial community engagement activities is actually to get a good sense of what the community wants to see, help understand what the project and this entire process is. When we talk about administrative or planning processes, one of the center goals is meaningful community engagement. I think actually working alongside the community to figure out what their needs are and what they think would be the best way for the agency to accomplish that.

Taylor Thomas – East Yard Communities for Environmental Justice

Remind people to be mindful of how quickly they talk and the terms that they use for interpretation purpose. Could all clarify when non-task force members are able to speak? I think the goal of this is to allow for community members who are not connected to organizations or political offices to have considerable time to share their thoughts. I feel like a lot of folks on the task force have had the opportunity to engage a lot on this already. I think making room for folks who have not had the ability to share is a lot more critical than hearing from certain parties.

Ms. Morales responded that the public will have an opportunity to speak during public comment later in the agenda. Ms. Cylear-Dodds responded that the task force was brought together for the meeting to think about how we create those spaces and what that looks like and what is the intention behind it. In the meeting, we are trying to get the initial feedback from task force members on how to effectively engage with community members outside of public comments.

Chris Chavez – Clean Air Coalition

I think one thing that we also need to keep in mind is why we are in this process in the first place; which is discussing the environmental impacts of the proposed I-710 expansion. I think we need to be clear on why we are here, to give the community a clear mindset of what we are talking about it as well as what sort of feedback and input that you are soliciting. The information that Metro needs to hear is the impact on people's lives and the impact on what this project would mean to them either positive or negative. Going forward making sure that is clear and that we are working through this process due to court cases and legal issues in the past.

Fernando Gaytan – EarthJustice

The task ahead is challenging for sure but community engagement is supposed to be something that is ongoing. This is an ongoing process that is not going to finish with a final product or project. If that is what you are looking for then this is probably not the place for that, but rather

having community consensus be the objective, I think that we need to be focused on a process that dismantles the inequalities that prevented residence from participating in the process in the first place. I think that the initial purpose of community engagement is to really be laser focused on figuring out why community residents and people most impacted by the 710 were not at the table in the first place.

Sharon Weissman – Port of Long Beach

The first one might seem obvious but I think it is the hardest, which is to create awareness of the task force and what we are trying to do so that community participation is not just allowed but welcomed and encouraged. Another very important thing is to ascertain from the community how we can best communicate with them. There are many modes of communication but not every mode works for every community. Having many modes of communication for different communities, so that there really is the feeling that the engagement is wanted and encouraged and it is in a method that works best for that community. We are talking about language as one of them but it is also social media for some people and community meetings for others. I really think we need to look at those two things as initial community engagement activities.

Chris Wilson – BizFed

The goal should really be to help governments and Metro, improve the efficiency, legitimacy and transparency of our decision making. That should be the purpose of the initial community engagement activities, which will increase acceptance of those decisions and increase our community commitment.

Ms. Cylear-Dodds thanked Mr. Wilson for his comment and echoed that transparency and making sure we improve access to the information and the process along with legitimacy and trust building is a statement Metro has been hearing during this process.

Question 4: What should be those engagement activities (who and how should we engage)?

Elizabeth Alcantar – Vice Mayor, City of Cudahy

I want to bring back the conversation around allowing public speakers. One of the reasons that we are back in the space is because there was a lack of community engagement. It is going to be important to focus in on that and hone-in on how we engage folks. I think that in terms of purpose and how we approach this, we need to provide content to expansion and extension impacts. I also want to highlight someone that mentioned focus on those that were not included in the first place. I know I was a part of a lot of those meetings and they were not well attended. I just want to say continuous meetings, interpreted open for all stakeholders to participate transparent and committed. You know, even if it means several hours of public

comment. That is part of our duty for those of us that are in public service we know that very well.

Daniel Meylor – Forwarders Association

The problem with the task force is getting the word out to everybody. Have we thought about a Twitter account for this group to send out messages announcing meeting are happening and giving updates? That is how you get to younger kids so they can learn about it and providing them the opportunity to feel more engaged because they are going to be living here for a long time.

Ms. Cylear-Dodds responded that the Metro Twitter account has information and put together social media materials for stakeholders to share information with the community and can share that more broadly. We also want to go beyond social media as well.

Ms. Morales summarized that Metro has been hearing ideas on social media and using features such as “Live” meetings and going back to basics such as door-to-door outreach.

APPENDIX G: Charter and Community Agreements Detailed Discussion

Question 1: How will we make decisions, work constructively, and otherwise function as a Task Force?

Question 2: What does consensus look like?

Question 3: What expectations do members have for one another?

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4

Consensus I think we all sort of generally have the idea it is when people there is not like a significant disagreement around something. For the purposes of a group like this, there are going to be times where we may not all agree on something that maybe is important and that still needs to advance through some level of discussion whether that be at the staff level or through other agencies. It is also worth, at a minimum, to be clear of whether this was discussed as a task force and if it is not able to reach consensus, explain why that is. As far as expectations for each other, I think you know there is over 40 of us on this task force. I really am very interested in hearing from this broad range of participants on the task force as much as possible. I commend Metro staff for really trying to come up with a very representative cross section of organizations and governmental bodies to be a part of this task force. My hope is that we will have a much better understanding among all the different participants of this task force through individuals' participation in this conversation as we move forward.

Martin Reyes – Office of Los Angeles County Supervisor Hilda Solis, District 1

I hope that in terms of expectations we have for each other. I would like everybody to walk in to this discussion with an open mind and make sure that we do not have any expectations for the project going into this. I think making sure that we are all open to suggestions from each other, and suggestions from the community and most importantly on what this project could look like in the future will be important for us to move something forward and get as much consensus as possible. I think that what is going to come out of this process is not going to look like anything else that we have done before for a major capital project that is being delivered by Metro. I would just hope that we are open to all sorts of ideas here and just want to make sure that, especially the community's ideas, are uplifted and vetted within the task force and Metro.

Daniel Meylor – Forwarders Association

We are all coming in here with some preconceived notions. The key is to be open minded and willing to be convinced of differences. As for a consensus, you know we are not going to have 100% consensus through this, it just does not happen. I think it is important that we vote on

something. It is not just a majority type of vote, we should set up a higher-level kind of vote like the Senate uses 60% for to pass a tax, maybe a little higher for us. If we are not getting a really solid consensus 70% of the group, it is going to be hard for everybody else to follow on and so we do not have a high, high number, but I think we can get there as we are talking about it. If the answer is vote “no” on something it does not put it off the table, it means we can discuss it more to mold it into something we can all agree with.

