



**Long Beach-East Los Angeles Corridor Plan**  
**Task Force Meeting #29 Table of Contents**  
 February 26, 2024

Attendees..... 2

Introduction ..... 4

Task Force #29 Virtual Meeting ..... 4

    Welcome, Introductions, Agenda Review, Meeting Objectives, and Attendance ..... 5

    Agenda Item #1: Investment Plan Update..... 5

    Agenda Item #2: What’s In The Investment Plan? ..... 5

    Agenda Item #3: Task Force Round Robbin..... 5

    Closing Remarks & Next Steps.....9

Appendix A – Meeting Agenda

Appendix B – Meeting Presentation

Appendix C – Detailed Comments

Appendix D – CEHAJ Hydrogen Letter

Appendix E – Metro Response to CEHAJ





Long Beach-East Los Angeles Corridor Mobility Investment Plan  
Task Force Meeting #29 Summary Report  
February 26, 2024



**ATTENDEES**

**TASK FORCE**

**Labor and Economic / Workforce Development**

Chris Wilson, Public Policy Manager, LA County Business Federation (BizFed)

**Transportation Agencies**

Scott Strelecki, Program Manager II, Southern California Association of Governments (SCAG)

Roderick Diaz, Director of Planning and Development, Metrolink (Southern CA Regional Rail Authority)

Marisol Barajas, Manager of Government Relations, Long Beach Transit (RideLBT)

**Community-Based Organizations and Advocacy Groups**

Dr. Wilma Franco, Executive Director, Southeast Los Angeles (SELA) Collaborative

Alberto Campos, Associate Director, Southeast Los Angeles (SELA) Collaborative

Laura Cortez, Community Organizer / Co-Director, East Yard Communities for Environmental Justice (EYCEJ)

Jennifer Ganata, Senior Staff Attorney, Communities for a Better Environment (CBE)

Janeth Preciado Vargas, Southeast LA Youth Organizer, Communities for a Better Environment (CBE)

Sylvia Betancourt, Project Manager, Long Beach Alliance for Children with Asthma (LBACA)

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

Fernando Gaytan, Senior Attorney, Earthjustice

**Freight and Logistics Industry**

Kerry Cartwright, Director of Goods Movement, Port of Los Angeles (POLA)

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

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

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

**Environmental Organizations**

Christopher Chavez, Deputy Policy Director, Coalition for Clean Air (CCA)

Vanessa Rivas Villanueva, Research and Policy Analyst, Earthjustice

Kimberly Leefat, Attorney, National Resources Defense Council (NRDC)

**Academic / Research / Policy / Foundations**

Dr. Genevieve Giuliano, Director, METRANS

Edward Muna, Project Manager, USC Equity Research Institute (ERI)

**Local Jurisdictions**

Luke Klipp, Senior Transportation Deputy, LA County Supervisorial District 1

**Ex-Officio**

Hector De La Torre, Executive Director, Gateway Cities Council of Governments (GCCOG)

**Community Leadership Committee (CLC)**

Jamila Cervantes, Maywood

Maria Reyes, Long Beach

**Project Team**

**Metro**

Michael Cano, Executive Officer of Countywide Planning & Development

Lilian De Loza Gutierrez, Executive Officer, Local Government Relations & Countywide Initiatives

KeAndra Cylear-Dodds, Executive Officer, Equity and Race

Jessica Medina, Manager, Equity and Race

Akiko Yamagami, Transportation Manager

Lucy Delgadillo, Project Manager, Highway Programs

**Caltrans**

Jeff Newman, Transportation Planner

Kelly Ewing-Toledo, Office Chief

**AECOM**

Dave Levinsohn, Vice President

Laura Adleman, Senior Outreach and Engagement Specialist

Aryeh Cohen, Urban Planner

**Cal Strategic Management**

Robert Cáliz, Principal

**Here LA**

Amber Hawkes, Co-Director

Shannon Davis, Co-Director

**Cambridge Systematics**

Jon Overman, Senior Associate

**Morales-Partners**

Erika Morales, Partner

**Ramboll**

Julia Lester, Principal, Ramboll

**North Star Alliances**

Chris Degroof, COO

Leila Bardales, Project Manager

### **Arellano Associates**

Susan DeSantis, Senior Project Manager  
Melissa Holguin, Senior Project Manager  
Laura Herrera, Project Manager  
Nora Casillas, Deputy Project Manager  
Eric Davidian, Project Coordinator  
Parker Wojciechowski, Assistant Project Coordinator  
Leticia Bustamante, Assistant Project Coordinator

### **Meeting Summary**

The Long Beach-East Los Angeles Corridor Plan (LB-ELA CP) Task Force Meeting #29 was held virtually on Monday, February 26, 2024. The intent of Task Force Meeting #29 was to:

- > Discuss the timeline to submit the Final Investment Plan to the Metro Board for consideration
  - Review the schedule and next steps
  - Define where we are in the process
  - Define what and when feedback is needed from the Task Force
- > Review and discuss Investment Plan and What is in the Plan
- > Review the Implementation Plan & the role of Community Programs Working Groups
- > Conduct Round Robin on the Draft Corridor Mobility Investment Plan

Simultaneous interpretation in Spanish, Tagalog, and Khmer was provided. Prior to the meeting, the LB-ELA CP Task Force received the agenda (**Appendix A**) and presentation (**Appendix B**). Detailed comments can be found in (**Appendix C**).

### **Welcome, Introductions, Agenda Review, Meeting Objectives, and Attendance**

- > Erika Morales, Partner, Morales + Morales, welcomed participants to the meeting and introduced the Metro Project Team.
- > Ms. Morales reviewed the meeting objectives and agenda.
- > 22 Task Force members, 1 Ex-Officio member, 1 CLC member, and 8 members of the public were present.

### **Agenda Item #1: Investment Plan Update**

- > Michael Cano, Executive Officer, Countywide Planning & Development, Metro, provided an update on the Investment Plan and key dates.
  - The public comment period has been extended to **Monday, April 1, 2024**
  - The Draft Investment Plan will be presented to the Metro Board for consideration at the Planning & Programming Committee Meeting on **Wednesday, April 17, 2024**.
- > A Zoom poll was conducted asking two questions:
  - **“Which of the following date(s) are you available for the March Task Force Meeting?”**
  - Voting results from this zoom poll question was as follows:
    - 5 Monday, March 11’ votes, 11 ‘Monday, March 18’ votes, 1 ‘Don’t Know’ vote

- “If an additional March meeting is needed, are you available on Monday, March 25, 5-7pm?”
- Voting results from this zoom poll question was as follows:
  - 8 ‘Yes’ votes, 4 ‘No’ votes, 1 ‘Don’t Know’ vote
- > Mr. Cano shared Metro’s coordinated planning efforts across state and local levels.
  - Mr. Cano highlighted California State Transportation Agency’s Core Four Priorities:
    - *Safety, Equity, Climate Action, Economic Prosperity*
- > Mr. Cano reviewed how The Draft Investment Plan is in alignment of the vision, guiding principles and goals determined by the Task Force, CLC and community members.
- > Mr. Cano thanked Task Force members for their continued dedication and acknowledged their contributions to the project.

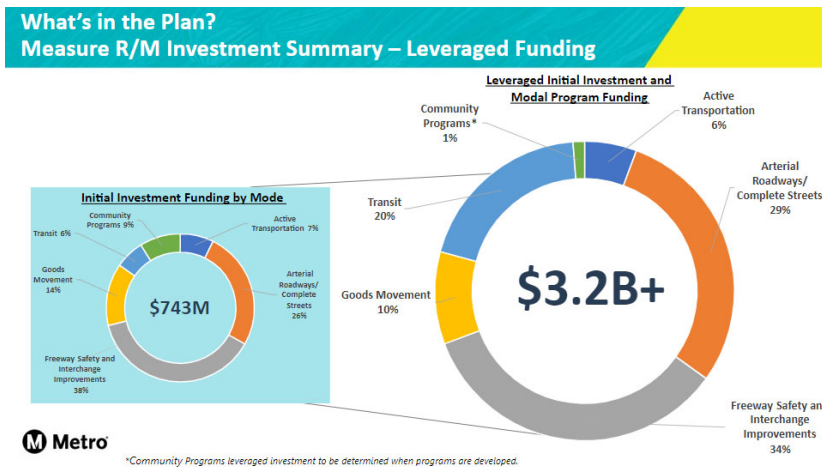
### **Agenda Item #2: What’s In the Investment Plan?**

- > Stakeholder meetings were held throughout January and February 2024. Highlights of what was heard in each meeting were presented.
  - Mr. Cano reviewed highlights from the meeting with Coalition for Environmental Health and Justice (CEHAJ) representatives (Monday, January 29)
    - CEHAJ members shared:
      - Concerns around the use of hydrogen, made recommendations regarding the alternative solutions to hydrogen, and emphasized the importance of community -centered decision-making.
  - Mr. Cano reviewed highlights from the Freight Stakeholders meeting (Tuesday, February 13). Discussion items included:
    - Grant opportunities
    - Transportation electrification
    - Benefits to the mainline from Freeway Safety and Interchange Improvements Program (Alternatives Analysis)
  - Jessica Medina, Manager, Equity and Race, Metro, reviewed highlights from the Equity Working Group meeting (Thursday, February 8)
    - Highlights included the incorporation of community input into projects and programs, next steps for development of Community Programs, and an update on EPET sections.
  - Shannon Davis, Co-Director, HereLA reviewed highlights from the CLC Meeting #25 (Thursday, February 15) and CLC Meeting #25.5 (Thursday, February 22)
    - CLC Meeting #25 highlights included a Test for Consensus “Do you support the Draft Investment Plan?” and the results of that Test for Consensus are as follows:
      - 10 ‘I support’, 3 ‘I can live with’, and 2 ‘I have concerns’
    - A desire from the CLC for a working session to review the materials
    - Desired increase in the number of Community Programs
  - Robert Cáliz, Principal/Owner, Cal Strategic Management, reviewed highlights from the Community Meetings – 4 virtual, 4 in-person (February 1-21)
  - Highlights from the meeting included:
    - Discussion on the Draft Plan review process

- Safety concerns
  - Questions regarding funding
  - Freeway expansion concerns
  - Concerns regarding potential environmental impacts
- > Mr. Cano presented a comparison of the Draft Investment Plan to the previously and now defunct proposed Alternative 5C plan, noting that the Investment Plan will cause zero displacements. See the image below for detailed information.

	I-710 FEIR/FEIS Alternative 5C	LB-ELA CMIP
Residential Property Displacements	109	0
Business Property Displacements	158	0
Residents Displaced	436	0
Employees Displaced	1,050	0
New Miles of General-Purpose Freeway Mainline Lanes	25	0

- > Mr. Cano reminded Task Force members that
- > Metro will leverage \$743 million in Measure R/M funding to an estimated \$3.2 billion in funding in support of the development and implementation of the initial investment projects and modal programs in the corridor.
- > See slide below for detailed information.



