

Welcome!

We will begin in a few moments.

710 Task Force

Zero-Emission Truck Working Group

Meeting #9

August 16, 2022



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

710 Task Force



Metro

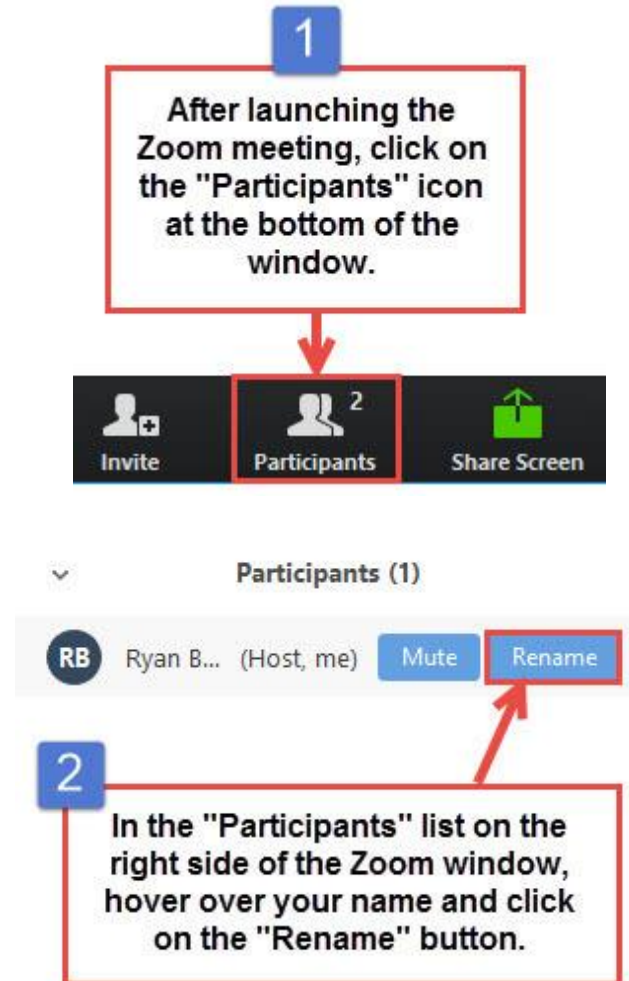
Facilitator



Erika C.B. Morales
Partner, Morales + Morales

Task Force Member, CLC Member, and Participant Identification

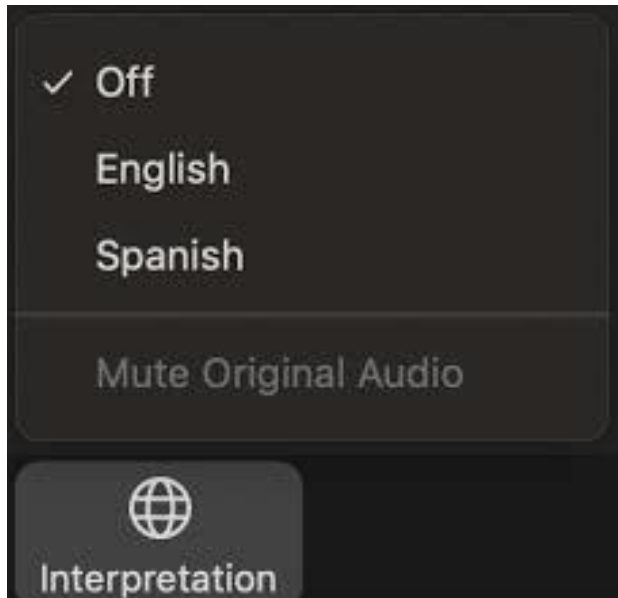
Please change your Zoom screen name to include: Name and Organization Name (and if you are a Task Force Member, CLC Member)



Interpretation/ *Interpretación*



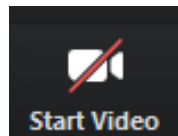
- > Click the **Interpretation** icon in your meeting controls to enter the Spanish room
- > (Optional) To hear the interpreted language only, click **Mute Original Audio**



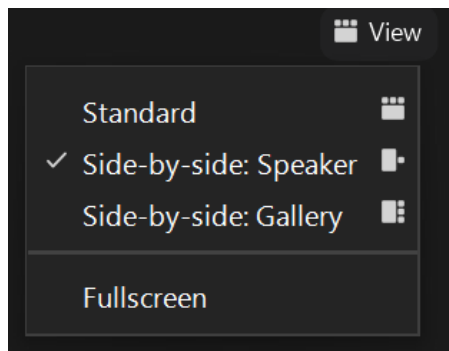
- > *>Haga clic en el ícono de **Interpretación** en los controles de su reunión para ingresar la sala en español*
- > *(Opcional) Para escuchar solo el idioma interpretado, haga clic en “**Mute Original Audio**” o “**Silenciar audio original**”*