Dilia Ortega – Communities for a Better Environment

I am glad that you are talking about what decision making is going to look like. Organizationally we have defined processes as progress when we can all come to an agreement which I recognize will be hard to define within this space. The way that we define consensus is that not everyone is going to get initially get what they want but, in that case, we are able to pose questions to clarify and work through different problems to figure out solutions collectively. I feel that if we are not able to come to a consensus, to alter the way we define it. I also think it is important to come up with a decision-making process that centers the folks that are most impacted by your decision. This is inclusive of folks that are living along the corridor and those who use the corridor daily. I think it is going to be important to call it what it is, but still come up with a process where we can hear from folks whom have the least amount of power.

Chris Wilson – BizFed

We are not always going to agree on everything 100%, we would be lying to ourselves if that was the case. I think that what we can do is build great consensus. I think it is not going to be everything that we all want seeing that we all come from our respective industries and it can be something where we may not all get what we want. It is something that we can actually come to some consensus or some sort of shared value. I think that should be one of the goals we keep in our minds as we move forward. If we have respect for each other during these conversations, I think that is the most crucial. I am not always going to agree with other people on this call and that is fine. We are all in this together and we were all chosen or we volunteered to be a part of this task force for a reason therefore what we can do is work together.

Sharon Weissman – Port of Long Beach

I hate to predict problems but I would hope we could come to consensus on what our goals are. I would hope that certainly the top two goals would include the health of the communities along the corridor and the safety of those communities and the people who use the 710, or use other modes of transportation along the corridor. Now how we get to those goals might be a little more difficult. As I said, I hope we can find consensus on what we see the goals for the

project are and then we might want a different definition of consensus for what the solutions are.

Alec Cronin – Natural Resources Defense Council

I think it is important, as a lot of people pointed out that it is going to be difficult to reach consensus as a task force. From my perspective, it is even more important to focus on the community and these decisions to ensure that they have a voice. It is also important to focus on how the task force is making these decisions because my fear is being gridlocked in the task force itself, not being able to come up with decisions that reflect what the public wants.

Mr. Cano responded that is one reason why the program has consensus checkpoints along the way instead of trying to reach consensus on the program. This process will help include community input in each layer of the process to move forward as a task force.

Joe Lyou – Coalition for Clean Air

I wanted to comment on the process that you laid out, because I am a little concerned that my expectations may be lowered to the extent that I looked through the details of the process and the second to last step includes creating the overview of legislation/policy opportunities as well as the challenges of implementing the program. I think you are going to have to take that up a lot sooner in the process. We have to remember that whatever this task force comes up with has to comply with the law, the Clean Air Act and the Transportation for Conformity requirements that sort of put us where we are today. The Environmental Protection Agency not being willing to accept Metro and Caltrans' approach on how to develop the 710 freeway from here is an enormous challenge that I think we have to take seriously up front. When you look at the letter that we received from region nine of the EPA it said even if every new truck was zero emission, we provide the project the ability to move forward without a transportation conformity analysis. That is a serious roadblock to doing anything on the 710. I think talking about those programmatic and compliance challenges is something that has to happen, up front and early on in this process. It is important for this task force to frame its discussion in a way that has any possibility of being successful and leading to actual implementable results.

Mr. Cano responded to Mr. Lyou and said one of the reasons the US EPA was brought in to participate in the task force. We will consider moving that up in the process as well.

Jeff Newman – Caltrans District 7

We understand that this is a process that we are all taking as focused, deliberative, thoughtful, and attentive. And in order for it to be truly attentive we need to consider increasing the frequency of engagement, and also the depth of engagement. Specifically looking at consideration of working groups, between the meetings of the task force and start to engage

on the thorniest of issues, the legal issues, the community engagement issues themselves. Having working groups that are composed of both task force members and experts, task force members and community members to bridge the gap between these challenges to bring us closer together so that it facilitates could facilitate more energy within the quarterly meetings or task force meetings, and also provide more opportunities for flushing out of those things that we will be challenged to come to consensus on.

Sharon Weissman – Port of Long Beach

It was said that there was nothing else we can do if it increases truck or car brake and tire dust. I am under the impression that there are some things we can do some of which used to be called early action projects which I now sometimes call only action projects. We could do that in regard to safety on the 710 however something could not be done for health concerns along the corridor. This, however, would not increase the number of vehicles on the freeway and therefore would not end up in the same place in terms of the EPA's judgment as the entire mainline project.

Ernesto Chaves, Director of Highway Programs, responded that it depends on the scope of the project and that every project will have to be evaluated individually. Some projects would have more effect on traffic than others.

Kerry Cartwright, Port of Los Angeles

There are several projects that do not require right-of-way acquisition that are significant safety improvements because they upgrade some of the interchanges, which are nonstandard or have substandard aspects. This is done because they are providing significant safety improvements, as opposed to widening the freeway whereby you have an auxiliary lane between the interchanges which does not exist now provides for much safer merging diverging.

Ms. Cylear-Dodds mentioned that there would be an opportunity to explore those early action projects, part of that is coming to a consensus as a group, however that is defined. What is the goal and what is the vision, what are those strategies and then what are the projects but not jumping ahead before we have that consensus.

Louis Burns – Access Services

I am concerned about what the communities want out there. I am sure Metro put that in some type of format to identify what the company really wants to do in comparison to what the community wants done. Is there any way you can share any of that information with this group so we can see what the community is upset over about this corridor? I am sure there is some information that we can gather from them that might help us because I for one seldom drive freeway because it is just horrendous. I would like to know what some of them are saying about

this. Prior to this set of questions, I was listening to the communication that we would have with these individuals, and I know someone mentioned the internet and Twitter. However, in my, 46 years of working with RTD, MTA, and now Access, a lot of that was not available. We seem to be pushing it on our constituents on our customers, we are forgetting about U.S. Mail, because the mindset is that everybody has a cell phone. A lot of them do but they do not have a data plan. All they do is call and receive calls. We are really forgetting about these individuals, seeing I have dealt with similar issues many times and the difficulty of giving information to the proper groups of people. I did not get anything in the mail that told me about this meeting. We need to look at that as well. I know that is not what this is all about right now but it plays a major role in the communication style that we put out there so I hope this is looked at as well. But if it is possible that we can get some information on what they are looking for, based on their living in those areas for us who do not. I mean that is that is my point of view on this problem.