- > KeAndra Cylear-Dodds, Executive Officer, Equity and Race, Metro, provided an overview of how the Draft Investment Plan fosters Equity.
- Ms. Cylear-Dodds presented how equity is being embedded within the Investment Plan in an effort to foster Procedural Equity, Structural Equity, Distributive Equity, and Restorative Equity. See slide 33 in **Appendix B** for detailed information.
- > Mr. Cano shared how the Draft Investment Plan proposes projects and programs that advance the Task Force goals:
- The Investment Plan improves Mobility by:

- Reducing congestion
- Improving air quality
- Increasing transportation options
- Promoting sustainable growth and equity.
- The Investment Plan improves Safety by:
  - Improving traffic management
  - Developing infrastructure improvements
  - Increasing active transportation and transit access.
- The Investment Plan improves Air Quality & Health by:
  - Promotion of Zero-Emission vehicles
  - Implementing an active transportation network
  - Creating traffic flow improvements
  - Environmental mitigation and greening initiatives
  - Implementing community engagement and health initiatives.
- The Investment Plan enhances Economic Opportunity and Prosperity by:
  - Fostering economic opportunities and job creation
  - Improving Workforce development & affordable housing
  - Community Working Group programs
  - Sustainable and equitable planning centered around environmental justice and health
- See slides 34-41 in **Appendix B** for more detailed information.
- > Aryeh Cohen, Planner, AECOM, presented on how the Environment and Community goals are reflected in the Investment Plan.
- > Highlights of Mr. Cohen's presentation discussed the following:
  - The Investment Plan will promote environmental quality through several initiatives designed to enhance the natural and built environment.
  - See Slides 42-43 in **Appendix B** for detailed information.
- > Mr. Cohen also presented an overview of Community Programs:
  - Community Programs incorporate a range of benefits that are responsive to equity issues facing the LB-ELA Corridor, and which are not addressed through typical transportation infrastructure investments.
  - Some community programs are focused on addressing current burdens that exist as a result of past policy, disinvestment, and infrastructure development.
  - Other community programs are proactive measures to sustain community stability and maximize benefits as projects are implemented in the future.
  - The focus groups will have 4 focus areas:
    - Air Quality/Community Health
    - Environment
    - Housing Stabilization/Land Use
    - Job Creation/Work Opportunities

- Additional working groups will be established to provide continuity and stewardship of the Vision, Goals, and Guiding Principles, hold Metro accountable to Community Program communities, and build upon the successes and lessons learned in the ZET Program.
- Community Program Working groups will identify existing programs that Metro can support, identify additional funding opportunities for Community Programs, define detailed program objectives, parameters, and actions, and determine funding allocations within topic areas.
- > For a list of Potential Partners by Community Program Topic Area see slide 49 in **Appendix B**
- > Mr. Cohen reviewed the Preliminary Timeline for Community Program Working Groups.
- > The proposed timeline for the development and implementation of these working groups are as follows:

## Preliminary Timeline (near-term)

### When will Community Program Working Groups be formed?

February '24	March '24	April '24	May '24	June '24	July-Aug '24
Member Outreach/Recruitment					
	Development of Working Group Structures				
			Confirm Membership		
					WG Kick-offs



- > *This timeline is preliminary and is subject to change.*
- > Ms. Morales facilitated a discussion with Task Force members.
- > Discussion highlights included:
  - The evolving nature of hydrogen needs to result in ongoing conversations between Metro, industry leaders, and other stakeholders to move things forward.
  - Desire for more precise language around Zero-Emission technology in the Investment Plan.
  - Should not rush to invest in new technologies when battery electric technology is still around.

- Want to see a commitment from Metro not to significantly increase Vehicle Miles Traveled (VMT).
- Support for Complete Streets projects
- Continue with CBO engagement compensation model

### **Agenda Item #3: Task Force Round Robin**

- > Ms. Morales facilitated a Round Robin discussion with Task Force members.
- > Round Robin highlights included:
  - Desire to see wider representation from cities and nonprofits in the implementation of the plan
  - Inviting outside partners to join working groups could be overwhelming due to the long history and large amount of context involved at this point in the project.
  - Request to ensure that more LB-ELA community members are made aware of this effort.
  - Want to see language provided that explains the Investment Plan to community members in an easier-to-digest form.
  - Community Programs
    - Request for more clarity from Metro on the Community Programs and the process behind implementing them.
    - Community Program Working groups are a good way to keep community members engaged and maintain an open line of communication.
  -

### **Closing Remarks & Next Steps**

- > Ms. Morales reviewed the upcoming project meeting schedule.
- > Ms. Morales encouraged Task Force members and members of the public to contact Mr. Cano should they have any questions or concerns.
- > The meeting was adjourned at 7:27 pm.

#### Meeting Format Logistics

- Meeting Format: Zoom Meeting
- Participants: Task Force, CLC, and Members of the Public

### **Meeting Materials**

[Agenda](#)

[Presentation](#)

[CEHAJ Hydrogen Letter](#)

[Metro Response to CEHAJ](#)



## The Long Beach-East Los Angeles Corridor Mobility Investment Plan

### Task Force Meeting #29 Agenda

Monday, Febrero 26, 2024

5-7pm

Webinar Link / *Enlace de Reunión*: [lb-ela-cp-taskforcemeetings.com](https://lb-ela-cp-taskforcemeetings.com)

Webinar ID / *ID de Reunión*: 857 2513 1895

Passcode / *Contraseña*: 5851

- 5:00pm**    **Welcome and Opening Remarks**  
*Bienvenida y palabras de apertura*
- 5:05pm**    **Agenda Item #1: Investment Plan Update**  
*Punto #1 de la Agenda: Actualización del plan de inversión*
- 5:25pm**    **Agenda Item #2: What's In the Investment Plan?**  
*Punto #2 de la Agenda: ¿Qué incluye el Plan de Inversión?*
- 6:25pm**    **Agenda Item #3: Task Force Round Robin**  
*Punto #3 de la Agenda: Mesa redonda con el Comité Consultivo*
- 6:5pm**    **Closing Remarks & Next Steps**  
*Comentarios finales y próximos pasos*
- 7:00pm**    **Adjournment**  
*Aplazamiento*

# Zoom Protocols/*Protocolos de Zoom*

- > Click **Raise Hand** in your meeting controls or
  - > **Press\*9** on the phone line.
  - > To lower your hand, click **Raise Hand** in your meeting controls.
  - > Comments & questions can also be provided in writing by using the **Chat** function.
  - > The **Chat** button is located on the control panel at the bottom of your screen.
  - > Tech Support - Phone: 323.609.3345 Monitoring, translation support
- > *Haga clic en “Raise Hand” para “Levantar la mano” en los controles de la reunión, o*
    - *Presiona \*9 en la línea telefónica.*
  - > *Para bajar la mano, haga clic en “Raise Hand” para “Levantar la mano” en los controles de la reunión.*
  - > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de Chat.*
  - > *El botón Chat se encuentra en el panel de control en la parte inferior de la pantalla.*
  - > *Llame a la Asistencia Tecnológica por teléfono al 323.609.3345 para ayuda con la traducción*

# Interpretation / Interpretación



- This meeting is transmitted in English, Spanish, Khmer and Tagalog.
  - Everyone must choose the preferred language they would like to hear the meeting in
  - Click the **Interpretation** icon in your meeting controls to enter an *English, Spanish, Tagalog, Khmer* room
  - To hear the interpreted language only, click **Mute Original Audio** (Optional)
- *Esta reunión se transmite en inglés, español, jemer y tagalo.*
  - *Todos deben elegir el idioma preferido en el que les gustaría escuchar la reunión.*
  - *Haga clic en el icono de Interpretación en los controles de su reunión para ingresar a una sala en de interpretacion en el inglés, el español, el jemer o tagalo.*
  - *Para escuchar solo el idioma interpretado, haga clic en “Mute Original Audio” o “Silenciar audio original” (Opcional)*

# Task Force and CLC Member Identification


## Identificación de miembros del Comité Consultivo y CLC

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

*Miembros del Comité Consultivo y del Comité de Liderazgo Comunitario, por favor cambien sus nombres de pantalla de Zoom para incluir: Nombre y su organización*

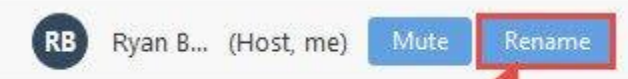
**1**

After launching the Zoom meeting, click on the "Participants" icon at the bottom of the window.



**2**

In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.



**1**

Después de iniciar la reunión de Zoom, haga clic en el icono de participantes en la parte inferior de la ventana



**2**

In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.





We're developing a new vision for the  
Long Beach-East Los Angeles Corridor

# Welcome!

**Task Force Meeting #29**

February 26, 2024

# Facilitators



**Erika C.B. Morales**

Partner, Morales + Morales Partners



**Robert Cálix**

Cal Strategic Management

# Metro Project Team



**Michael Cano**  
Countywide Planning &  
Development



**Avital Barnea**  
Multimodal Integrated  
Planning



**Ernesto Chaves**  
Strategic Innovation



**KeAndra Cylear-Dodds**  
Equity and Race



**Lilian De Loza-Gutierrez**  
Community Relations



**Lucy Delgadillo**  
Highway Programs



**Jessica Medina**  
Equity and Race

# Welcome and Objectives



# Ground Rules

1. Participate to the fullest of your ability - An inclusive Investment Plan depends on the participation of every stakeholder.
2. Respect others when they are speaking.
3. Listen actively with an ear to understand others' views.
4. If needed, ask questions or for clarifying information from speakers on the subject matter at hand.
5. Do not be afraid to respectfully challenge one another by asking questions but refrain from personal attacks – focus on ideas.

# Meeting Objectives

- > Discuss the timeline to submit the Final Investment Plan to the Metro Board for consideration:
  - Review the schedule and next steps
  - Define where we are in the process
  - Define what and when feedback is needed from the Task Force
  
- > Review and discuss Investment Plan and What's in the Plan
  
- > Review the Implementation Plan & the role of Community Programs Working Groups
  
- > Conduct Round Robin on the Draft Corridor Mobility Investment Plan

# Detailed Agenda

**5:00pm**    **Welcome and Opening Remarks** *(5 mins)*  
i.    Introductions, Ground Rules, Objectives, Agenda

**5:05pm**    **Agenda Item #1: Investment Plan Update** *(20 mins)*  
i.    Metro Update on Investment Plan  
ii.    Task Force Discussion  
iii.    Public Comment

**5:25pm**    **Agenda Item #2: What's In the Investment Plan?** *(60 mins)*  
i.    What's in the Plan?  
ii.    Community Programs Next Steps  
iii.    Task Force Discussion  
iv.    Public Comment

**6:25pm**    **Agenda Item #3: Task Force Round Robin** *(30 mins)*  
i.    What We've Heard  
ii.    Task Force Discussion  
iii.    Public Comment

**6:55pm**    **Closing Remarks & Next Steps** *(5 mins)*  
i.    Tools: Dashboard & StoryMap  
ii.    Upcoming Meetings  
iii.    General Public Comment

**7:00pm**    **Adjournment**

# Agenda Item #1: Investment Plan Update

# Topic Overview: Investment Plan Update

## In this section, we will...

- Metro update on Investment Plan

## Time Target

- 20 minutes

## Task Force Actions

- In our meeting today, we will dive more deeply into the Draft Investment Plan and conduct a round-robin of Task Force members to discuss how we can work together to take the next steps.
- At the April Task Force Meeting, members will Vote on the draft Investment Plan.