Turn on Camera / *Prende la cámara*

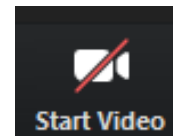
- > To **start** and **stop** your video, click the camera icon at the bottom left of your control panel



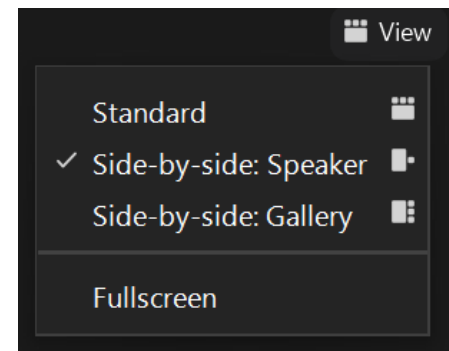
- > To switch between views during the meeting click or tap on **Standard**, **Side-by-side Speaker View**, and **Side-by-side Gallery View** at the top right corner of your zoom screen



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



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



Zoom Protocols

- > Click **Raise Hand** in your meeting controls or
- > **Press*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
- > Comments & questions can also be provided in writing by using the **Chat** function.
- > The **Chat** button is located on the control panel at the bottom of your screen.

Welcome!

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

Meeting Objectives

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

Detailed Agenda

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

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

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

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

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

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

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

3:00pm **Adjourn**

Agenda Item #1: Metro Update

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

ZET Program Recap – Metro Board Direction

> **Metro Board Direction and desired outcomes**

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

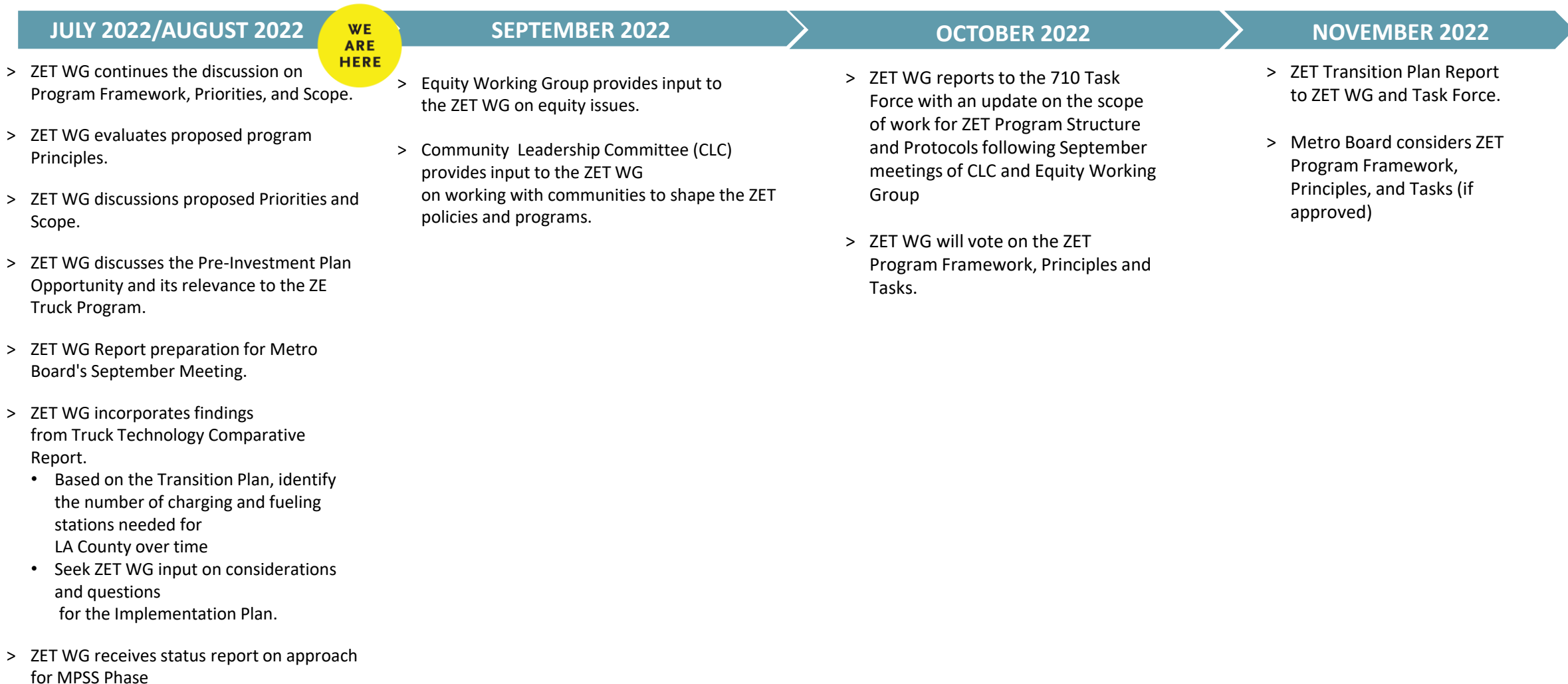
> **Strategies to accomplish outcomes**

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

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

ZET Program Development Timeline

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



WE ARE HERE

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

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

ZET Program Principles – Introduction and Overview

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