Ms. Cylear-Dodds stated that we are looking at a different question now. For the last few decades, we have been looking at one very specific project and are going down a certain path. Now we are taking a new look and want to dive in with what are the communities needs and goals around this corridor and then work out way into what that project looks like.

APPENDIX H: Commitments to the Community Detailed Discussion

> What can the Task Force commit to doing to ensure the community feels heard and respected as the Task Force meets, gathers information, and makes recommendations?

> What role should community members have in this Task Force?

Chris Chavez – Coalition for Clean Air

We need to make sure that this process, whatever comes out of it, meets the requirements of the Clean Air Act, and brings actual emission reductions to the community, both in terms of smog forming fuels but also diesel, which are carcinogenic. We have experienced this problem for quite some time and it is still a problem in South Coast basin, California, in general. It is concentrated in communities of color, low-income communities that were divided by the 710 Corridor, in many cases. I would also point out that I would hope this process respects the AB 617 process. For those of you who are not familiar, AB 617 is a 2017 law, which requires among other things, the Air Resources Board and the local air district—so in our case the South Coast Air Quality Management District—to develop an emission reduction plan for these communities. There were AB 617 communities including Wilmington, Carson and West Long Beach, South East Los Angeles, Boyle Heights and West Commerce. So, making sure that Metro is not just aware of it but taking those community emission reduction plans into account I think is very important because they are. There were community derived plans done with not just environmental and residential stakeholders, but also business stakeholders, and also governmental stakeholders which is a unique one-of-a-kind project that really needs to be respected in this process.

Louis Burns – Access Services

I am looking at the second one, what role should community members have in this task force. Well, they should be a part of it. They should be able to speak to what concerns they have regarding the 710 Corridor, goes back a little bit to what I was talking about. They cannot be excluded. That is the problem I think we have had in the past. They spoke and no one listened. This is not true in all cases but I think that is a major part of what we do when we provide service to a community is get their feedback and let us see what they have to say about it. We need to allow them to participate to provide input that is doable for what we need. Talk about it some more, see what we can do with it.

Niki Okuk – CALSTART

As a community member, when I think about what role we should have in the task force, I would ask if we could have something similar to a board. Where we can create tasks and ask for information but not be required to do the work of finding those answers. Instead, we would

have staff members do so. As community members we do not have all the information, but we have questions for more information. We need people that are supporting the process to take our work assignments seriously and bring us back answers to our questions, and allow us to create and assign work, and then make decisions based on the information that we give back. I want to participate and be able to have a seat at the table.

Luke Klipp – Office of Los Angeles County Supervisor Janice Hahn, District 4

I almost do not entirely understand the question because I would assume that community is centered in the conversation that this task force, maybe I am just sort of missing the question a little bit. I think what Niki was talking about like a mini board within the task force is that we're representing the community voice. I would just expect that we are as a group, continually being cognizant of and mindful about what community engagement is with any of the work we are doing and what feedback we are getting from that. If we are getting a lot of pushback from folks in the community and doing that outreach and engaging with folks, to me, that is a bigger red flag around what we mean by consensus in comparison to some of our other stakeholders, community members, folks who are part of this task force who are living along this corner, and the folks who are most directly impacted by anything that we are doing around this project. Every single day, their needs and their voices should be centered. So as far as their role, however, that needs to be elevated and centered in our work.

Ms. Cylear-Dodds clarified that this question came from a focus group meeting with community-based organization when discussing community engagement. Someone had mentioned that CBO's represent residents and stakeholders, but they are not community, so how can the community be centered by participating in the process.

Chris Wilson – BizFed

It is crucial to not only be present, but to follow up on the community's concerns, questions and answer questions that we do not have answers to in order for the task force to deliver and be trusted voices within the community. We must work, to be able to be at a place where members of the community could see us as, not just doers, but an entity and a body that will be able to follow up on their ongoing concerns, as well as have ongoing dialogue with them that will build ongoing trusted creation camaraderie with them. This, however, does mean that we must be able to understand that we take these positions very seriously. It is on us to be able to deliver effectively with the utmost ethics to be present and ask questions and get people involved, whether it is in our neighborhoods, in our places of work, or our communities but we must be able to build that to be trusted voices and we must start.

Alec Cronin – Natural Resources Defense Council

I just wanted to raise Taylor Thomas' earlier point about how we have been doing this meeting and it is great, I am thankful for the space. I know there is the public comment at the end, but we have not even heard from community voices yet. To Niki's point and what others have said I think it would be beneficial and helps me conceptualize the prioritization of the community by placing and creating a board that is comprised of just community members that the task force must go through to get approval to move forward on stuff. Rather than just being an equal standing, it is something that the task force would have to go to and get approval through.

Taylor Thomas – East Yard Communities for Environmental Justice

I think to the first question. The easiest way to find that out is just to ask folks, is this process working? It goes beyond the overtures that we make about principles and what we are doing in our actions. How are we directly engaging with folks? Are we making sure folks are heard and responded to? The second question, I know some folks have expressed interest in joining Task Force I do not know what the process or follow up on that is. The way that the meeting has been structured, folks have been talking for almost two hours and the public has not had an opportunity to comment at all. So maybe rethinking how we run this meeting. A lot of us can learn to take up a little less space and make some more room for the public to have their input because one minute is not sufficient to address all the things that we have talked about. It is asking folks, does this process work for you, and being open to receiving the feedback and changing not just receiving the feedback and then continuing with how we do things.

Ms. Cylear-Dodds mentioned that in the last meeting they heard feedback that there was not enough time for the task force to have a discussion. She asked a follow up question on how can there be balance between the task force and the community?

Taylor Thomas – East Yard Communities for Environmental Justice

I have one thought and it creates a little bit more work for folks, but I am just wondering if you know some of the questions that were discussed earlier, if they could be shared before we meet as maybe a survey so that way folks can have their responses input it already and then we can come together to discuss those rather than discussing them during the meeting. I am hoping that would allow the public to also see the responses beforehand and then we can have a collective discussion rather than spending time going through questions point by point.

Angela McNair Turner – Legal Foundation LA-LB (LAFLA)

Echoing that sentiment to have someone designated to respond to the chat is a good starting place.