# Investment Plan Update and Key Dates



**The Public Comment Period has been  
extended until  
Monday, April 1<sup>st</sup>, 2024!**

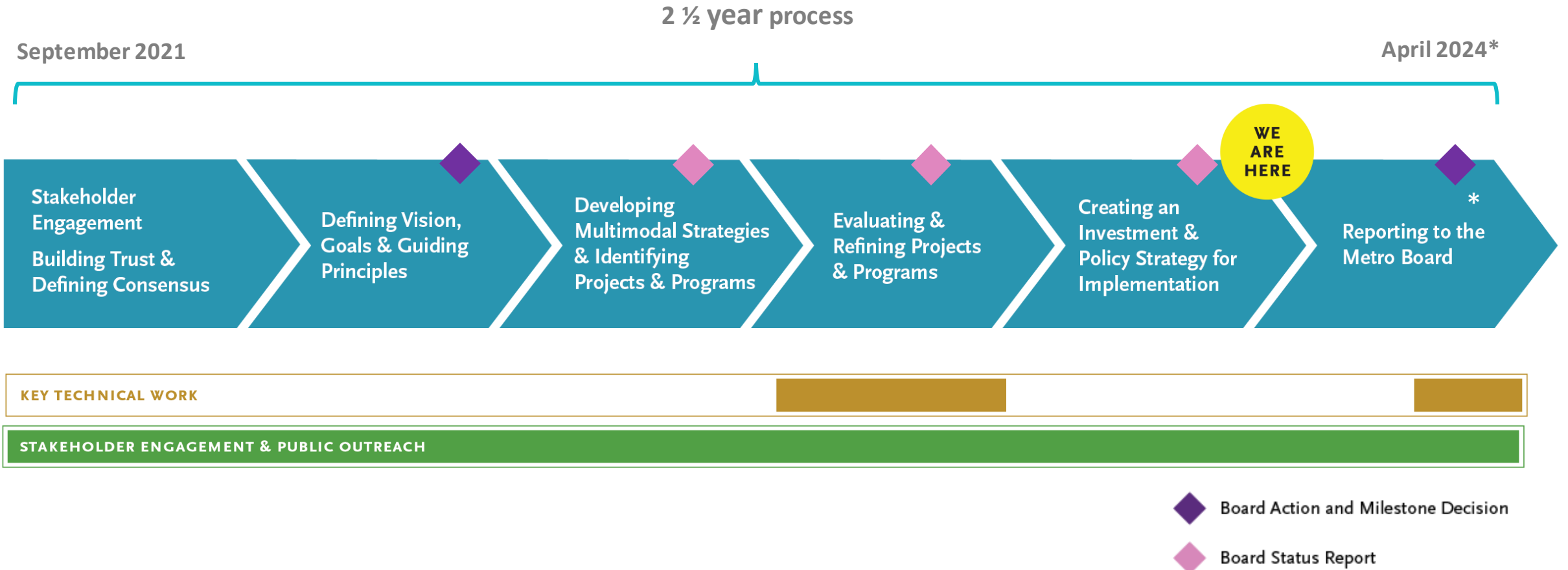
Access the Investment Plan, in Spanish and English,  
including Appendices at:

<https://lb-elacorridorplan-lametro.hub.arcgis.com/>



**The Draft Investment Plan will be presented to the Metro Board for  
consideration at the April 17<sup>th</sup> Planning & Programming Committee Meeting.**

# What's Next: Previous & Future Milestones



# Investment Plan Update – March Meetings Poll

- 1) Which of the following date(s) are you available for the March Task Force Meeting?**  
(Select all that apply)
  - a. Monday, March 11, 5-7pm
  - b. Monday, March 18, 5-7pm
  - c. I'm not available on either Monday, March 11 or Monday, March 18
  - d. Don't know
  
- 2) If an additional March meeting is needed, are you available on Monday, March 25, 5-7pm?**  
(Select one)
  - a. Yes
  - b. No
  - c. Don't know

# Metro's Coordinated Planning Efforts



## CALSTA'S CORE FOUR PRIORITIES



### SAFETY

Nearly 10% of all the year 2021 traffic deaths in the U.S. occurred on California roadways. Fatalities for Active Transportation users are also at a 16-year high. By embedding the Safe System approach into our investments, planning, design and innovation, we will be able to achieve better outcomes on this urgent responsibility.



### EQUITY

Historically, transportation decisions prioritized movement of vehicles over the movement of people. We also built a transportation system that in some cases had detrimental impacts in underserved communities. We aim to create an equitable and accessible transportation network and to provide equitable opportunities for all people.



### CLIMATE ACTION

Nearly half of all climate-changing pollution in California comes from the transportation sector, and this demands our action for a cleaner future for all Californians. We must continue making our carbon footprint smaller by investing in a more multimodal system, embracing smarter land use development and utilizing innovation around zero emission vehicles.



### ECONOMIC PROSPERITY

Transportation policy done right creates well-paying jobs, provides affordable options, supports housing opportunities and powers our economy. This must be our focus as we strive for all people to be on equal footing, resulting in more thriving, robust communities.



**Metro's Mission:** *To provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.*



# Investment Plan - Vision, Guiding Principles and Goals

## Vision

An equitable, shared LB-ELA Corridor transportation system that provides safe, quality multimodal options for moving people and goods that will foster clean air (zero emissions), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the Corridor.

## Guiding Principles

### Equity

A commitment to  
 (1) strive to rectify past harms;  
 (2) provide fair and just access to opportunities; and  
 (3) eliminate disparities in project processes, outcomes, and community results.

The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.

### Sustainability

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.

## Goals




# Task Force Discussion


# Public Comment

# Public Comment

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

- > Click **Raise Hand** or 
- > **Press\*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

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

- > *Haga clic en “**Raise Hand**” o *
- > *“**Levantar la mano**” presione **\*9** en la línea telefónica.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A** en el panel de control.*

01:00

mins:  secs:  type:  
 ▼

# Agenda Item #2

## What's In the Investment Plan?

# Topic Overview: What's In the Investment Plan?

## **In this section, we will...**

- Describe what's in the Investment Plan

## **Time Target**

- 60 minutes

## **Task Force actions needed...**

- Think critically about the draft materials you have received and focus on how to implement the Plan

# Recent Stakeholder Meetings

- > Coalition for Environmental Health and Justice (Monday, January 29)
- > Freight Stakeholders (Tuesday, February 13)
- > Equity Working Group (Thursday, February 8)
- > CLC Meeting #25 (Thursday, February 15)
- > CLC Meeting #25.5 (Thursday, February 22)
- > Community – 4 virtual, 4 in-person (February 1-21)

# Here's What We Heard – CEHAJ

## > **Hydrogen Concerns**

- Concerns about the environmental impact of hydrogen production, particularly its association with fossil fuels and significant greenhouse gas emissions on already impacted communities
- Safety risks associated with the transportation and storage of hydrogen, including risks related to pipelines, trucks, rail, and ships.
- Concerns about hazardous emissions such as Nitrogen Oxide (NOx) from hydrogen combustion and its impact on respiratory health in vulnerable communities.

## > **Alternative Solutions**

- Prioritize battery-electric and catenary zero-emissions transportation in sectors like freight, heavy-duty trucks, locomotives, and public transportation.

## > **Community Involvement**

- Emphasis on community-centered decision-making, co-designing plans with impacted communities, and avoiding the endorsement of potentially harmful hydrogen applications without community input.
- Interested in co-designing future working groups
- Need for community education on hydrogen fuel and related issues.

# Here's What We Heard – Freight Stakeholders

## > **Grant Opportunities**

- Support for applying for and analyzing projects as a whole to grants such as the Mega (National Infrastructure Project Assistance Program) and TCEP (Trade Corridor Enhancement Program)

## > **Transportation Electrification**

- Freight electrification project funding
- Hydrogen bus projects
- Implementation timeline for Clean Truck Initiative
- Details on infrastructure and facility placement

## > **Benefits to the Mainline from Freeway Safety and Interchange Improvements Program (Alternatives Analysis)**

- Support funding for all safety and interchange improvement projects in the corridor

# Here's What We Heard – Equity Working Group

## Equity Working Group Meeting Recap

- Reviewed how community input on projects and programs have been incorporated into the draft Investment Plan, and which community-sourced projects and programs are being recommended for initial funding.
- Discussed next steps for development of Community Programs, including the establishment of Community Program Working Groups, potential partners, and funding opportunities
  - Working Group members highlighted the importance of ongoing accountability and transparency about how working group input/funding is being used
- Provided update on EPET sections

# Here's What We Heard – Community Leadership Committee (CLC)

## CLC Meetings Recap

### Meeting #1. A Test for Consensus was taken:

- Do you support the Draft Investment Plan?
- I support (10); I can live with (3); I have concerns (2)

### Meeting #2. Discussed key points that came up in the previous meeting:

- We need to better explain the "Freeway" projects, so that the public understands that they provide community benefits.
- There should be even more projects/funding that benefit the community.
- The maps in the Plan should show local transit lines.
- Mechanisms should be put in place to ensure that projects are constructed as intended (i.e. that components do not get value-engineered out).
- There should be a place to provide and see comments from others relating to the draft Plan.
- Ensure that residents get hired.
- West Long Beach should see more benefits.
- Projects should be shown by the community to increase clarity.
- We should have a working session, so we can go through the materials more slowly.
- The CLC decided to postpone their vote until after the extended comment period.

# Here's What We Heard – Community

## Frequently heard comments:

### > Draft Plan Review Process

- The community is excited about the commitment of the Investment Plan for their communities
- Documents are hard to follow, lots of projects are missing complete descriptions
- Clarity is needed on the next steps to implement the projects identified

### > Safety

- Protected bike lanes are necessary for pedestrian safety
- Security concerns on Metro buses, especially for the disabled and senior citizens

### > Funding

- Funding needs to be allocated to community benefits and programs
- More funding is needed for transit programs

### > Freeways

- Concerns about freeway expansion creating displacement in local communities
- Interest in the removal of freeways as several areas throughout the nation have removed freeways through their communities

### > Environment

- Projects should include urban greening and tree planting
- Zero-emission transportation should be electric only

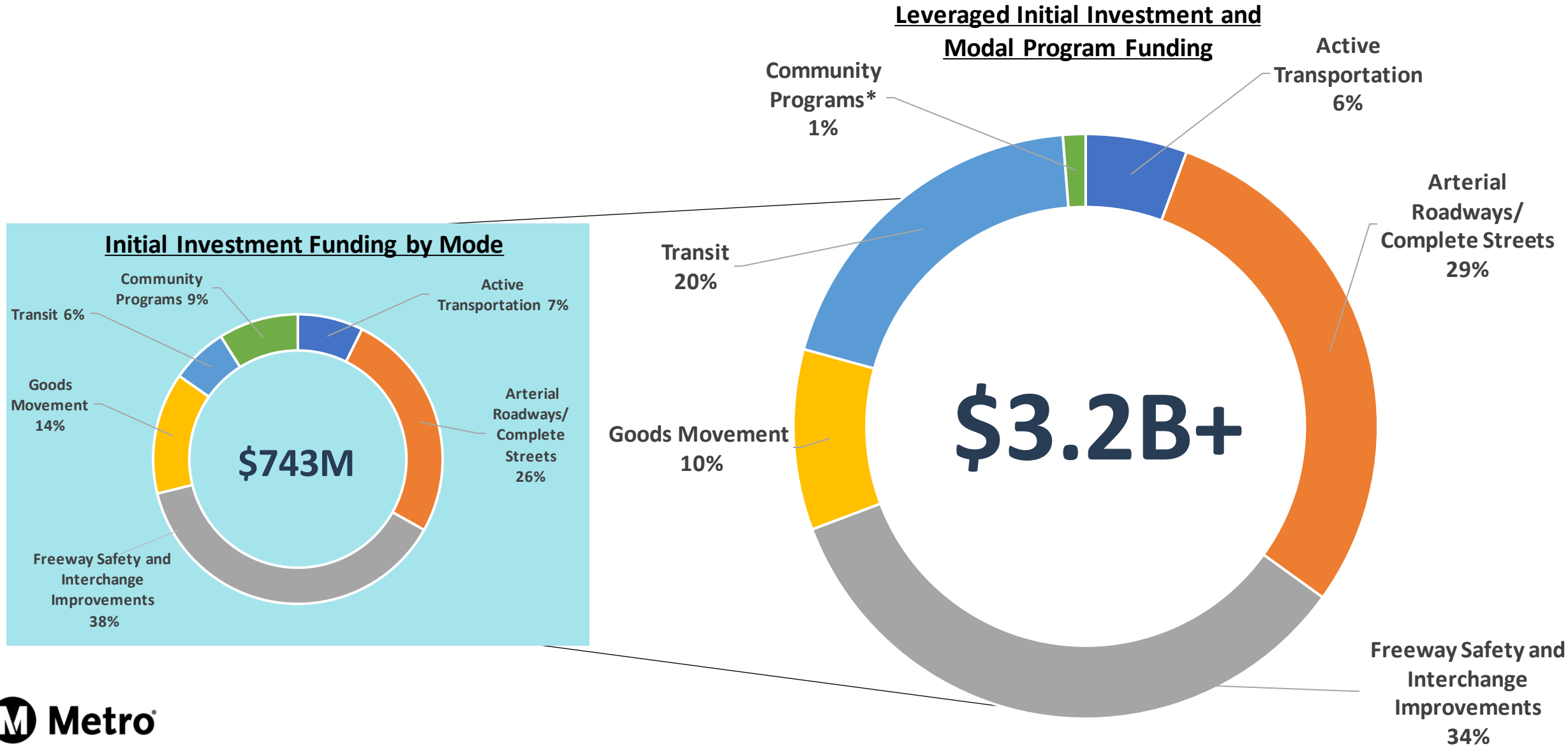
# What's not in the Plan?