Principle 1 – Maximize Leverage of Seed Funding

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

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

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

Principle 2 – Community Engagement

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

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

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

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

Principle 3 – Corridor Community Benefits

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

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

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

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

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

Principle 4 – Coordination

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

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

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

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

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

Principle 5 – Workforce Development

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

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

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

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

Principle 6 – Equitable Outcomes

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

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

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

Principle 7 – Legislative Platform

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

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

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

Principle 8 – Expeditious Deployment of Resources

What we Heard

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

Proposed Principle

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

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

Agenda Item 3: Program Framework

Agenda Item 3.1: Overview

Preliminary Tasks

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

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

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

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

Task 5: Develop performance measures and establish monitoring processes

Preliminary Tasks

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

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

Preliminary Tasks

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

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

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

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

Preliminary Tasks

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

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

4.2 Identify immediate opportunities to support grant applications underway

4.3 Monitor and support near-term deployment programs

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

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

Preliminary Tasks

Task 5: Develop performance measures and establish monitoring processes

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

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



William Robertson

Vehicle Program Specialist

Mobile Source Control Division

California Air Resources Board



CARB Rules and Anticipated Changes to Heavy Duty Engine Types

William Robertson
8/16/2022

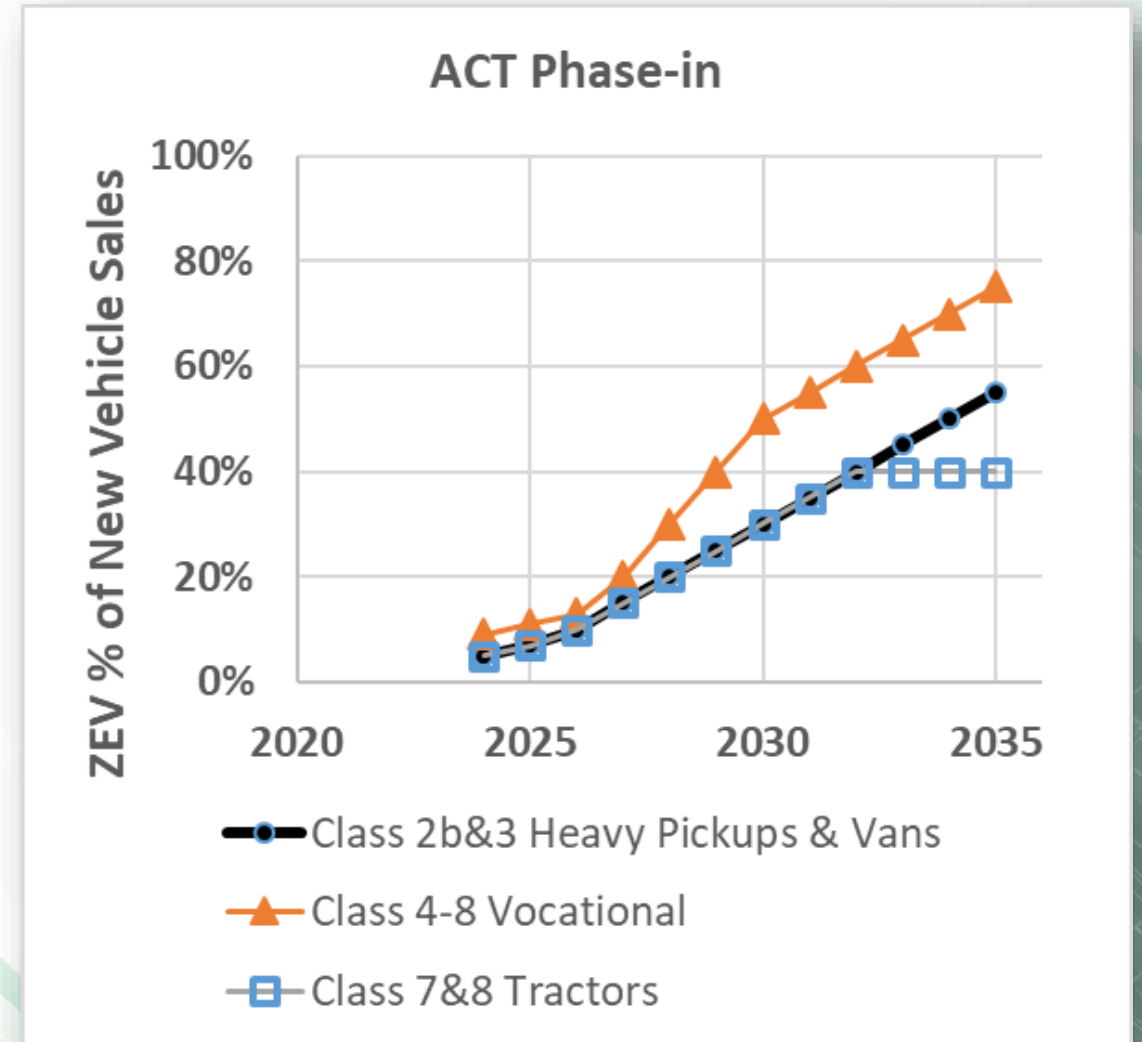
Part of a Broad Effort

- Scoping Plan (*economy-wide GHGs*)
- State Implementation Plans (*criteria emissions*)
- Mobile Source Strategy

- Zero Emission/GHG Rules
 - Innovative Clean Transit, ZE Airport Shuttles,
 - Advanced Clean Cars-II
- Criteria Rules
 - Truck & Bus Rule, HD-Inspection/Maintenance,
 - Omnibus Low NOx standards,
 - (pending) Tier 5 Off Road Low NOx
- Incentives, Demonstration & Technology Advancement

Advanced Clean Trucks: *Supply*

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

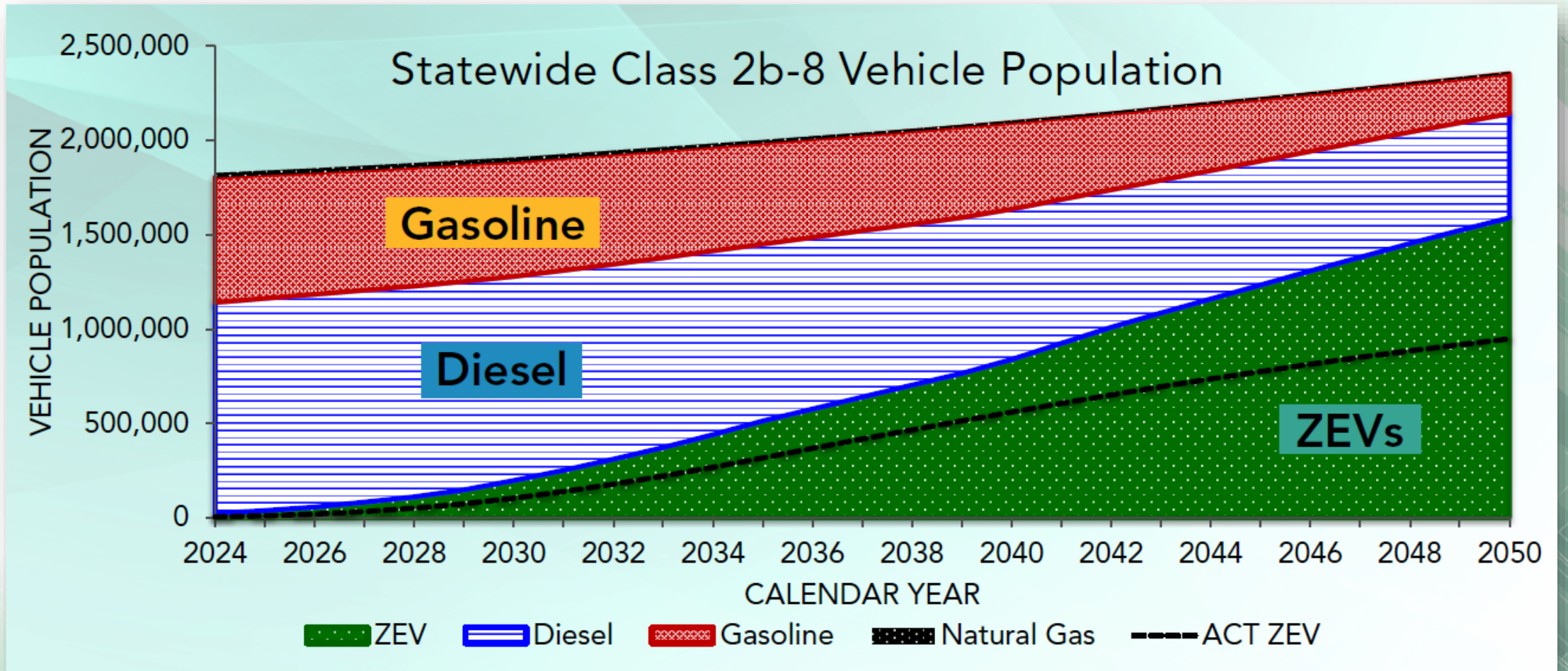


(pending) Advanced Clean Fleets: *Demand*

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



ACF_{leets} Technology Mix (ACT_{rucks} ZEVs dotted line)