Suely Saro – Councilmember, City of Long Beach District 6

I am a council member in Long Beach and wanted to speak to the question about what the task force can do. I do agree with the sentiments of our other speakers that this is a beginning group, to be able to be to identify I believe the communities that we need to reach out to further. I think that it begins with us being able to identify our neighborhood leaders, community leaders, faith-based leaders, business leaders and. It is a process and where I think it is meeting where people are at. So, it is going into identifying our leaders and making sure that the continuously get updating the information they need and then identifying how they can help us to see how we can engage members because everyone has different capacity based on their hours of work to the responsibility. I think it is being able to identify how they would want to get involved by giving them these various options, whether it is being able to attend meetings and what support they would want. In order to be able to do so whether it is language translation to having at some point maybe we are meeting a person, childcare, but I think it is making sure that we get those people who that they trust and go to have for information to make sure that they are at that not just at the table once, but that they are continuously able to give their feedback and also receive information as well. I just wanted to make sure to add to that as far as how do we not just ensure there is a one-time information loop but that it is a continuous loop between our community members in the ways that can be engaged.

Louis Burns – Access Services

I was going to touch on community meetings. I think community meetings always work. They work with Access because we normally get advocates for our customers at these meetings. They in turn take that and they share with other agencies that they represent. So, it is a good source to get the information out and get feedback as to have community meetings on the schedule. I have heard that there are quite a few agencies that are groups, I should say, in that area. It would be nice to have community meetings and let them get involved here with what they have to say.

APPENDIX I: Metro Board Clean Truck Motion

Matt Schrap – Harbor Trucking Association

Considering everything that has been happening recently here with global supply chain crisis that we are in and understanding some of the challenges and what the community has been suffering through with the tremendous number of emissions that are coming from this sector, understanding that the needle is pointing directly towards zero emission vehicles. For our organization we have trucking companies that run zero emissions, near zero emissions, clean diesel, all different types of platforms including auto gas propane, where we are a fuel neutral organization. I think is extremely important that we understand that unless there is infrastructure to charge these vehicles, they are nothing more but yard art, and a real discussion needs to be had with the OEMs about their capacity and ability to build and deliver these trucks in a timely fashion. Again, if you cannot charge these reliably off the grid and I just like to remind everybody that most of the grid is still fueled by nonrenewable sources including 25 to 30%, nonrenewable natural gas, that if we want to start thinking about actual emissions reductions, and we want to move to a zero-emission truck platform, we must commit to building out the infrastructure that is key. The truck does not matter if you cannot charge it. If the power goes out, the trucks are not moving which means people are not getting the stuff that they need, including food, medicine, etc. If the state is going to transition the entire fleet to zero emissions, it is extremely important that we keep that in mind, whether we are leaving emissions reductions on the table right now by just going straight to zero emissions. These trucks are \$400,000, after taxes maybe \$450,000. They are very expensive, to say the least. Again, it is only a piece of yard art if you do not have somewhere to charge it. So please keep that in mind and any emissions that are being made that a truck is only as good as the fuel that you are putting into it. And if it is zero emissions fuel, you need to have grid resiliency, you need to have publicly available charging infrastructure, you need to have storage, you need to have generation. These are billions of dollars that are needed to build out this infrastructure. So please just keep that in mind as we move down this train of zero emission trucks. Thank you very much, I really look forward to hearing from the community.

Matt Miyasato – SCAQMD

I think you just want to applaud Directors Hahn and Dutra for their motion, just want some clarity though on two things one is specifically, what is the timeframe by which they hope to utilize the \$50 million and then what is the goal, because both of those will really depend on what technology is available.

Mr. Klipp followed up and referenced a study that came out about the lifetime cost for zero emissions battery powered trucks. The motion calls for reporting back in 3-6 months in

collaboration with the working group. The board does not outline the full program, but rather looks to the Task Force to define the program.

APPENDIX J: Public Comment

Verbal Comments:

1. My name is Irving, and somebody that worked on Measure M, my only recommendation being the first time in one of these meetings, is that the public is going to hold some accountability, where their taxes are going to. There is no secret that the 710 needs a lot of work, you know the pavement is kind of overrun. I think they did some work last year. The lanes are not that straight, so to speak. So, there is a public safety issue there also are currently we are going through a lot of disruption, with, you know, uncertainties with the federal budget and so forth. So, having some mitigation plans for the public will also be kind of useful. But as far as the task force. I think all problems can be solved. And it sounds like everybody has a very positive mindset to make sure that the southeast gets the resources it deserves. Just forecasting the current challenges with disruptions uncertainties and how to prepare the public for, you know, currently in the southeast we go through blackouts and so forth so that disrupts you know everything from the single lights etc. I think another important component is to have law enforcement, part of the committee, because of their expertise. - **Irving Pacheco**
2. Commissioner Joe Lyou's comment about the restrictions of the legal requirements and his comments about past public engagement. I believe those things should be brought together before the next meeting. So, you have a starting point. Second thing is what Ms. Thomas wrong person said earlier is that the process if you do not continue this format after each section, you should have public comment, because some of the things I wanted to say, I do not have the time and it is gone. And we need to have more public comment time because this one minute is not going to do it. If you want to hear. It is about respect for people. And that is why I asked about the old comments, give those people the respect that they gave the time to present the comments, and I want to thank you since my time is up. See you next time. - **Theral Golden**
3. First of all, let me commend Erika and KeAndra for running this meeting. I have done a great number of these presentations and they are no fun and you guys are really doing it smoothly. What I have heard so far is that we are trying to gain community involvement. We are trying to listen, and we want to get their trust back. And I was going to have to politely suggest that without any intention of doing so I believe that what we are doing is exactly the opposite of that by putting people at the end of the meeting, when many have already probably left and then leaving one minute more than half of mindful already gone. You are not going to get any involvement. I think what is

going to happen instead is people are going to say they really do not want to hear from us and we are going to replay this whole thing again, and it is going to be even uglier. Last time I suggested a half a dozen community members and organizations as well as official members of the city of Long Beach and left my email address and phone number and so forth. However, I am still waiting for someone to contact me. I only know about this because it happened to read about it in the paper. I happen to be on the City Commission for the Sustainable City of Long Beach where we have an entire office devoted to sustainability. And no one in the office even knows the existence of this task force, at least as of three weeks ago. So, I implore you, if someone would please be so kind as to get in touch with me, I will be happy to name people, places and organizations that you can meet with as well as have the opportunity to speak to the community that might even provide some very useful and important input as members of the task force. I would be willing to do it myself but there may be other people who are more suitable. I know I have spoken over time and I thank you for letting me speak over time. Perhaps in another opportunity, I can lay out some ideas on how we might better involve the community. Thank you very kindly for your attention. - **Alan Tolkoff**