## A Comparison of the CMIP to Defunct Alternative 5C

	I-710 FEIR/FEIS Alternative 5C	LB-ELA CMIP
<b>Residential Property Displacements</b>	109	0
<b>Business Property Displacements</b>	158	0
<b>Residents Displaced</b>	436	0
<b>Employees Displaced</b>	1,050	0
<b>New Miles of General-Purpose Freeway Mainline Lanes</b>	25	0

# What's in the Plan?

## Measure R/M Investment Summary – Leveraged Funding



\*Community Programs leveraged investment to be determined when programs are developed.

# Equity as a Guiding Principle

*Here's how the Plan fosters Equity:*

## > Procedural Equity

- Establishment of Task Force, CLC, and Working Groups
- Collection of input on vision/goals and projects/programs from extensive community engagement
- Ongoing working groups for the development of community programs

## > Structural Equity

- Office of Equity and Race leadership role
- Empowerment of CLC in the decision-making process with intentional selection criteria
- Application of Pilot Equity Planning and Evaluation Tool to guide and document the planning process

## > Distributive Equity

- Redirection of freeway-widening funding to invest heavily in non-polluting/underserved transportation modes and community programs
  - Project evaluation methodology including 24 Equity Criteria to prioritize projects addressing the highest needs
  - Projects that provide targeted benefits to Equity Focus Communities
  - Projects that increase access and safety for underserved modes (Pedestrians, Bicyclists, and Transit users)
- Earmarked funding and technical support for communities that have less project development capacity

## > Restorative Equity

- Investment in transportation projects and programs that improve air quality and include environmental benefits
- Investment in/support of other Community Programs to remediate impacts of past harms and address root causes of disparities
- Health, air quality, greening, housing stabilization, economic stabilization, workforce development.



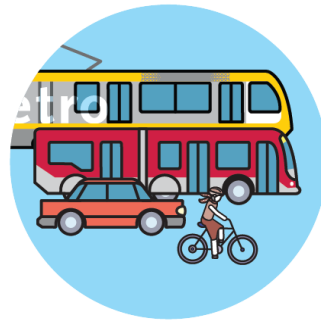
# What's in the Plan? – Mobility

**Faster bus service on key corridors**

**Improved freeway overcrossings for buses, bicycles & pedestrians**

**More seamless transit**

**First-Last Mile connections to transit**



**MOBILITY**  
Improve the mobility of people and goods

**Enhanced signal synchronization**

**Better flow of vehicles on and off the freeway**

**More bicycle lanes**

**Complete Streets Corridors**

# What's in the Plan? – Mobility



- > *Our Plan improves the mobility of people and goods and enhances the quality of life for communities by:*
  - *reducing congestion*
  - *improving air quality*
  - *increasing transportation options*
  - *promoting sustainable growth and equity.*
- > To improve mobility on the LB-ELA Corridor and freeways and arterial roadways, LA Metro will implement a multi-faceted approach that addresses both infrastructure improvements, service improvements and policy initiatives.

*Here's how the Plan improves Mobility:*

- > **Public Transit and Active Transportation**
  - Enhance Bus Services
  - Active Transportation
- > **Infrastructure enhancements**
  - Multimodal Freeway Overcrossing Improvements
  - Arterial Road Upgrades
- > **Transit Connections**
  - Pedestrian and Bike Routes
  - First & Last Mile Connections
  - Transit Access

# What's in the Plan? – Safety

**Safer ramps & transition zones for freeway entry/exit**

**Enhanced lighting**

**Expanded bike & pedestrian paths**

**Improved traffic flow**



## **SAFETY**

**Make all modes of travel safer**

**Improved transit access**

**Reduced traffic incidents**

**Safer, healthier, multimodal alternatives to car travel**

**Safer freeway overcrossings for all users**

# What's in the Plan? – Safety

- > *Our plan will create a safer, more sustainable, and community-friendly transportation system*
- > *LA Metro will take several strategic steps in the Investment Plan to create a safer transportation system in the LB-ELA.*
- > *Implementing these strategies benefits the communities by reducing traffic accidents, including*
  - *Truck-involved accidents*
  - *vehicle-involved bicycle/ pedestrian accidents.*



*Here's how the Plan creates a safer transportation system:*

## > **Traffic Management**

- Implement Intelligent Transportation Systems (ITS) and Integrated Corridor Management (ICM)

## > **Infrastructure Improvements**

- Modernize Freeway Overcrossings and Ramps
- Enhance Lighting and Signals
- Complete Streets improvements

## > **Active Transportation and Transit Access**

- Expand Bike and Pedestrian Paths
- Improve Transit Access: protected crosswalks, curbs, and shelters

# What's in the Plan? – Air Quality and Health

**Electric vehicle  
infrastructure**

**Promote  
zero-emission  
freight**

**Fill gaps in  
bike & pedestrian  
pathways**

**Improved  
traffic flow**



**AIR QUALITY**  
Foster local and regional  
clean air quality

---

**Breathing easier**

**Reduction of urban  
heat island effect**

**Healthier  
communities**

**Air quality &  
health monitoring**

# What's in the Plan? Air Quality & Health

- > *Our plan will improve air quality and the health of children, adults, and seniors throughout the Corridor.*
- > *To improve air quality in the Long Beach- ELA Corridor, LA Metro will invest in and support ZEV in a comprehensive set of strategies focused on:*
  - *Reducing vehicle emissions*
  - *Promoting cleaner modes of transportation*
  - *Implementing environmental mitigation measures*



*Here's how the Plan improves Air Quality and Health:*

- > **Promote Zero-Emission Vehicles**
  - Infrastructure for Electric Vehicles (EVs)
  - Zero-Emission Freight
- > **Active Transportation Network**
  - Bicycle and Pedestrian Infrastructure
- > **Traffic Flow Improvements**
  - Intelligent Transportation Systems (ITS)
- > **Environmental Mitigation and Greening**
  - Urban Greening
- > **Community Engagement and Health Initiatives**
  - Community Health Programs
  - Stakeholder Collaboration

# What's in the Plan? – Economic Opportunity and Prosperity

Enhanced Transit Services

Workforce Development & Local Hiring Policies

Addressing Historical Injustices

Public Space Improvements



## OPPORTUNITY

Increase community access to quality jobs, workforce development, and economic opportunities



## PROSPERITY

Strengthen LA County's economic competitiveness and increase access to quality jobs, workforce development, and economic opportunities for all communities, with a focus on strengthening the 710 Corridor communities, which have been and continue to be harmed by economic activity and development

Improved Transportation Access

Improved Air Quality & Noise Reduction Measures

Infrastructure Upgrades

Transit-Oriented Communities

# What's in the Plan? – Economic Opportunity and Prosperity

- > *Our plan enhances mobility, supports economic growth, and improves the overall quality of life for residents in the LB-ELA Corridor by ensuring that the benefit of transportation and infrastructure investments are shared equitably, leading to greater opportunity and prosperity for all communities involved.*
- > *To create opportunity and prosperity in LA County, particularly in communities within the LB-ELA Corridor, LA Metro will implement a variety of strategies aimed at supporting:*
  - *Economic opportunities & Job Creation*
  - *Equitable access to transportation*
  - *Workforce development, and community revitalization.*

*Here's how the Plan enhances Economic Opportunity and Prosperity:*

- > **Improved Transportation Access**
  - Enhanced Transit Services
- > **Economic Opportunities & Job Creation**
  - Local Hiring Policies
  - Support Small Businesses
- > **Workforce Development**
  - Training and Educational Programs
  - Transit Workforce Initiatives
- > **Affordable Housing**
  - Transit-Oriented Development
- > **Community Revitalization**
  - Public Space Improvements
  - Infrastructure Upgrades
- > **Sustainable and Equitable Planning**
  - Equity Focused Planning
  - Community Engagement
- > **Environmental Justice and Health**
  - Health Indicators
- > **Environmental Mitigation**
  - Addressing Historical Injustices
  - Improving Air Quality and Noise Reduction Measures



# What's in the Plan? – Environment

Invest in projects that protect environmental well-being

Reduce air pollutants

Support projects that enhance community well-being

Plan and deploy zero-emission infrastructure for freight operations



**ENVIRONMENT**  
Enhance the natural and built environment

Invest in urban greening and stormwater capture systems

Invest in solving environmental health issues

Contribute to cooling urban heat islands

Reduce greenhouse gas emissions

# What's in the Plan? – Community

Address burdens that exist because of past policy/ disinvestment

Create proactive measures to sustain community stability

Working Group Topics  
-Environment  
-Air Quality  
-Community Health

Job creation and workforce opportunities



**COMMUNITY**  
Support thriving communities by enhancing the health and quality of life of residents

Housing stabilization/ land use

Targeting hire program

Employment/ recruitment initiatives

Economic stabilization policies

# Community Programs

# What are Community Programs?

Community programs incorporate a range of benefits responsive to equity issues facing the LB-ELA Corridor that are not addressed through typical transportation infrastructure investments.

- Some are focused on addressing current burdens that exist as a result of past policy, disinvestment, and infrastructure development;
- Others are proactive measures to sustain community stability and maximize benefits as projects are implemented in the future.
- The Investment Plan recommends \$40M of Initial Catalyst Funding to develop 15 Community Programs identified by the Community Leadership Committee and community stakeholders.
- We will work with stakeholders to generate and leverage funding to support projects and programs identified by the working groups

# Community Programs by Topic Area

Working Group Topic Area	Programs
Air Quality/ Community Health	Bus Electrification Projects
	LB-ELA Corridor Community Health Benefit Program
	Zero-Emission Infrastructure for Autos
	Air Quality Monitoring Stations
Environment	LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program
	LB-ELA Corridor “Urban Greening” Initiative
	Public Art/Aesthetics
Housing Stabilization/ Land Use	WSAB Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)
	Transit-Oriented Communities/Land Use
	Homeless Programs
	Housing Stabilization Policies
Job Creation/ Work Opportunities	Vocational Educational Programs
	Targeted Hire Programs
	Employment/Recruitment Initiatives
	Economic Stabilization Policies

# Establish Working Groups by Topic Area

**Why are we setting up more working groups?**

- **Continuity and stewardship** of Vision/Goals/Guiding Principles
- **Hold Metro accountable** to Community Program commitments
- **Build upon ZET Program** successes/lessons learned

**What are we looking for in working group members and program partners?**

- **Complementary roles** – Leadership/Funding/Technical Expertise
- **Technical knowledge and community relationships**
- **Other agencies to fill gaps** in Metro's jurisdictional authority

## What will working groups do?

- **Identify existing programs** that Metro can support
- **Identify additional funding opportunities** for Community Programs
- **Define detailed program objectives, parameters, and actions**
- **Determine funding allocations** within topic areas

# Potential Partners by Community Program Topic Area

## Air Quality/Community Health

- Gateway Cities COG
- SCAQMD
- CARB
- AB617 Community Steering Committees
- Southern California Clinics Association
- EYCEJ
- Earthjustice
- LBACA
- SELA Collaborative
- Coalition for Clean Air
- LA County ISD Clean Transportation Team
- Southern California Edison
- LACI
- **Metro Partners: Sustainability Team; I-710 ZET Program; Metro Bus Electrification**