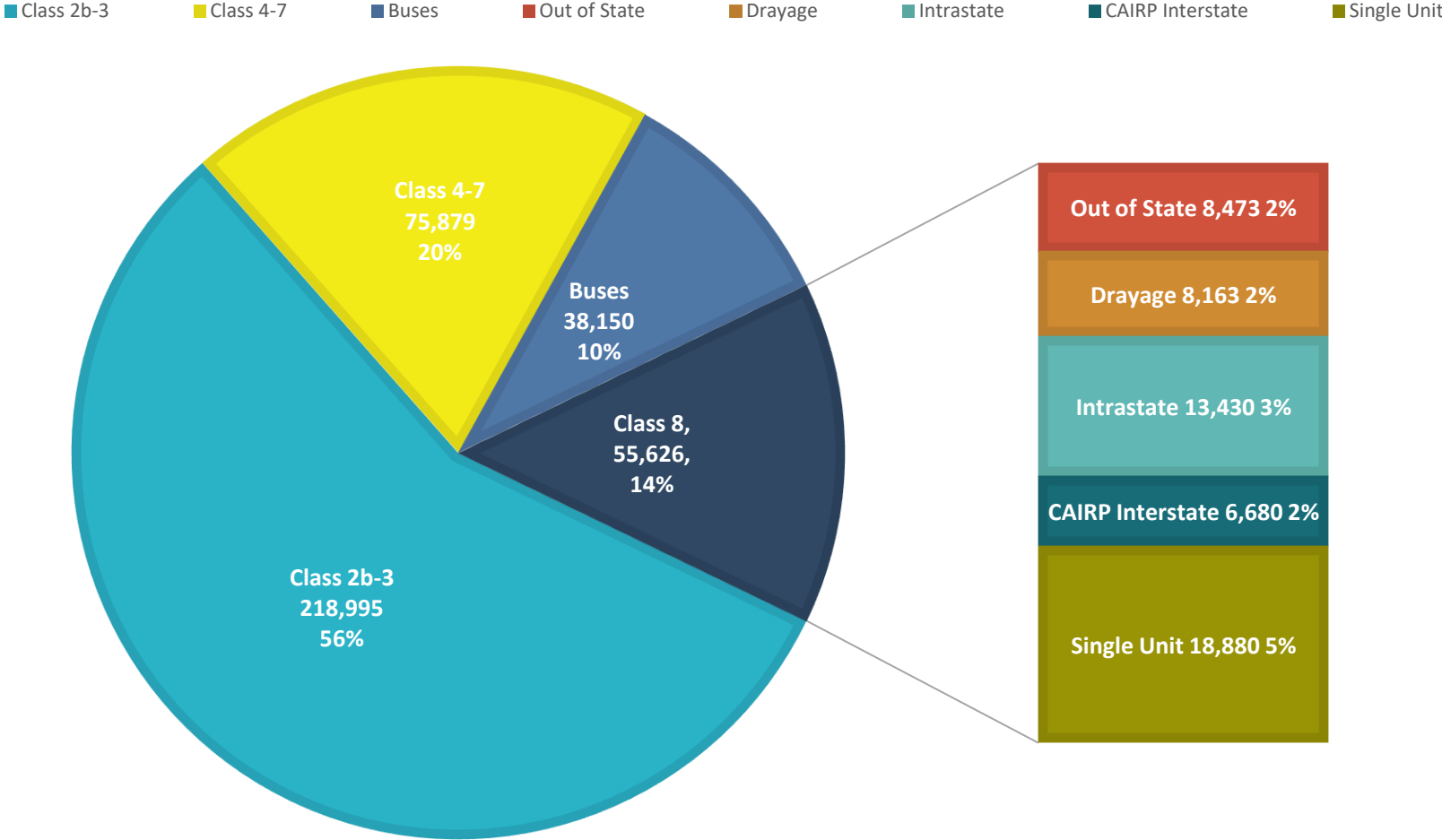
Resources

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

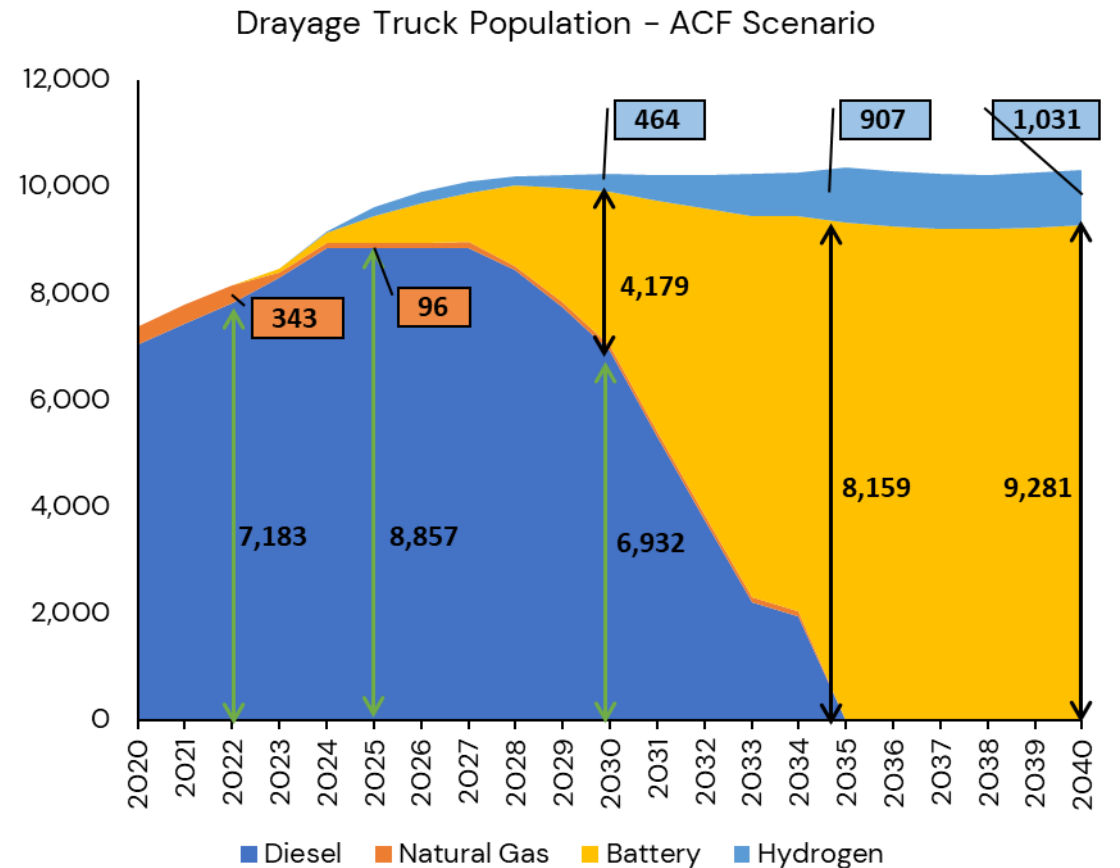
