



# I-710 Ad Hoc Committee GATEWAY CITIES COUNCIL OF GOVERNMENTS

October 4, 2021 from 5:00pm – 7:00 pm

## Zoom Conference Info

[https://us02web.zoom.us/webinar/register/WN\\_kjrNaQkRRxygRTug6ONquw](https://us02web.zoom.us/webinar/register/WN_kjrNaQkRRxygRTug6ONquw)

or Call: 669.900.6833 Meeting ID: 821 6122 6366

1. Call to Order Elizabeth Alcantar, Chair
2. Proposed Draft Metro Board Motion on Zero Emission/Clean Trucks on the I-710 Nancy Pfeffer, GCCOG  
Marisa Perez, GCCOG
  - Attached - Staff Report Julia Lester, RAMBOLL
3. Air Quality Emissions Challenges in the Corridor Julie Rush, AECOM
4. “What’s Been Studied Previously?”
  - Attachment: “Range of Transit, Freight, and Operational Improvements that Have Been Studied to Date within the I-710 Corridor” All
5. Discussion by the Committee Elizabeth Alcantar, Chair
6. Recap & Discussion of Next Meeting

## **ITEM 2**

# **Proposed Draft Metro Board Motion on Zero Emission/Clean Trucks on the I-710 Corridor**

**TO:** Board of Directors

**FROM:** Nancy Pfeffer, Executive Director

**BY:** Marisa Perez, Executive Deputy to Metro Board Member Fernando Dutra

**SUBJECT:** Possible Metro Board Motion - Potential Metro Board motion re: Zero Emission/Clean Trucks on I-710 Corridor

### **Background**

On July 7, 2021, the Gateway Cities COG Board of Directors created the I-710 Ad Hoc Committee on the I-710 South Corridor. The Ad Hoc Committee has met several times and the next meeting is scheduled for Monday, October 4.

### **Issue**

Support for a zero emission/clean truck program on the I-710 Corridor has emerged among members of the Ad Hoc Committee. This is needed to address the unacceptable public health conditions along the I-710 Corridor, created in part by diesel emissions generated by heavy-duty trucks.

In the past, the Metro Board of Directors has demonstrated a strong commitment to supporting the deployment of zero and near zero emission trucks. In April 2020, as part of Agenda Item 10, Response to Motion 8.1 - 710 Clean Truck Program, the Board approved \$50 million of "Metro-controlled funding sources" as seed funding, contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project. Subsequently, the Metro Board of Directors in May 2021, voted to "immediately suspend further work to advance the current 710 South Corridor Project EIR/EIS."

Metro Board Member Dutra is interested in removing the condition of an approved project Record of Decision related to the I-710 South Corridor Project in order to implement funding for the \$50 million Metro Clean Truck program as soon as possible.

To accomplish this, Metro Director Fernando Dutra would like to bring a motion to the Metro Board in October 2021 and wants to hear feedback. This will help begin the development of the I-710 Zero-Emission/Clean Truck Program independent of the completion of the I-710 South Corridor EIR/EIS. An aggressive federal & state advocacy platform in partnership with Metro, Port of Long Beach, Port of Los Angeles, and regional stakeholders should also be implemented to leverage funds. The goal is to secure the deployment by the State of California of an additional 150 zero emission trucks per year over the next three years, from the 1,000 zero emission trucks committed to in the FY 21-22 California State budget, into the I-710 Corridor.

After receiving feedback, Board Member Dutra plans to present the attached motion to either the Metro Planning and Programming Committee on October 20 or Metro Construction Committee on October 21. The motion would then be forwarded to the

Metro Board for final consideration on October 28.

**Recommended Action**

Review draft motion, provide feedback to staff, and forward to Board of Directors.

## POSSIBLE DRAFT METRO BOARD MOTION REGARDING IMMEDIATE IMPLEMENTATION OF THE I-710 ZERO-EMISSION / CLEAN TRUCK PROGRAM

### DRAFT

Whereas, communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions generated by heavy duty trucks, especially Diesel Particulate Matter;

Whereas according to the December 2020 South Coast Air Quality Management District (AQMD) Southeast Los Angeles Community Emissions Reduction Plan, the Multiple Air Toxics Exposure Study (MATES IV) showed Diesel Particulate Matter as the air pollutant that contributed most to the air toxics cancer risk in the South Coast AQMD region, with the Southeast Los Angeles community having higher air toxics cancer risk compared to the overall average;

Whereas, both the Metro and Gateway Cities Board of Directors have voted to comprehensively reassess the I-710 South Corridor project, including actions to address the range of safety, mobility, public health and air quality issues;

Whereas, the Metro Board of Directors on May 27, 2021, voted to “immediately suspend further work to advance the current 710 South Corridor Project EIR/EIS;”

Whereas, the Metro Board of Directors demonstrated a strong commitment to take actions supporting the deployment of a phased-in Zero Emission Truck Technology Development Program, also called the “710 Clean Truck Program” on April 23, 2020, as part of Agenda Item 10, Response to Motion 8.1 - 710 Clean Truck Program, including approval of \$50 million of “Metro-controlled funding sources” as seed funding for the 710 Clean Truck Program, contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project;

Whereas, Governor Newsom and the State Legislature have taken strong actions to support deploying zero emission vehicles, including heavy-duty drayage trucks: “The state will directly benefit from the economic, public health, and environmental improvements that will be gained through the continued development and deployment of ZEVs and ZEV infrastructure”;