## Environment

- GCCOG Regional Climate Collaborative
- SCAQMD
- EYCEJ
- Earthjustice
- CBE
- Compton Community Garden
- Eastmont Community Center
- SELA Collaborative
- TreePeople
- GrowGood
- Friends of the LA River
- Caltrans District Art Coordinator
- SoCalREN
- **Metro Partners: Metro Art Program; Sustainability Team, LRTP Team**

## Housing Stabilization/Land Use

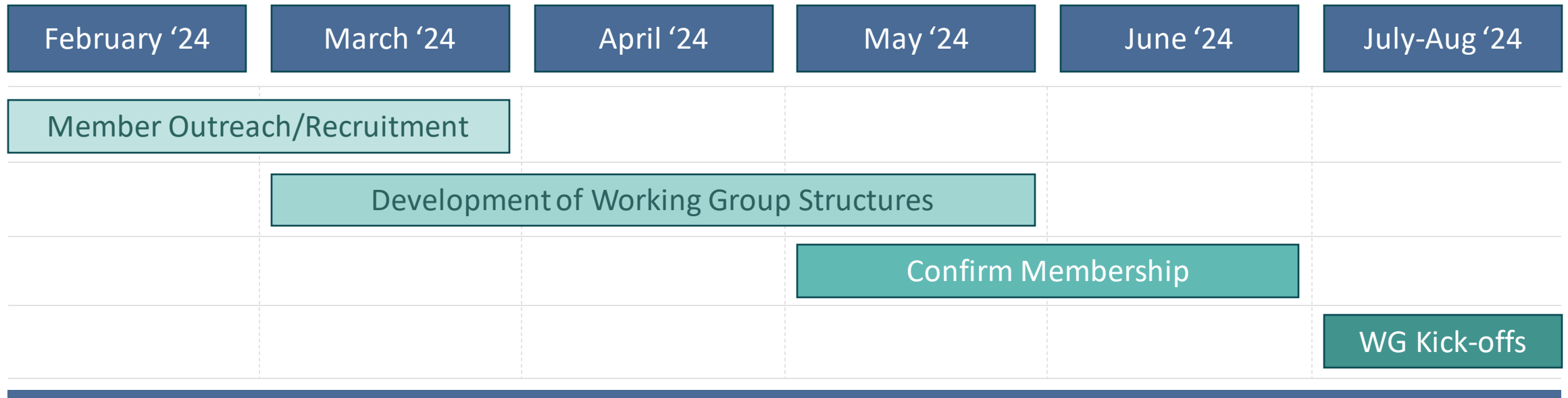
- Gateway Cities COG
- Legal Aid Foundation of Los Angeles
- LA Care
- Fair Housing Foundation
- PATH
- BASTA Long Beach
- East LA Women's Center
- Fair Opportunity for Change
- Forgotten Children, Inc.
- InnerCity Struggle
- ACT-LA Coalition
- Jordan's Disciples
- Kingdom Causes Bellflower
- Restoration Diversion Services
- Salvation Army
- **Metro Partners: TOC Programs; Homeless Outreach Pilot; Room to Work; Joint Development Team; First/Last Mile Team**

## Job Creation/Work Opportunities

- LA County Economic Development Corporation Business Support Program
- LA County Department of Economic Opportunity
- CALSTART
- Vocational Schools, Training Centers, and Workforce Development Organizations
- SELA Collaborative
- **Metro Partners: Diversity and Economic Opportunity Department (DEOD); WIN-LA; Room to Work; Internship and Entry-Level Trainee Program; E3 (Expose-Educate-Employ); Transportation Career Academy Program**

# Preliminary Timeline (near-term)

## When will Community Program Working Groups be formed?




# Task Force Discussion


# Public Comment

# Public Comment

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

- > Click **Raise Hand** or 
- > **Press\*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

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

- > *Haga clic en “**Raise Hand**” o *
- > *“**Levantar la mano**” presione **\*9** en la línea telefónica.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A** en el panel de control.*

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# Agenda Item #3

## Task Force Round Robin

# Topic Overview: Task Force Round Robin

## **In this section, we will...**

- Engage the Task Force in discussion

## **Time Target**

- 45 minutes

## **Task Force actions needed...**


- During the Round Robin Discussion, share ways to implement the Plan

# Task Force Discussion Round Robin


# Public Comment

# Public Comment

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

- > Click **Raise Hand** or 
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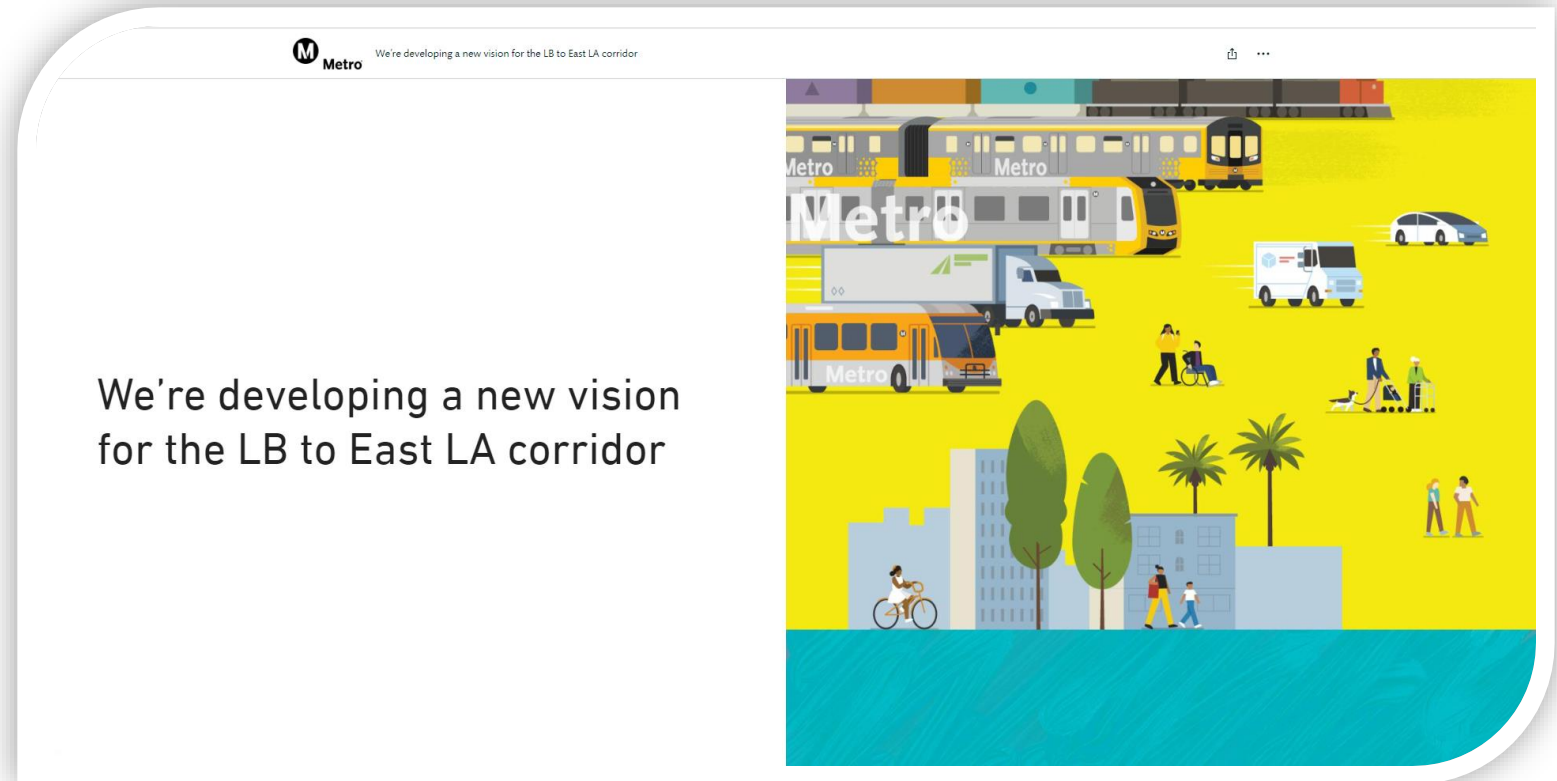
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# Closing Remarks and Next Steps

# StoryMap and Dashboard

# Project StoryMap

- > **StoryMap content** Project overview/history
  - Current Conditions
  - Interactive map
  - Community Stakeholder Partners and Engagement to date
  - CBO Partnerships
- > **Explore the StoryMap!**  
Visit: [metro.net/lb-ela-cp-hub](https://metro.net/lb-ela-cp-hub)



# Project Dashboard



We're developing a new vision for the Long Beach-  
East LA Corridor.

Mobility Investment Plan

Visit: <https://lbeladashboard.com/>

# Upcoming Schedule

## LB-ELA Meetings

### **Task Force Meeting #30 – *Virtual Meeting***

**TBD:** Monday, **March 11 or 18**, 2024, 5-7pm

### **CLC – *In-Person Workshop***

March TBD

### **CLC Meeting #26 – *Virtual Meeting***

Thursday, April 4, 2024, 5-7pm

### **Task Force Meeting #31 – *Virtual Meeting***

Monday, April 8, 2024, 5-7pm

## Metro Meeting

### **Planning & Programming Meeting**

Wednesday, April 17, 2024, 11:00am

## Investment Plan

### ***Public Comment Period Ends***

Monday, April 1, 2024

### ***Updated Investment Plan Release***

Tuesday, April 2, 2024

For the most updated list of meeting dates, please visit:  
<https://www.metro.net/projects/lb-ela-corridor-plan/>

# General Public Comment


# General Public Comment

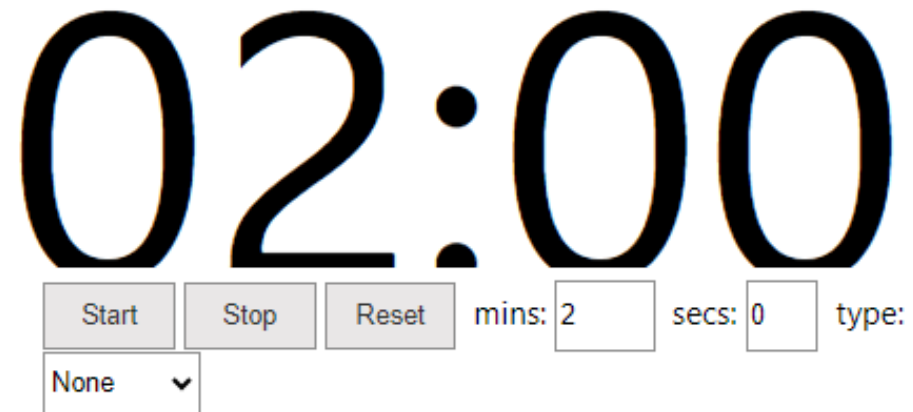
You will be given **2 minutes** to make your question or comment, in order to maximize participation.



- > Click **Raise Hand** or
- > **Press\*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

*Se le dará **2 minutos** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.*

- > Haga clic en **“Raise Hand”** o 
- > **“Levantar la mano”** presione **\*9** en la línea telefónica.
- > Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A** en el panel de control.