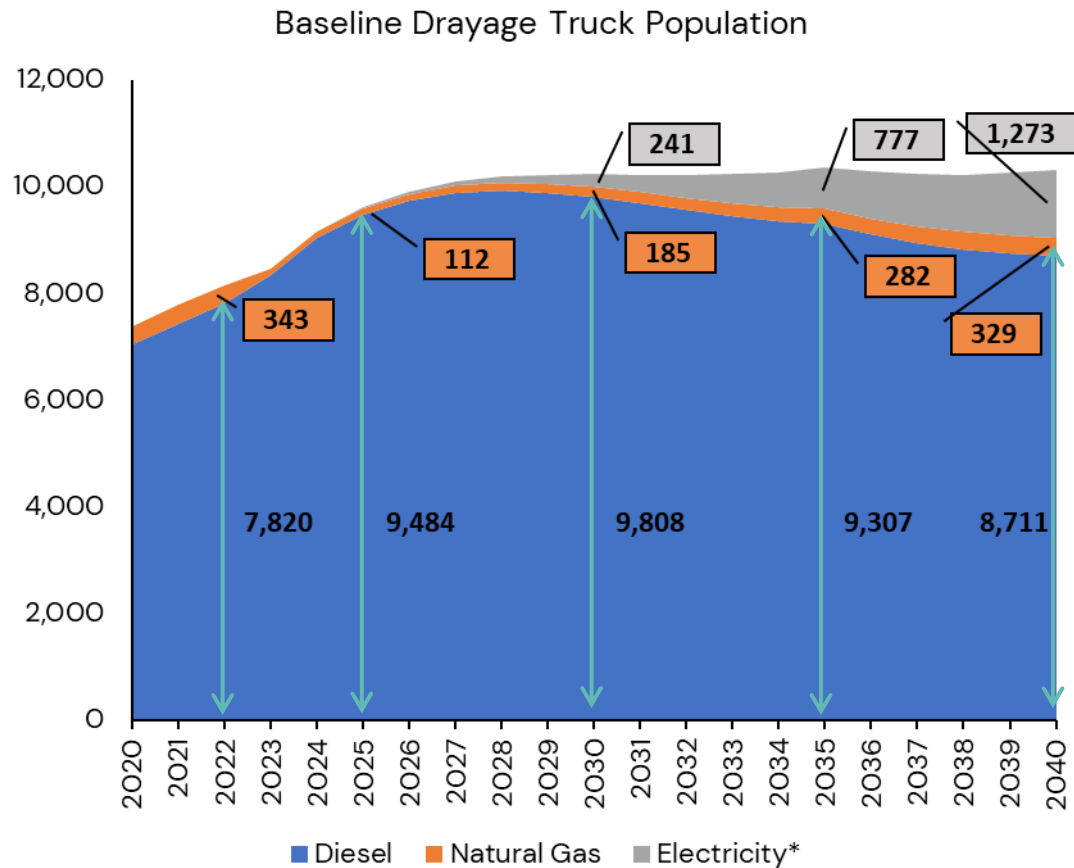
Agenda Item #5:
**Anticipated Infrastructure Needs to Support Energy
Demand through 2040**