4. I am Maricela de Rivera and I live in North Long Beach, very close to the intersection of the 710 freeway and the 91 freeway. I am very pleased and grateful to have heard some of my community members representing us so well Councilwoman Suely Saro, Sharon Weissman and of course Chris Chavez. I am just coming to you today as a member of the community who is raising two young children here, and I welcome the comments that really highlighted the need for various ways of communication and allowing for input. We cannot assume because people did not wait two hours and 15 minutes to comment they are not concerned. PSAC with Metro of which I sit on allows for public comment at the beginning and at the end, and after each section so perhaps next time after each question you ask the committee, you could open for public comment. But I really am concerned about my children's health and their growing bodies, and the people in my community. And so, I thank you for this time and for your commitment to our community and your service. - **Maricela de Rivera**
5. I live in Long Beach; I live about a two-minute walk from the freeway. And, you know, I am just here to say that I think we should stop freeway expansions. Every day when I go outside, I can physically see the pollution from the freeway, and I know that I and all my community members are breathing that same pollution. So, I do not think we should expand the freeway. I do not think we should be increasing carbon emissions, while we are in a climate crisis. And then on top of that, we all know that freeway expansions

have traditionally destroyed neighborhoods that are disproportionately minority and disproportionately working class. So, we should not build even deeper into that. And so finally, if the port needs to transport more containers and I think that should be done through freight trains and not through highways and thank you so much for your time. -

Issac Katz

6. I just like to say it is disrespectful to the community, not to give sufficient notice of this meeting. Mr. Ernesto Chaves is here. He has a bunch of emails of people in the community. And we did not receive any notice of this even though we have been involved in this project for over 20 years in the east side of Los Angeles. Also, you should announce how many people are at the meeting. I am also concerned that it was unanimous during the 20 years of discussion on the 710 that people wanted clean air. They wanted less pollution. I am concerned about plans that are piecemeal because Metro and Caltrans are very good at not looking at unintended consequences and now my time is up. - **Clara Solis**

7. Hi, my name is Colleen Trish. I grew up in the inner city and now live in Bixby Knolls, and it seems that this task force is to give the community a voice to affirm the project. But what if the community does not want this project and the 710 task force members do have family members who would be affected? I, like neighbors in my community - would bet my life, do not want the vision of a 710 freeway. (And do not want) to be part of more traffic, more air pollution, asthma for my children and grandchildren, and Long Beach Unified School District students of all colors. Why don't we extend this project to the 103 freeway to meet the needs of port trucks? Bottom line, if this task force does not have the power to change moving the project from the 710 to the 103, then maybe you have been bought. I also want to ask Luke Klipp, the supervisor working for Supervisor Hahn, if the clean trucks mean lots less traffic congestion on the 710? - **Colleen Triesch**

8. Hi, West Long Beach or the 710 freeway is my backyard. We have been living here for over 40 years so definitely expanding the 710 freeways a big no for me. It was attempted about 21 years ago. I was very active on that committee to try to have that stopped and luckily, we were able to. I'm concerned about the clean air, having lived here for 40 years being asthmatic. Of course, I do not want more traffic or more pollution on the 710 freeway. So, I want to get involved in any and all committees to find solutions. The lady that just spoke, I agree with her. So, whatever I can do to help I will be signing up. Thank you. - **Irma Gonzales**

9. Hi, I am part of Wrigley. I have been here for 30 years, the part about just the diesel on the freeway is kind of new, because we also get a whole bunch of diesel coming from the ships that have been in port for over a year. Did anyone ever do any study about that on top of you know what we are getting from the freeways. I also want to address that I think it is very unprofessional that the community, if we are supposed to be part of this forum, get to speak for one minute, at the end, when probably all of the people are gone. I think it is just ridiculous. I am adamant about just, I do not know, getting together and seeing more people instead of doing this forum, because this is not working. And I am sorry, but I am very, very upset about this whole forum thing, because it is not working. And I do not think we are being heard at all. That is, it. Thanks.
- Lorna Savella

Q&A feature comments:

1. Is anyone from LAUSD here? Some principals would help us to publicize meetings about the I-710 but some were not so helpful. LAUSD could help by telling principals to help us when we are trying to publicize meetings about the I-710. - Clara Solis

1.1. We do have a representative from LAUSD that did not attend today's meeting.

2. Did you say life cycle costs are comparable to diesel within 3-4 years? - Genevieve Giuliano

2.1. Luke Klipp responded to this and provided this link to the study:

<https://www.nrel.gov/news/program/2021/breakthrough-analysis-finds-electrified-heavy-duty-powertrains-could-provide-lower-total-cost-ownership.html>

3. Will task force members be able to contemporaneously see others who have signed up for working groups? - Natalia Ospina

3.1. We can provide an update as we get feedback and get ready to set up the meeting times for the working groups, we will be in communication with the task force.

4. Did I miss a link regarding the question of defining community? - Maricela de Rivera

4.1. Maricela followed up and clarified that this question was in response to discussion held by the task force earlier in the meeting.

5. The LBUSD should be represented on the task force if someone is not on the force today! - Colleen Triesh

5.1. This comment was noted.

6. Can the agenda for meetings be shared with the community? Would it also be possible to send out resources to the community such as health impact studies and data on how the proposed projects will impact the community? For example, data on how emissions will increase and the associated health impacts? - Harold Dela Cruz

6.1. We do have the agenda and the meeting notices coming out ahead of time. We are trying to create a community engagement strategy to create a greater distribution to reach community members and various methods. We are going to need help from task force members as well as from the groups that have come into contact with them. In terms of the impacts and emissions associated with projects, that is something we are going to have to figure out when we get to that stage of the task force, because at this point, we do not have that data yet. But we do have general data, and we have general studies that we can provide as a shared resource, either on our web page, or to send out in some form. So, let us think about that and how we can do that best, but we do agree that informing the communities with those kinds of studies and data will be very helpful to everyone.

7. PUBLIC RESOURCES CODE - PRC

DIVISION 20. CALIFORNIA COASTAL ACT [30000 - 30900]

(Division 20 added by Stats. 1976, Ch. 1330.)

CHAPTER 2. Definitions [30100 - 30122]

(Chapter 2 added by Stats. 1976, Ch. 1330.)