# Stay connected to this project



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Los Angeles, CA 90012



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*<https://www.metro.net/projects/lb-ela-corridor-plan/>*



*@metrolosangeles*



*losangelesmetro*

**Thank you!**

AGENDA SECTION	NAME	QUESTION/COMMENT
Agenda Item #2: What's In the Investment Plan	Jennifer Ganata	<a href="https://www.cbecal.org/issues/equity-and-hydrogen/">https://www.cbecal.org/issues/equity-and-hydrogen/</a>
Agenda Item #2: What's In the Investment Plan	Chris Chavez	Does LA Metro have a defined threshold or amount that would be considered a significant VMT increase?
Agenda Item #2: What's In the Investment Plan	Fernando Gaytan	This may be covered later , but are working groups expected to run through implementation of selected community programs?
Agenda Item #2: What's In the Investment Plan	Commissioner Sharon Weissman	I want to say a couple things about hydrogen. I think we need to look at what the technology of the future is, not just the state it is in now. I realize the majority of hydrogen is made of fossil fuels but that is not our plan for the future. When we look at the future, I think green hydrogen is going to be the future. We have transitional fuels. The other things that I saw in the CEHAJ letter had to do with water. An article in Chemical Engineer talks about developing green hydrogen from sea water. I would encourage you to look at that. I don't think the future is using California's limited water supply to make hydrogen. We have to look at safety in any technology. There has been a number of explosions with lithium batteries. I want us to deal with the reality of the future and not what we're limited by with technology today.
Agenda Item #2: What's In the Investment Plan	Fernando Gaytan	Point of the letter -- cannot rush to invest in tech still being developed when we have battery electric tech that is still there. Need to coordinate w communities to coordinate according to their needs. POLB/POLA making in roads to increasing [fill in gap here]. These are precious public dollars we have. Pie is there, hoping to grow it but it is limited. Community said loud & clear they want these investments to remediate past harms in their communities. Lets get those implemented w this plan. There will be more opportunities & funding for the hydrogen of the future. This is in line w equity principles. Want more precise language re what we mean about zero emissions. Focus on plan that will actually serve the community
Agenda Item #2: What's In the Investment Plan	Jennifer Ganata	CBE is a member of CEHAJ. CBE has been working with national partners on hydrogen. I wanted to highlight the equity principles and concerns around hydrogen. Thank you.
Agenda Item #2: What's In the Investment Plan	Chris Chavez	We're still in the process of going through the Plan and get a better understanding of everything. There's a lot in this plan that is an improvement over 5C. There are a few things we noticed with some plans on interchange proposals being bundled together. The question that we have always been asking is about VMT increases. Having more information about that is very important. There needs to be a commitment not to significantly increase VMTs. With those projects being bundled together, how will CEQA be handled?
Agenda Item #2: What's In the Investment Plan	Chris Chavez	One thing I also want to note is the Complete Streets project. We've support projects like this before. There certainly is a lot of good suggestions and ideas in this plan. I want to make sure we're continuing with Complete Streets.

710 Task Force Meeting #29  
Monday, February 26, 2024

<p>Agenda Item #2: What's In the Investment Plan</p>	<p>Commissioner Sharon Weissman</p>	<p>Re Chris comment re interchanges, want to make sure if there is an increase in VMT because accidents are reduced, that we don't say we don't want to make the freeway safer because it increases VMT. If we can save lives &amp; prevent accidents, we wanna do that. Want to hear from Metro re how is that evaluated?</p>
<p>Agenda Item #2: What's In the Investment Plan</p>	<p>Chris Chavez</p>	<p>Does LA Metro have a defined threshold or amount that would be considered a significant VMT increase?</p>
<p>Agenda Item #2: What's In the Investment Plan i. Task Force Discussion</p>	<p>Chris Chavez</p>	<p>I would suggest, especially for smaller non-profits/organizations, is compensation for continued involvement. This process took a lot of effort and time and so I would like to see Metro consider that.</p>
<p>Agenda Item #3: Task Force Round Robbin i. Task Force Discussion</p>	<p>Alberto Campos</p>	<p>I think it's great plan given the conversations we have had throughout this time. In terms of implementing the Plan, I fully support it first and foremost. The SELA collaborative, because we are a collective, to be able to move forward 1) we would need the permission of our Board. We want to make sure there is different representation in these groups. I think especially about representation from cities and other nonprofits.</p>
<p>Agenda Item #3: Task Force Round Robbin i. Task Force Discussion</p>	<p>Roderick Diaz</p>	<p>Working groups a good idea to keep ppl engaged &amp; line of communication open</p>
<p>Agenda Item #3: Task Force Round Robbin i. Task Force Discussion</p>	<p>Alberto Campos</p>	<p>Given the extent of the projects across the region, I think it would be beneficial to have the region broken down into smaller groups. I think it would alleviate pressure from organizations who might feel that they need to expand their bandwidth to meet the needs coming from the Investment Plan. The nonprofits could invite other stakeholders to come in and share their expertise that pertains to a specific region.</p>

710 Task Force Meeting #29  
Monday, February 26, 2024

<p>Agenda Item #3: Task Force Round Robbin i. Task Force Discussion</p>	<p>Marisol Barajas</p>	<p>Look forward to learning more about the work groups moving forward. But echo sentiment that it could be overwhelming to invite other partners to join given the history of this project and other projects. Will be interesting to see how it rolls out</p>
<p>Agenda Item #3: Task Force Round Robbin i. Task Force Discussion</p>	<p>Chris Wilson</p>	<p>I think for us, we are focused on going back to our members and getting their feedback before April 1st.</p>
<p>Agenda Item #3: Task Force Round Robbin i. Task Force Discussion</p>	<p>Jennifer Ganata</p>	<p>Membership is both adults &amp; youth, thinking about how they get them into those spaces, thinking about ability to share info before those meetings so ppl can prep &amp; feel comfortable coming into those meetings. Maybe popular education materials ppl can use. Needs to be meaningful community participation. Important to make sure this info is getting to folks mostly impacted.</p>
<p>Agenda Item #3: Task Force Round Robbin</p>	<p>Janeth Preciado Vargas</p>	<p>I've been sharing the Investment Plan with some of our youth member and their parents'. It is a hard thing to break down and explain in an easier way. I think making the Investment Plan more simple for community members to understand is something that could be worked on moving forward.</p>
<p>Agenda Item #3: Task Force Round Robbin</p>	<p>Marlin D. Vargas</p>	<p>Want to mention what I noticed -- lack of clarity when it comes to community programs &amp; what requirements will be asked from community partners to carry out these projects. What would be the process of assigning these projects to agencies/orgs. Would want for Metro to put in writing how Metro will do this &amp; how they will hold them accountable to the guiding principles. Having this in writing would help put her mind at ease.</p>



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Via email: [canom@metro.net](mailto:canom@metro.net)

December 19, 2023

**Re: LB-ELA Taskforce Draft Investment Plan- Caution Against Blanket Endorsement of Hydrogen Projects**

On behalf of the undersigned organizations and members of the Coalition of Environmental Health & Justice (“CEHAJ”), we write to express our deep concerns regarding the potential safety, climate, and health impacts from hydrogen-related outlined in the current list of investment projects. (See **Attachment A**). Over the past two years, we have worked with staff to develop what has been touted as a “re-envisioning” of investments for the 710 corridor to promote greater equity in impacted communities and repair the racist legacy of freeway building.

As Metro prepares to present its draft investment plan to the Metro Board next month, we are alarmed by Metro’s swift endorsement of hydrogen as a “zero-emissions” solution without adequate scrutiny or robust community engagement. Our concerns stem from the dearth of information about these projects—raising serious questions about the potentially harmful effects of hydrogen production, transportation, and end-use on already impacted communities.

We urge Metro to stay focused on its promise to deliver on community stakeholders’ vision for mobility that **advances equity and sustainability**. In this letter, we propose the following recommendations for Metro’s Draft LB-ELA 710 investment plan as it relates to zero-emissions transportation along the corridor:

- **Prioritize Funding for Battery-Electric and Catenary Zero-Emissions Transportation:**
  - Allocate resources to projects that promote available battery-electric and catenary zero-emissions transportation.
  - Develop a Metro Board policy that prioritizes investments in battery-electric, catenary, and/or catenary/battery technology and infrastructure.

- **Recognize Limited Applications of “Green” Hydrogen:**
  - Acknowledge that “green” hydrogen’s limited sector applications extend beyond the scope of this investment plan.

CEHAJ has been consistent in its calls for change along the 710. We have been consistent in our demands for greater protection of public health for impacted residents, the deployment of only truly zero-emissions solutions, non-displacement, opportunity for high-road jobs for local residents, and community-centered decision-making with impacted communities as co-designers of a plan to help repair past harms. To advance a vision that centers on equity and sustainability, Metro needs to align its commitment to zero emissions with solutions that electrify transportation while minimizing harm to the community.

### **I. Hydrogen Presents Risks Too High to Endorse Through this Investment Plan.**

There are some members of the Task Force who are enthusiastic about using hydrogen in multiple sectors of the economy and are requesting funding from various sources. This enthusiasm fails to recognize how leveraging Metro’s limited funding to support hydrogen projects will perpetuate the environmental injustices which have plagued these communities. Testing dangerous, poorly studied hydrogen gas infrastructure in communities that already suffer from the 710 corridor’s toxic legacy is unacceptable. Our concerns about endorsing hydrogen projects are grounded in the risks associated with various production methods, upstream impacts, storage, and transportation. It is critical to consider the significant environmental and public safety risks associated with such projects. We cannot afford to disregard the well-being of communities who have historically borne the brunt of environmental pollution.

Ignoring these impacts also risks perpetuating the fossil fuel industry, directly contrary to the Long Beach-East Los Angeles Corridor’s Vision Statement, Equity and Sustainability Guiding Principles and Air Quality, Environment and Community goals. Currently, more than 95% of hydrogen production comes from fossil fuels. As a result, nearly 830 million tons of CO<sub>2</sub> are generated per year to produce only 74 million tons of hydrogen.<sup>1</sup> The primary process for making hydrogen heavily relies on methane gas, and both the upstream production of methane and its conversion to hydrogen leads to the release of carbon dioxide, methane, and other pollutants.<sup>2</sup> These by-products are not harmless and pose a further threat to communities already impacted by the industry and freight along the corridor. Globally, hydrogen production is

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<sup>1</sup> Massachusetts Institute of Technology, *Hydrogen Explainer*, Climate Portal, <https://climate.mit.edu/explainers/hydrogen> (last accessed December 13, 2023).

<sup>2</sup> United States Department of Energy, Office of Fossil Energy, *Hydrogen Strategy: Enabling A Low-Carbon Economy* (July 2020), [https://www.energy.gov/sites/prod/files/2020/07/f76/USDOE\\_FE\\_Hydrogen\\_Strategy\\_July2020.pdf](https://www.energy.gov/sites/prod/files/2020/07/f76/USDOE_FE_Hydrogen_Strategy_July2020.pdf) (last accessed December 13, 2023).

having a significant impact on the climate as it produces more greenhouse gas emissions than the entire country of Germany.<sup>3</sup>

Hydrogen—the smallest and lightest molecule—is prone to leakage and can add to the problem of climate change and undermine the efforts of states and regions to reduce greenhouse gases that are harmful to the climate and communities. When hydrogen is introduced into the atmosphere, it can contribute to climate change by prolonging the life of greenhouse gases such as methane.<sup>4</sup> This prolongation of GHG life is likely to undermine efforts to reduce their emissions elsewhere. Hydrogen is a greenhouse gas that is at least five times more potent than carbon dioxide on a 100-year timescale and much higher on shorter timescales, which are highly relevant to our current climate crisis.<sup>5</sup>

End uses involving hydrogen combustion may result in hazardous amounts of Nitrogen Oxide (NOx), a pollutant known to cause ozone.<sup>6</sup> This pollutant disproportionately impacts health in communities that are already overburdened in our region. In fact, it can produce up to six times more NOx emissions than burning methane.<sup>7</sup> The pollution caused by NOx has severe health consequences, including respiratory illness and asthma. It is also a precursor to particulate matter and ozone<sup>8</sup> which we already know has a disproportionate impact on vulnerable communities along the corridor. If the primary goal of the Metro's Investment Plans and the ZET Truck Program is to avoid further harming already impacted communities, then wholehearted support of hydrogen projects will surely undermine it.