Medium/Heavy-duty Vehicle Population in LA County

2022 MEDIUM/HEAVY DUTY VEHICLE POPULATION IN LA COUNTY



Projected Changes to Drayage Truck Technology Mix

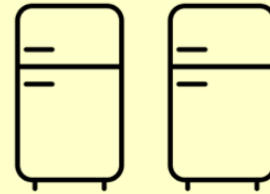


Infrastructure Needs & Cost Assessment – Battery Electric Drayage Trucks

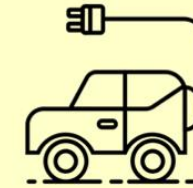
Projected daily aggregate energy needs to support Battery Electric Class 8 drayage trucks

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

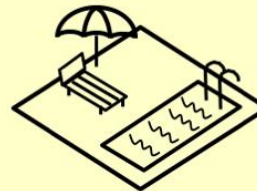
What can you do with a Megawatt-Hour?



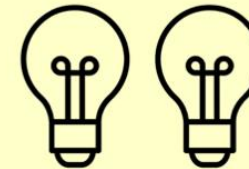
2 refrigerators
run for a year



3,600 miles
driven by an electric car



5 months
run a pool pump



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

Infrastructure Needs & Cost Assessment – Battery Electric Drayage Trucks

Number of Charging Ports by Power Level and Access Type

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

Anticipated Infrastructure Investment Needs (\$ millions)

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

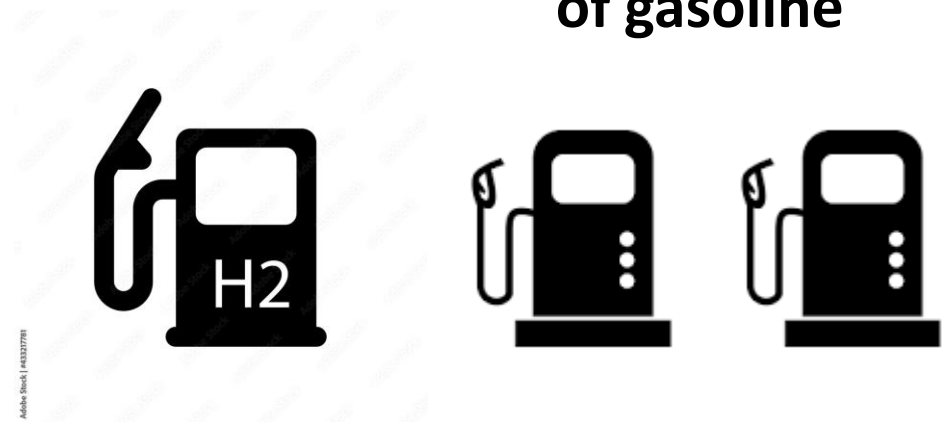
Infrastructure Needs & Cost Assessment – Hydrogen Drayage Trucks

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

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

How much power does 1 kg of Hydrogen produce?