PUBLIC RESOURCES CODE - PRC

(b) "Environmental justice" includes, but is not limited to, all the following:

- (1) The availability of a healthy environment for all people.**
- (2) The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities.**
- (3) Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision making process.**
- (4) At a minimum, the meaningful consideration of recommendations from populations and communities most impacted by pollution int – Theral Golden**

7.1. This comment was noted.

8. The Chat is disabled for the public now. There should be weekend hybrid meetings where the community could attend outdoor meetings with a camera so they could participate if they don't use zoom. Could coordinate with the schools on this. - Clara Solis

8.1. Great idea, thank you for sharing that.

Welcome!

We will begin in a few moments.

I-710 South Corridor: Task Force Meeting #2

November 8, 2021

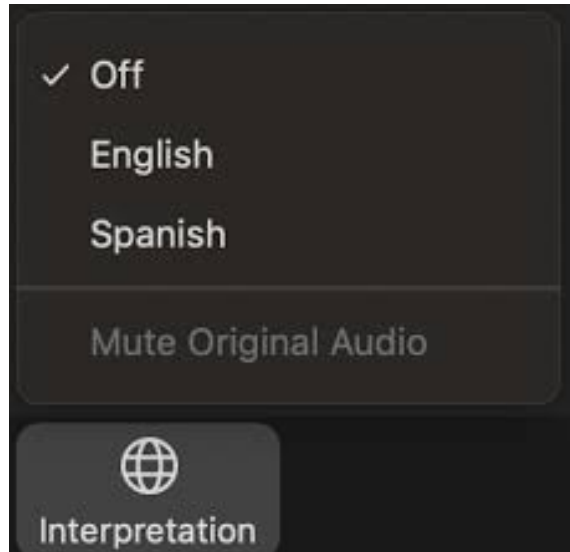


We're developing a new vision for the 710 corridor.

I-710 TASK FORCE



Metro



- > In your meeting controls, click **Interpretation**.
- > Click the language that you would like to hear.
- > (Optional) To hear the interpreted language only, click **Mute Original Audio**.
- > Interpretation in **Spanish, Khmer** and **Tagalog** is available.

- > *En los controles de su reunión, haga clic en **interpretación**.*
- > *Seleccione español.*
- > *(Opcional) Para escuchar solo el idioma interpretado, haga clic en “**Mute Original Audio**” o “**Silenciar audio original**”.*

Meeting Call-in Details / *Detalles para escuchar por teléfono*

> **English:**

- Phone: 669-900-6833
- Webinar ID: 977 2591 9775
- Passcode: 5851

> ***Español:***

- *Llamada en español: 646.749.3335*
- *Código de acceso: 956-350-013*

> ***Tech Support - Google phone line/text***

- *323-609-3345*
- *monitoring, translation support*

Raise Hand / *Levantarse la mano*



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

- > *Haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunion o*
- > ***Presiona *9** en la línea telefónica.*
- > *Para bajar la mano, haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A**.*
- > *El botón **Q&A** se encuentra en el panel de control en la parte inferior de la pantalla.*

Task Force Members / *Miembros del Grupo de Trabajo*

Please leave your first & last name, organization, & identify yourself as a “task force” member in the **Q&A** feature.

Por favor, deje su nombre y apellido, organización e identifíquese como miembro del "grupo de trabajo" en la función de “Q&A” (preguntas y respuestas).

Introductions, Welcome & Agenda Review

Welcome & Team Introductions



Erika C.B. Morales

Partner, Morales + Morales Partners

Task Force Members

Access Services, Inc.

Alameda Corridor Transportation Authority (ACTA)
BREATHE Los Angeles County
Burlington Northern Santa Fe (BNSF) Railway
California Air Resources Board (CARB)
California Endowment
CalStart
Caltrans District 7
City of Bell (Gateway COG Ad Hoc Committee)
City of Commerce (Gateway COG Ad Hoc Committee)
City of Cudahy (Gateway COG Ad Hoc Committee)
City of Long Beach
City of Los Angeles
Coalition for Clean Air
Communities for a Better Environment
County Supervisorial District 1

County Supervisorial District 2
County Supervisorial District 4
Cal State University, Long Beach / CITT
Earthjustice
East Yard Communities for Environmental Justice
Gateway Cities Council of Governments (COG)
Harbor Trucking Association
Intl. Brotherhood of Teamsters, Local Union 848
Intl. Longshoremen Workers Union
LA County Business Federation (BizFed)
LA County Department of Public Works
LA County Economic Development Corporation
LA Customs Broker & Freight Forwarders Assoc.
LA Metro

LA Unified School District

Legal Aid Foundation of LA-LB
Long Beach Alliance for Children with Asthma

Long Beach Residents Empowered (LiBRE)
Long Beach Transit
METRANS
Metrolink
National Resource Defense Council (NRDC)
Pacific Merchant Shipping Assoc. (PMSA)
Port of Long Beach
Port of Los Angeles
South Coast Air Quality Management District (AQMD)
Southeast Los Angeles (SELA) Collaborative
Southern California Assoc. of Governments
Total Transportation Services, Inc.
Union Pacific (UP) Railroad

US Environmental Protection Agency

USC Equity Research Institute
Watson Land Company

Thanks for joining us!

Agenda

- | | |
|--------|--|
| 5:00pm | Introductions, Welcome & Agenda Review |
| 5:10pm | Updates |
| 5:20pm | Community Engagement Strategy |
| 5:55pm | Charter and Community Agreements |
| 6:45pm | Metro Board Clean Truck Motion |
| 6:55pm | Next Steps |
| 7:00pm | Public Comment |

Updates

Progress Since We Last Met

- > Met with community-based organizations to discuss public engagement strategies
- > Engaged Task Force members to link their outreach network opportunities to coordinate / build on existing engagement structures
- > Finalized webpage and public-facing information to meet transparency goals
- > Posted meeting recording, summary, additional information
- > Evaluated Task Force membership
- > Identified opportunities to create working groups and community input opportunities before Meeting #2
 - Community-Based Organizations (CBOs)
 - School Districts
 - Faith-Based Communities

Focus Group: Community-Based Organizations

> Attendees

- BREATHE Los Angeles County
- Coalition for Clean Air
- Coalition for Environmental Health and Justice (CEHAJ)
- Communities for a Better Environment (CBE)
- Earthjustice
- East Yard Communities
- Legal Aid Foundation (LAFLA)
- Long Beach Alliance for Children with Asthma
- National Resources Defense Council (NRDC)