Whereas, Governor Newsom and the State Legislature have approved funding in the most recent state budget to substantially increase support for deploying zero emission vehicles, including the deployment of 1,000 ZEV heavy-duty drayage trucks, over the next three years;

Whereas, Metro and the Gateway Cities COG sent a letter in September to chairs of the California Air Resources Board and California Energy Commission requesting a cooperative approach “...leading to an action program that will use this program opportunity to deploy the maximum possible number of heavy-duty ZEV trucks

operating in and around the San Pedro Bay Ports and along the I-710 South Corridor.” The letter requested that the deployment program also include a workforce development component;

Whereas, the Port of Long Beach and Port of Los Angeles are pursuing an aggressive clean trucks program and the South Coast Air Quality Management District is in the process of implementing a new battery electric truck program known as the “Joint Electric Truck Scaling Initiative” (JETSII) in Southern California fleet operations; and

Whereas, it is essential that the Metro Board continue to demonstrate leadership and a sense of urgency in directly addressing the diesel emission related public health crisis confronting the residents of the I-710 South Corridor, in particular the cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Huntington Park, Long Beach, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and portions of LA County Supervisorial Districts 1, 2 and 4.

Direct the CEO to take the following actions:

- 1) Recommit the \$50 million from I-710 South Corridor Project funds (as provided in the response to April 23, 2020 Agenda Item 10. Response to Motion 8.1 – 710 Clean Truck Program) as an initial investment by Metro in funding the I-710 Zero Emission / Clean Truck Program (Program), removing the condition of an approved project Record of Decision related to the I-710 South Corridor Project.
- 2) Provide sufficient staffing, consultant services, and funding to develop the Program on an expedited schedule.
- 3) In support of Program development, seek collection of data and research including, but not limited to the following:
  - a. Ownership of trucks in the Port of Long Beach’s and Port of Los Angeles’ truck registry and other sources of truck ownership information – to help design a Program that is equitable for all types of truck owners & operators
  - b. Origins & destinations of truck trips in the I-710 Corridor (from Metro & SCAG models & other sources)
  - c. Hours or miles spent in the I-710 Corridor by the 100 battery-electric trucks that are deployed through the South Coast Air Quality Management District’s JETSII Project, based on truck GPS data
  - d. Identification of Southeast Los Angeles fleets and small businesses that may be interested in incentive funding for zero emission technology
  - e. The current status of Zero Emission/Clean Truck technology, including costs, infrastructure needs, emissions reductions, public health benefits, market availability, barriers to adoption and legislative needs.
- 4) In developing the Program, prioritize the needs of individual/small/minority and women owner-operators and related businesses, especially those residing in the

Gateway Cities area, including consideration of those that are changing careers and can benefit from workforce development programs.

5) In partnership with the Gateway Cities COG, Port of Long Beach, Port of Los Angeles, and regional stakeholders, conduct aggressive federal and state advocacy to, at a minimum:

- a. Ensure close partnership with agencies including, but not limited to the California Air Resources Board, California Energy Commission, California Transportation Commission, Caltrans, and U.S. Environmental Protection Agency;
- b. Engage the Governor's Office of Business and Economic Development to align the Program with the State's "ZEV Pillar Priorities" implementation program;
- c. Seek the direction of funding to communities that meet equity criteria including those articulated in the California Climate Action Plan for Transportation Infrastructure (CAPTI), the Biden Administration's Justice 40 Initiative (Executive Order 14008), and Metro's Equity Assessment Tool;
- d. Support provisions contained in legislation co-authored by Representatives Nanette Diaz Barragán and Alan Lowenthal along with Senator Alex Padilla entitled the "Medium- and Heavy-Duty Electric Vehicle Infrastructure Act" establishing a rebate program administered by the Environmental Protection Agency to promote the purchase and installation of electric vehicle supply equipment for medium- and heavy-duty electric vehicles;
- e. Seek the implementation of workforce development programs to support the I-710 Zero Emission /Clean Truck Program; and
- f. Seek the deployment by the State of California of an additional 150 zero emission trucks per year over the next three years, from the 1,000 zero emission trucks committed to in the FY 21-22 California State budget, into the I-710 Corridor.

6) The program goal should be to eliminate all diesel truck operations as soon as possible to reduce public health impacts on local communities caused by Diesel Particulate Matter and other diesel truck-related emissions.

a. As part of achieving this Program goal, Metro should prioritize deployment of zero emission trucks and infrastructure to the greatest extent possible. Where not yet possible due to constraints of fueling/charging infrastructure, commercial viability, or other reasons, Metro shall deploy the cleanest possible trucks in the I-710 Corridor to ensure that community health needs are met through the immediate removal of diesel trucks from the corridor.

7) In developing the Program, consider the timetables for truck fleet turnover that are established by CARB's Advanced Clean Truck Rule, which accelerates a large-scale transition from diesel vehicles to zero emission medium and heavy-duty vehicles and ensures the provision of incentives for new ZEV purchases when needed to replace non zero emission vehicles that may still have a long remaining useful life.

8) Explore the development of a Memorandum of Understanding between Metro, Gateway Cities COG, Port of Long Beach, Port of Los Angeles, SCAG, Caltrans and the South Coast Air Quality Management District in order to establish a cooperative arrangement for data, information sharing, and scaling associated with the Joint Electric Truck Scaling Initiative (JETSI).