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



Source: Alternative Fuel Data Center

Infrastructure Needs & Cost Assessment – Hydrogen Drayage Trucks

Number of Hydrogen Fueling Stations Needed

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

Infrastructure Needs & Cost Assessment – Hydrogen Drayage Trucks

Unit Cost Assumptions (\$ in millions)

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

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

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

Working Group Discussion

Closing Remarks and Next Steps

710 Task Force Information Hub

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

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



710 Task Force Information Hub

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

Process and Goals



710 Task Force Information Hub

Tool Features:

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

Meeting Resources

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

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



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



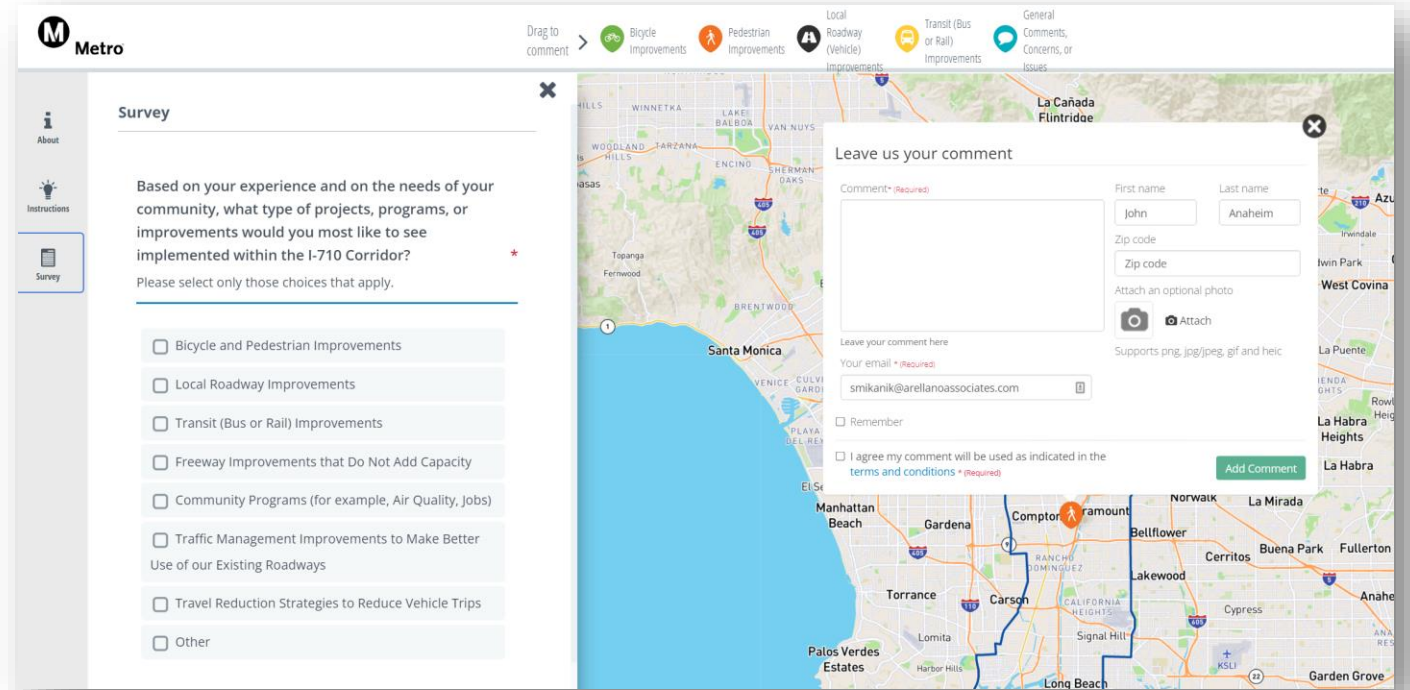
Interactive Mapping Tool and Survey

Live for Six Weeks

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

Tool Objectives

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



English



Español



Multimodal Strategies, Projects & Programs

Public Workshops

Tuesday, August 30
5-7pm

Saturday, September 17
10am-12pm



I-710 South Corridor Project

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

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

Join us at a virtual public workshop!

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

Tuesday, August 30, 2022 at 5-7 pm

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

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

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

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

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

Give us your feedback with our online survey.

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



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

323.466.3876 x2

Español
323.466.3876

中文 x3
한국어 x4
Tiếng Việt x5
日本語 x6

Contact us

213.418.3010
710Corridor@metro.net
metro.net/projects/i-710-corridor



Key Dates

Working Group Meetings

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

Task Force Meeting

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

Community Leadership Committee Meeting

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

Coordinating Committee Meeting

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

Public Workshops

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

Metro I-710 South Corridor Mapping Tool and Survey

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

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

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



Michael Cano, *Executive Officer (Interim)*
Countywide Planning & Development
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Thank you!