> Task Force & CBO Combined Session

- Caltrans D7
- Gateway Cities Council of Governments
- Port of LA
- SCAQMD
- Office of Los Angeles County Supervisor Janice Hahn
- Office of Los Angeles County Supervisor Hilda Solis
- City of Long Beach

> Meeting Highlights

- Materials need to be:
 - Translated in multiple languages
 - Easy to understand
 - Distributed ahead of meetings
 - Provided in digital (social media, texts, virtual flyers) and hard copy format
- Outreach
 - Connect with neighborhood groups, CBOs, schools, churches, and small business owners along the corridor
 - Door-to-door, phone calls, newsletters, and pop-ups/tabling techniques
 - Equity focused: acknowledge prior project harm and provide full transparency
 - Articulate the importance of community participation and shared outcomes

Focus Group: School Districts

> Attendees

- Compton Unified School District
- Long Beach Unified School District
- Los Angeles Unified School District
- Lynwood Unified School District
- Montebello Unified School District
- Paramount Unified School District
- Padres Libre de Action
- Office of Los Angeles County Supervisor Holly Mitchell
- Office of Los Angeles County Supervisor Janice Hahn
- Office of Los Angeles Unified Board Member Jackie Goldberg

> Meeting Highlights

- Create connections with school sites and administrators
- Improve distribution of information by providing translated materials
- Ideas on how to notify students and parents through school communication channels
- Brainstorming ways to engage the students, parents and school administrators

Focus Group: Faith-Based Communities

> Attendees

- Alex Vargas, New Season LA
- Community Family Guidance Center
- Heart of Compassion
- Los Angeles Homeless Services Authority (LAHSA)
- Community Family Guidance Center
- Gateway Cities Council of Governments
- Straight Talk Counseling
- Desert Reign

> Meeting Highlights

- Trust and action
 - Follow through
- Outreach Tools and Methods
 - Access to information in multiple languages
 - Cultural engagers
 - Honest brokers
 - Community leaders
 - Community groups and stakeholders
 - QRC Codes to reach youth
 - Schools can distribute QRC Codes on Flyers
 - Social media platforms

Community Engagement Strategy

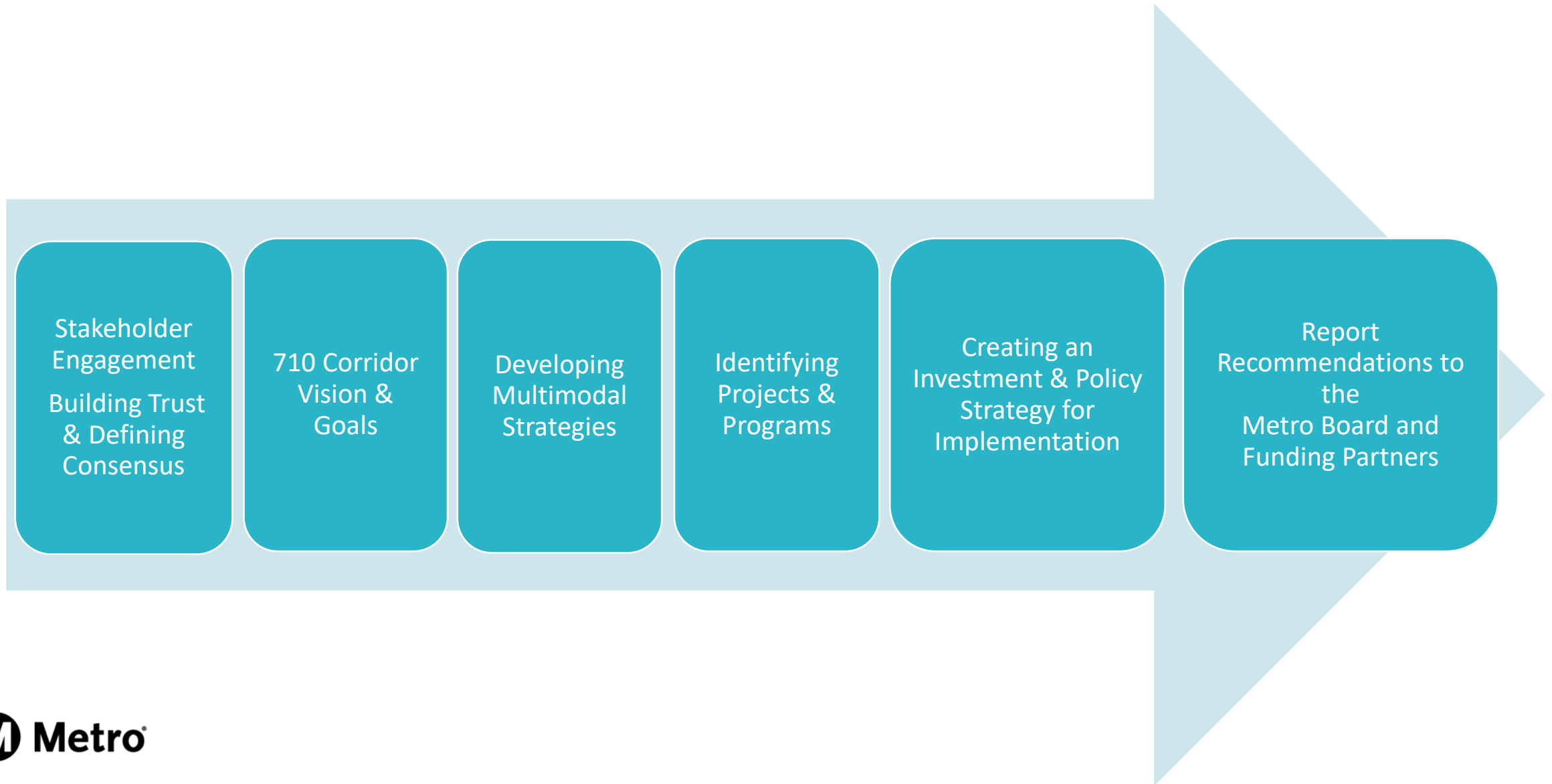
Input on Next Steps

1. How do we define the “community”?
2. What should be the purpose of our initial community engagement activities?
3. How can the first engagement activities be planned to gather the communities' expectations for this process and from this Task Force?
4. What should be those engagement activities (who and how should we engage)?