The transportation and storage of hydrogen present further safety risks to surrounding communities. Three principal methods for hydrogen transportation involve pipelines, trucks, rail, and ships.<sup>9</sup> Each of these presents its own set of risks. Regarding pipelines, most current proposals include using fossil gas pipelines as a “quick fix” for transportation. Unfortunately, this “quick fix” reflects and perpetuates the environmental racism which resulted in fossil gas pipelines being co-located with low-income communities of color. Hydrogen's energy density

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<sup>3</sup> Sara Gersen and Sasan Saadat, *Reclaiming Hydrogen for a Renewable Future: Distinguishing Oil & Gas Industry Spin from Zero-Emissions Solutions*, Earthjustice Report (August 2021), p.10, <https://earthjustice.org/feature/green-hydrogen-renewable-zero-emission>.

<sup>4</sup> Zhiyuan Fan et al., *Hydrogen Leakage: A Potential Risk for the Hydrogen Economy*, Columbia University Center on Global Energy Policy (2022), <https://www.energypolicy.columbia.edu/publications/hydrogen-leakage-potential-risk-hydrogen-economy> (last accessed December 13, 2023).

<sup>5</sup> Gersen & Sadaat, *supra*, at 19; see also Alissa B. Cook and Steven P. Hamburg, *Climate consequences of hydrogen emissions*, *Atmospheric Chemistry and Physics* (July 20, 2022), <https://acp.copernicus.org/articles/22/9349/2022/acp-22-9349-2022.pdf>.

<sup>6</sup> *Id.*; see also E4tech (UK) Ltd for the Department for Business Energy and Industrial Strategy (BEIS), *H2 Emission Potential Literature Review* (2019), p. 26, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/798243/H2\\_Emission\\_Potential\\_Report\\_BEIS\\_E4tech.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/798243/H2_Emission_Potential_Report_BEIS_E4tech.pdf).

<sup>7</sup> Sierra Club, *Hydrogen: Future of Clean Energy or a False Solution?*, p. 4, <https://www.sierraclub.org/sites/www.sierraclub.org/files/blog/Sierra%20Club%20Hydrogen%20factsheet%20External.pdf> (last accessed December 13, 2023), citing to Leeds City Gate, H21 Report.

<sup>8</sup> *Id.*, citing *Basic Information about NO2*, [www.EPA.gov](http://www.EPA.gov).

<sup>9</sup> Gerson & Sadaat, *supra*, at 19.

and small size make transporting with generic pipeline materials dangerous. It can cause “embrittlement” in pipes, is highly flammable, and is prone to leaks.<sup>10</sup> Due to its flammability, an explosion would have devastating consequences for densely populated areas like the corridor. Current research shows that fossil gas pipelines are not a safe method of transporting hydrogen.<sup>11</sup>

Given the limited extent of existing hydrogen pipelines, it is very likely that most hydrogen will be transported by truck. Transporting hydrogen by truck and rail brings additional air pollution to our region and has greenhouse gas impacts unless these trucks and locomotives are themselves zero-emission. This adds either unnecessary pollution or unnecessary cost relative to powering zero-emission vehicles directly from the grid. Regarding ships, the required liquefaction, refrigeration, or conversion from ammonia to hydrogen are each costly and energy-intensive.

The storage of hydrogen is also challenging due to its low energy density. Hydrogen storage requires large amounts of space to contain.<sup>12</sup> Theoretically, the volume challenge can be addressed by cooling and compressing hydrogen into a liquid state or converting it to ammonia, and some proposals may include these storage options. Still, each option comes with added energy and resource challenges and potential health hazards to nearby communities.<sup>13</sup>

Finally, the latest Intergovernmental Panel on Climate Change (IPCC) report finds that the use of fossil fuels must be phased out to avoid catastrophic warming past the 1.5°C threshold long held as the point of no return.<sup>14</sup> Notably, the recent United Nations COP28 summit concluded with nearly 200 countries entering a first-ever agreement calling for transitioning away from fossil fuels. Current hydrogen production perpetuates the expansion of fossil fuel infrastructure, production, and resulting emissions. Metro can avoid perpetuating the fossil fuel dependency cycle by not funding hydrogen projects that extend fossil fuel infrastructure and reliance.

## II. Hydrogen Production Impacts Water Supplies

Hydrogen production is energy and resource-intensive, including using freshwater as a feedstock. Large-scale hydrogen production is resulting in even greater inequities. Although only 1% of hydrogen is produced through electrolysis, it can significantly impact freshwater supplies. Producing hydrogen through electrolysis uses approximately 9 kilograms (kg) of water for every 1 kg of hydrogen.<sup>15</sup> As the Sierra Club cites in its recent report on hydrogen, supplying

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<sup>10</sup> *Id.*

<sup>11</sup> Accufacts, *Report: Safety of Hydrogen Transportation by Gas Pipelines* (November 28, 2022), pp. 4, 10-12, <https://pstrust.org/wp-content/uploads/2022/11/11-28-22-Final-Accufacts-Hydrogen-Pipeline-Report.pdf>.

<sup>12</sup> Gerson & Sadaat, *supra*, at 20.

<sup>13</sup> *Id.*

<sup>14</sup> Intergovernmental Panel on Climate Change, *Climate Change 2023 Synthesis Report: Summary for Policymakers* (2023), p. 21, [https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC\\_AR6\\_SYR\\_SPM.pdf](https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf).

<sup>15</sup> Sierra Club, *supra*, at 5.

a 288-megawatt power plant with 100% hydrogen would call for the equivalent of draining an Olympic-size pool every 12 hours.<sup>16</sup> This is simply unsustainable for regions with extreme drought risk like ours.

We must also recognize that much of the local water supply is from Tribal lands to the north, including Mono Lake. In 1941, the Los Angeles Department of Water & Power (DWP) began diverting water from Mono Lake's tributary streams, sending it 350 miles south to meet the growing water demands of Los Angeles. As a result, over the next 40 years Mono Lake dropped by 45 vertical feet, lost half its volume, and doubled in salinity.<sup>17</sup> Projects that will perpetuate the vast water consumption from these regions without protecting Tribal communities must be opposed.

Water usage has played a limited role in the development and talks surrounding hydrogen policy. However, the substantial water requirements of hydrogen production pose potential negative environmental justice concerns and impact local ecosystems, particularly in regions with constrained water resources such as Southern California. Substantial quantities of fresh water are required for hydrogen production, a resource already strained globally.<sup>18</sup>

### III. The Challenges of “Green Hydrogen”

Many hydrogen-related projects may propose using only “green hydrogen”. But even green hydrogen presents a slew of challenges as a zero-emissions solution in most applications today. Primarily, the lack of legislative or regulatory certainty around the definition of green hydrogen means that many such projects propose empty promises. Presently, it costs more to produce green hydrogen than hydrogen derived from fossil fuels.<sup>19</sup>

Green hydrogen that is made using 100% renewable electricity from wind or solar power to split hydrogen from water molecules does not exist on an industrial scale in California.<sup>20</sup> True green hydrogen is in short supply, representing 0.02% of hydrogen produced through electrolysis.<sup>21</sup> Green hydrogen production is still energy-intensive, requiring large amounts of electricity generated from renewable sources, with anywhere from 20-40% of the energy lost.<sup>22</sup> This makes delivering green hydrogen for many applications inherently inefficient and costly. By some estimates, green hydrogen costs between \$2.50/kilogram and \$4.50/kilogram to produce

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<sup>16</sup> *Id.*

<sup>17</sup> Mono Lake Committee, *State of the Lake*, <https://www.monolake.org/learn/stateofthelake/>.

<sup>18</sup> Ahmed Osman et al., *Hydrogen production, storage, utilisation and environmental impacts: a review*, *Environmental Chemistry Letters* (2021), pp. 156-158, <https://link.springer.com/article/10.1007/s10311-021-01322-8> (last visited Dec. 14, 2023).

<sup>19</sup> International Renewable Energy Agency & World Trade Organization, *International Trade and Green Hydrogen Supporting the Global Transition To A Low-Carbon Economy*, p. 10, <https://www.irena.org/Publications/2023/Dec/International-trade-and-green-hydrogen-supporting-the-global-transition-to-a-low-carbon-economy> (last visited Dec. 14, 2023).

<sup>20</sup> Gersen and Sadaat, *supra*, at 3.

<sup>21</sup> *Id.*, at 20; see also International Renewable Energy Agency, *Hydrogen*, <https://www.irena.org/Energy-Transition/Technology/Hydrogen> (last visited Dec. 14, 2023).

<sup>22</sup> *Id.*, at 16.

as compared to the cost of conventional (and more polluting) fossil hydrogen, which is between \$1.25/kilogram and \$2/kilogram.<sup>23</sup> The possibility of a market where green hydrogen is affordable is largely dependent on if the price of renewable energy and electrolyzers, which is technology used in the production of green hydrogen, continues to drop.<sup>24</sup>

Green hydrogen production also challenges the state's water needs, requiring large amounts of water to produce hydrogen through electrolysis. Also, once produced, green hydrogen presents storage challenges similar to those produced by other means. Due to these limitations, only hard-to-electrify sectors should be considered, not sectors that could decarbonize and cut emissions more efficiently through direct electrification. For Metro's LB-ELA Corridor investment plan, funding should focus on the direct electrification of freight transit along the corridor with electricity generated through renewables to deliver air quality and health benefits while promoting greater equity on a more reasonable timetable and with fewer risks.

#### **IV. The LB-ELA 710 Investment Plan and the ZET Truck Program should advance projects that support only direct transportation electrification.**

Direct electrification of transportation is safer and cleaner, and Metro can prioritize those projects that offer support to charging battery electric zero-emissions vehicles that will be more accessible. Solutions in battery electric and catenary zero-emissions transportation are available in multiple transportation sectors for the corridor, including freight, HD trucks, locomotives, and public transportation. These are areas where investments from LB-ELA Corridor Investment Plan and the ZET Truck Program may be better suited.

##### **A. Medium and Heavy-Duty Battery Electric Trucks**

Medium- and heavy-duty battery electric trucks are already available. They are projected to offer a lower total cost of ownership compared to current diesel models and are more readily available than Hydrogen Fuel Cell trucks. Direct electrification of transportation is safer and cleaner, and Metro can prioritize those projects that offer support to charging battery electric zero-emissions vehicles that will be more accessible. Solutions in battery electric and catenary zero-emissions transportation are available in multiple transportation sectors for the corridor, including freight, HD trucks, locomotives, and public transportation. These are areas where investments from LB-ELA Corridor Investment Plan and the ZET Truck Program may be better suited.

We often hear proponents of hydrogen technology make the unsupported claim that battery-electric technology is infeasible due to costs. Medium- and heavy-duty battery-electric trucks are already available and have long been projected to offer a lower total cost of ownership compared to current diesel models. Even with the upfront and infrastructure installation costs,

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<sup>23</sup> *Id.*, at 17.

<sup>24</sup> International Renewable Energy Agency & World Trade Organization, *supra*, pp. 4, 10.

Class 7-8 tractor EV's have a dramatic cost advantage over their current diesel equivalents when considering fuel, maintenance, health, and avoided environmental externalities.<sup>25</sup>

Battery-electric trucks also have a lower total cost of ownership when compared to hydrogen-powered trucks for long-haul applications.<sup>26</sup> This is true even when taking into account tax credits under the Inflation Reduction Act and is largely attributed to the lower cost of charging and maintenance.<sup>27</sup> When coupled with strategically placed megawatt charging, battery-electric long haul trucks are estimated to be the only zero-emissions transportation solution that can deliver lower cost per mile than long-haul diesel trucks.<sup>28</sup> Studies have suggested that for fuel cell electric vehicles (FCEVs) to compete economically with BEVs, green hydrogen fuel needs to be within a range of \$3/kilogram (kg) to \$6.50/kg by 2030. In 2023, retail green hydrogen fuel prices in California hit around \$30/kg, and reasonable estimates have suggested that at-the-pump prices will remain between \$8/kg and \$10/kg even with federal incentives.<sup>29</sup> With large batteries for class 8 trucks expected to drop in price within this decade<sup>30</sup>, the lower cost trend supporting battery-electric trucks is likely to continue.