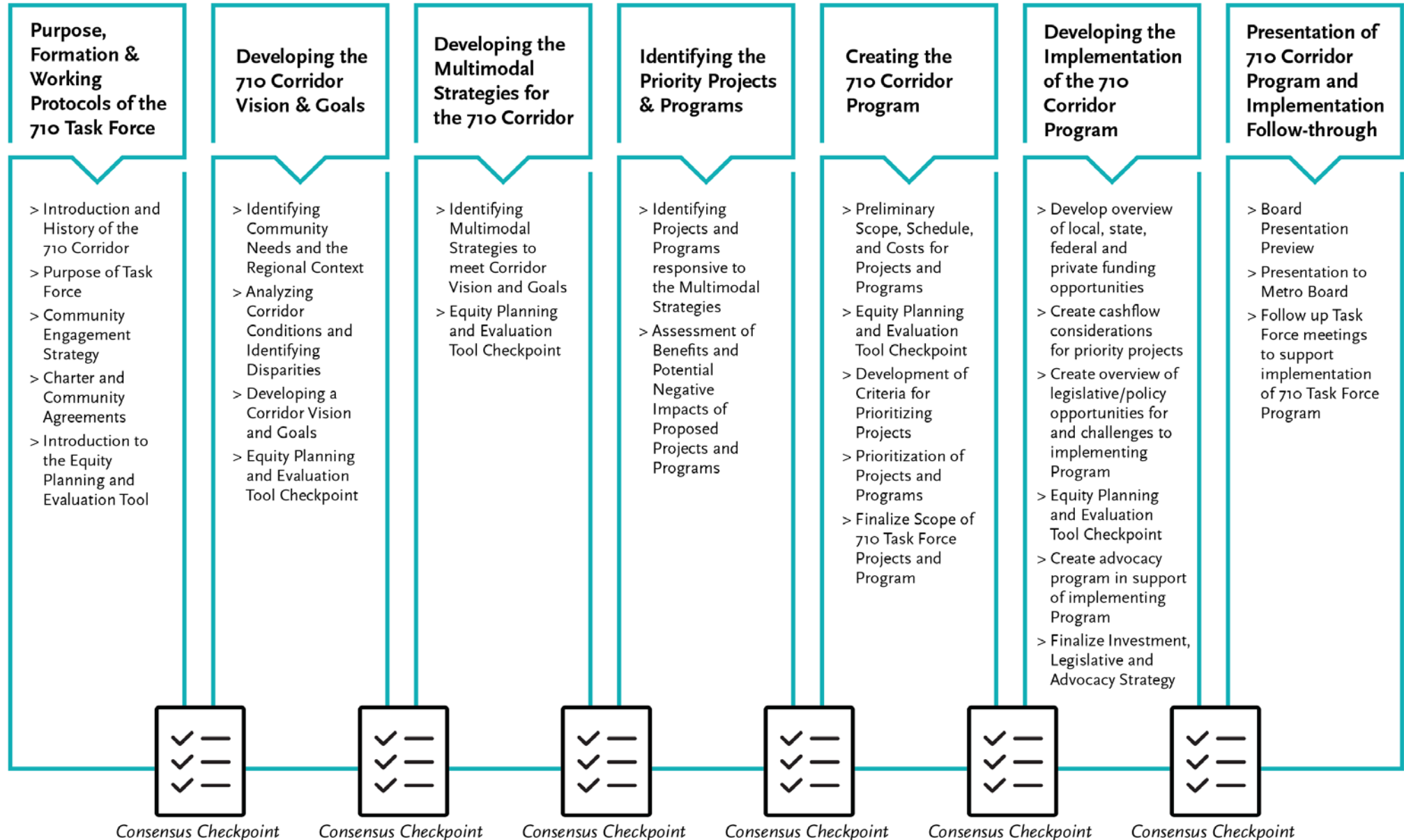
Charter and Community Agreements

Let's discuss Charter, Protocols, and Community Agreement

Task Force Goals



Charter Workplan



How Will We Work Together

Questions to Consider:

1. How will we make decisions, work constructively, and otherwise function as a Task Force?
2. What does consensus look like?
3. What expectations do members have for one another?

Let's discuss Commitments to the Community

Commitments to the Community

- > What can the Task Force commit to doing to ensure the community feels heard and respected as the Task Force meets, gathers information, and makes recommendations?
- > What role should community members have in this Task Force?

Metro Board Clean Truck Motion

Metro Board Motion – Directors Hahn and Dutra

> 710 South Clean Truck Program

- Recommit \$50 million from Measure R I-710 South Corridor Project funds as "seed funding" for a 710 South Clean Truck Program,
- Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget,
- Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

Executive Order N-19-21

- > The Governor has issued an executive order to ease supply chain backlogs at California's ports.
- > State agencies have been asked to find sites that can be used for the short-term storage of cargo, and to identify priority freight routes that could get temporary exemptions on weight restrictions.
- > Priority could be given to freight related projects considered in discretionary grant programs administered by CALSTA, Caltrans and other state agencies; request to do the same made to the California Transportation Commission, which oversees the Senate Bill 1 grant programs.
- > This EO highlights the significant demand and unique scale of the goods movement in LA County and the Southern California region and the need for greater transportation investment to strengthen the resiliency of our system.

Next Steps

Next Meeting Dates

- > Meeting #3: Monday, December 13, 2021 at 5:00 PM
- > Meeting #4: Monday, January 10, 2022 at 5:00 PM

Future meeting dates will be announced at the December 13, 2021, meeting.

Between now and our next meeting, ...

Next Steps:

- > Metro and Caltrans will e-mail a working group sign-up sheet (Community Engagement, Charter and Community Agreements, and Clean Truck Program) to Task Force members
- > The Community Engagement working group will meet and draft a plan for the first community engagement activity
- > Metro and Caltrans will share a charter template for the Charter and Community Agreements working group to edit and present to the Task Force in December
- > The Advisory Body Compensation Policy Paperwork will be shared
- > The 710 South Clean Truck Program working group will be convened
- > Metro and Caltrans will report back on feedback received on how the 710 Task Force can develop and achieve consensus

Stay connected to this project.



Michael Cano, *Deputy Executive Officer,*
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Metro

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losangelesmetro

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

01:00

mins: secs: type:

 Breaktime for PowerPoint by Flow Simulation Ltd.

Pin controls when stopped

**Thank you for
joining us!**