Since drayage along the 710 corridor typically operates on shorter routes, these fleets are prime for electrification through existing battery electric technology. Most corridor trucking operations would benefit from strategically placed charging infrastructure co-designed with impacted communities to minimize additional harm, like the pilot project demonstrated through a partnership between this coalition and the Los Angeles Cleantech Incubator (LACI). Prioritizing charging infrastructure along the 710 is also aligned with the strategy of deploying electrification along “No Regrets” freight zones and corridors identified by researchers at The International Council on Clean Transportation (ICCT) as key to keeping national commercial trucking electrification aligned with climate goals.<sup>31</sup> ICCT staff further recognize that installing enough charging infrastructure is within reach and will help achieve 2030 climate milestones for long-haul trucks.<sup>32</sup> Metro should prioritize battery electric charging over hydrogen fueling for freight truck transportation along the 710 corridor.

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<sup>25</sup> UC Berkeley Goldman School of Public Policy, *Plummeting Costs and Dramatic Improvements in Batteries Can Accelerate Our Clean Transportation Future* (June 2021), [http://www.2035report.com/transportation/wp-content/uploads/2020/05/GridLab\\_2035-Transportation-Appendix.pdf?hsCtaTracking=](http://www.2035report.com/transportation/wp-content/uploads/2020/05/GridLab_2035-Transportation-Appendix.pdf?hsCtaTracking=) .

<sup>26</sup> Hussein Basma et al, *Total Cost of Ownership of Alternative Powertrain Technologies for Class 8 Long-Haul Trucks in the United States*, The International Council on Clean Transportation (April 2023), p. iii, <https://theicct.org/wp-content/uploads/2023/04/tco-alt-powertrain-long-haul-trucks-us-apr23.pdf>.

<sup>27</sup> *Id.*

<sup>28</sup> *Id.*

<sup>29</sup> Sam Wilson, *Hydrogen-Powered Heavy-Duty Trucks: A review of the environmental and economic implications of hydrogen fuel for on-road freight*, Union of Concerned Scientists (November 2023), p. 5, <https://www.ucsusa.org/sites/default/files/2023-12/hydrogen-powered-heavy-duty-trucks.pdf>.

<sup>30</sup> UC Berkeley Goldman School of Public Policy, *supra*.

<sup>31</sup> Yihao Xi and Ray Minjares, *Deploy Charging Infrastructure in “No Regrets” Freight Zones and Corridors to Keep the U.S. Commercial Truck Electrification Aligned with Climate Goals*, The International Council on Clean Transportation (December 13, 2023), <https://theicct.org/deploy-charging-infrastructure-in-no-regrets-freight-zones-and-corridors-to-keep-us-commercial-truck-electrification-aligned-with-climate-goals-dec23/>.

<sup>32</sup> *Id.*

## B. Direct Electrification of Locomotives

Locomotives are another example of a transportation mode that currently impacts corridor communities but can potentially transition to battery-electric or catenary technology. Locomotives relying on hydrogen combustion pose a risk of air pollution stemming from NO<sub>x</sub> emissions, as discussed in further detail above. Attempting to use such technology in commercial settings for hydrogen powered locomotives to mitigate the risk of NO<sub>x</sub> emissions from hydrogen combustion could prove costly, less efficient, time consuming, and risky, especially when there are other technologies already in use elsewhere.

Metro should instead invest in technology for locomotives—like battery-electric, catenary, or hybrid— that has demonstrated success and efficiency in practice. Updating current diesel-fueled locomotives with battery electric or catenary technology could be more cost-effective and lessen negative environmental and health impacts caused by current diesel-powered technology while benefiting electrical grids.<sup>33</sup> For example, locomotives with flexibility in their recharging times can charge batteries primarily when there is surplus renewable electricity available, which can make locomotives cheaper to fuel with electricity than diesel, even in the near term.<sup>34</sup> Similarly, a 2018 simulation of line-haul locomotives found that it would be significantly cheaper for an electric locomotive powered by overhead catenary as compared to diesel.<sup>35</sup> By comparison, hydrogen fuel cell EV technology currently lags far behind battery electric and catenary in market readiness and cost effectiveness. Anecdotes concerning the alleged unsuitability of direct electrification of locomotive transportation should not serve to mold the investment plan towards endorsing hydrogen.

## C. Direct Electrification of Public Transit

Finally, Metro can continue leading the way in the public transit sector by deploying battery-electric zero-emissions solutions for buses. Although Metro claims the nation's most battery-electric buses in service, there is still a long way to go to electrify its fleet fully. Fuel cell electric buses lag significantly behind battery electric technology, and their cost is much higher when compared to battery-electric versions. Therefore, Metro's investment strategies should focus on deploying the necessary charging infrastructure to advance progress in electrifying the region's bus fleet and remove polluting and climate-harming buses currently in service.

For these reasons, the expressed interest in committing Metro's limited funding and resources to hydrogen technology and infrastructure, whether for trucks, locomotives, or buses along the 710 corridor, is misguided.

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<sup>33</sup> Natalie Popovich et al. *Economic, environmental and grid-resilience benefits of converting diesel trains to battery-electric*, Nature Energy (2021), p. 1022, <https://www.nature.com/articles/s41560-021-00915-5>.

<sup>34</sup> *Id.*, at 1017-25.

<sup>35</sup> Federico Zenith et al., *Techno-economic Analysis of Freight Railway Electrification by Overhead Line, Hydrogen, and Batteries: Case Studies in Norway and USA*, Journal of Rail and Rapid Transit (July 7, 2019), p. 798, <https://journals.sagepub.com/doi/pdf/10.1177/0954409719867495>.

## V. Conclusion

In conclusion, we urge Metro to uphold its commitment to the equity principles it has developed through this process. The community needs to be co-designers of solutions in this investment plan. Blanket endorsement of unproven and potentially dangerous hydrogen applications risks causing even greater harm to impacted communities. Community groups should not be shut out of this process at the eleventh hour by having Metro arbitrarily endorse unproven and potentially dangerous hydrogen applications along the corridor.

We have gathered a list of projects with a potential hydrogen investment to illustrate these points in Attachment A. Thank you for your attention to this matter and we look forward to further engagement.

Sincerely,

A handwritten signature in black ink, appearing to read 'Fernando Gaytan', with a long horizontal stroke extending to the right.

Fernando Gaytan  
Earthjustice

Laura Cortez  
East Yard Communities for Environmental Justice

Jennifer Ganata  
Ambar Rivera  
Communities for a Better Environment

Silvia Betancourt  
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Cc:  
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Stephanie Wiggins, CEO, (swiggins@metro.net)  
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Metro Board Clerk ([BoardClerk@metro.net](mailto:BoardClerk@metro.net))

**Attachment A - List of Projects with Potential Hydrogen Investments**

Project Name	Project ID	Project Description	Potential Hydrogen-related Concerns
Long Beach-East Los Angeles Corridor Clean Truck Program	4	The objective of this program is to turn over diesel trucks in favor of zero emissions trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of zero emissions trucks on I-710 as well as seed funding to develop electric charging/refueling stations for zero emissions trucks.	Truck charging infrastructure should be the focus of the infrastructure investments. Hydrogen fueling infrastructure should not be funded through this program.
Clean Truck Infrastructure	23	Install charging infrastructure for zero emissions trucks.	While hydrogen is not currently part of this project description, “zero emission trucks” should be clearly defined as battery-electric. This project should remain limited to charging infrastructure, not hydrogen fueling infrastructure.
Metrolink Regional Rail Line between Union Station and Long Beach	219	Construct a new Metrolink regional rail line between Union Station and downtown Long Beach. Trains would be powered using electrical multiple unit (EMU) traction motors, which are anticipated to be required by the California Air Resources Board after 2030. Specific EMU technology has yet to be determined, but could be powered by overhead catenary, hydrogen fuel cell, or catenary/battery electric.	Catenary or catenary/battery electric should be the technology implemented as part of this project.

Freight Rail Electrification Pilot Project	217	Work with the Union Pacific (UP) and BNSF railroads to develop and test battery-electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor with an ultimate goal of advancing a zero-emissions technology capable of entering commercial, revenue service operation.	While hydrogen is not currently part of this project description, it was suggested at the December 11, 2023 Task Force meeting that this project include hydrogen-fueled locomotives. This project should be limited to battery-electric operations as originally proposed.
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**Fernando Gaytan** Earthjustice  
**Laura Cortez** East Yard Communities for Environmental Justice  
**Jennifer Ganata** Communities for a Better Environment  
**Ambar Rivera** Communities for a Better Environment  
**Silvia Betancourt** Long Beach Alliance for Children with Asthma  
**Natalia Ospina** Natural Resource Defense Council

February 19, 2024

Re: Metro's Approach to Hydrogen as an Alternative Fuel to achieve Zero Emissions (ZE)

Thank you for meeting with us on February 5, 2024, to discuss your comprehensive letter expressing concern that Metro, through the Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (Plan), might provide a blanket endorsement of hydrogen projects to be funded through the Plan. I understand, acknowledge, and appreciate your concerns raised in the letter about potential impacts on public health, emissions generated during the production of hydrogen, safety concerns during the transportation of hydrogen fuel, and potential leakage during the transportation and dispensing of the fuel.

We recognize that California's Advanced Clean Fleets Rule 2035 ZE drayage truck mandate is focused on tailpipe emissions and not the entire generation, transmission, and end use of the energy used by a ZE heavy-duty truck. We also recognize the differing maturity levels of the leading ZE technologies – battery-electric and hydrogen fuel cell – that are the focus of state and federal agencies in achieving ZE heavy-duty truck outcomes. These efforts have led to investment in both types of technologies by the state and federal governments in recent years, notably the recent Regional Clean Hydrogen Hub (H2Hubs) award of up to \$1.2 billion for a California application submitted by the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) that will likely focus investment at the San Pedro Bay Ports.

I appreciated our mutual understanding that with these types of investments being made with full support of the state and federal governments to meet ZE regulatory mandates, we need to focus on ways to minimize impacts on and provide education for local communities, consider the potential externalities associated with planning for and implementing hydrogen fuel (and battery electric) technology deployed in the LB-ELA Corridor, and ensure that the ZE technology investments made through the LB-ELA CMIP are aligned with the Vision, Goals, and Guiding Principles of the plan.

Given the Board's direction to advance ZE truck technology adoption in the LB-ELA Corridor, the looming regulatory ZET deadlines, and the understanding that heavy-duty trucks that would use Metro-funded infrastructure are owned and operated by people and businesses other than Metro, we cannot prematurely eliminate any viable ZET technology options at this stage. However, we do understand that Metro can play a valuable role as a community advocate in the ZET policy discussion to ensure that we are informing our communities and policymakers about these technologies, supporting research, and identifying ways to support ZET adoption in ways that maximize benefits and reduce impacts for our LB-ELA Corridor communities.

Metro supports and honors your collective steadfast support for LB-ELA communities and your request to provide educational opportunities for community members and the ZET Working Group to identify and address areas of community concern (as presented in your letter), share facts, and research findings on the current state of hydrogen. As a starting point, I will work with my team to assemble an expert panel discussion, followed by a symposium and community education events, to elevate our ZET Working Group's understanding of the state of hydrogen. My team and I will seek your input and guidance in shaping the content for the discussions and development of community education events.

I thank Ambar for sharing her examples of educational outreach. We are reviewing those for possible use in our program. We are also reviewing your recommendations for other ZE investments to be made in the LB-ELA CMIP. I look forward to our continued collaboration as we strive to reach a ZE future that works for and benefits LB-ELA communities and stakeholders.

With great appreciation,

A handwritten signature in black ink, appearing to read "Michael Cano", with a long horizontal flourish extending to the right.

Michael Cano  
LA Metro  
Executive Officer  
Countywide Planning & Development  
213.418.3010 W  
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