

MOTION BY HAHN, SOLIS, GARCIA, AND DUPONT-WALKER

Metro Board Meeting
Thursday, March 01, 2018

Re: Item 5.1 - I-710 South EIR/EIS Project

The 710 Freeway is a major transportation corridor not only for daily commuters, but also for freight movement from the Ports of Los Angeles and Long Beach to the nation. While “goods movement” is a major economic driver for our region, it comes at a high cost for the many communities and residents along the 19 mile freeway. For many years, children and adults alike have suffered from serious health issues as a result of the pollution emitted by the trucks delivering freight inland, and neighborhoods have been severely impacted by congestion and traffic. This freeway is known as the “diesel death zone.”

For 15 years, Metro has partnered with Caltrans, the Gateway Cities Council of Governments, the Ports, the individual cities along the 710, community activists and others, to develop different ‘alternatives’ to re-imagine the 710 in a way that balances commerce and environmental responsibility.

There are now three alternatives for the Metro Board to choose from: “No Build”, “5c” and “7.” Both include a funding target of \$100 million for the purchase of “Near Zero” (NZE) or “Zero” emission (ZE) trucks that would travel on the 710 corridor. Yet, according to AQMD, even taking into consideration either build alternative, “the region will need substantial additional emission reductions to attain the National Ambient Air Quality Standards.” Additionally, Metro has reported that greenhouse gas tailpipe emissions would be reduced by nearly the same levels for either alternative.

Dedicating the funding exclusively to “zero emission” technology once is available and requiring only ZE vehicles be allowed - once they are constructed - could improve air quality standards significantly. The technology for long haul trucks that would emit NO poisonous fumes is emerging quickly, as exhibited by leading auto manufacturers such as Tesla and Daimler AG. Freeways in China, Israel and Norway are being constructed to have electric chargers embedded under the pavement, thus enabling electric vehicles – both cars and long haul trucks – to charge their batteries as they are moving. This significant investment by Metro can be a game-changing accelerator of “zero emission” technology, eliminating the need to subsidize “near zero” emission vehicles.

The future 710 freeway must not be a “diesel death zone” but a corridor where freight can be moved quickly without impairing the health of communities alongside the 710 Freeway. Both can be achieved.

**SUBJECT: REVISED MOTION BY DIRECTORS HAHN, SOLIS,
GARCIA, AND DUPONT-WALKER**

WE THEREFORE MOVE to direct the Metro CEO and Staff to, as part of, staff recommended Locally Preferred Alternative 5c:

- A. Change the Zero Emission/Near Zero Emission truck technology development program to the phased-in “Zero Emission Truck Technology Development Program.”
- B. Increase program funding target from \$100 million to \$200 million, and include in the Program incentives and grants investment in the acceleration of zero emission technology both for long hauling trucks and for freeway infrastructure, including but not limited to, “under the pavement” vehicle charging capacity as options to consider.
- ~~C.~~ Convene a working group comprised of the California Air Resources Board (CARB), California State Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (AQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, zero-emission industry experts and other key stakeholders to develop a policy recommendation for a full, zero-emission only, dedicated lane including, but not limited to “rechargeable roadways” on the entire 19 mile long stretch of the 710 freeway, ~~and include this as part of the final EIR/EIS document, presented in the September 2018 Metro board meeting.~~ as part of the reevaluation of the remaining elements of Alternative 5c, after the Early Action Projects have been completed.

MOTION BY SOLIS, GARCIA, RIDLEY-THOMAS, BUTTS, NAJARIAN, AND HAHN

Metro Board Meeting
Thursday, March 01, 2018

Re: Item 5.2 - I-710 South Corridor Project

Local communities along the I-710 freeway are plagued with life-threatening health ailments resulting from traffic-related pollution in the corridor. As such, communities have been united and explicitly clear that existing conditions are simply unacceptable and they demand and deserve relief. Nevertheless, gaining consensus on a Locally Preferred Alternative for the I-710 South Corridor Project has been incredibly challenging due to limited right of way, public health concerns and sensitivities surrounding environmental and social justice issues.

After years of vigorous scientific environmental impact analysis, multiple engineering design variations, extensive community outreach, and thoroughly exploring all feasible alternatives, Metro staff has concluded that Alternative 5C is the most viable and cost-effective solution to maximize regional benefits related to safety, mobility, health and the environment while minimizing impacts to local communities. However, the air quality benefits proposed by Alt. 5C are largely contingent on substantial funding becoming available to deploy near-zero and zero-emission trucks to reduce pollutants such as diesel particulate matter, nitrogen oxide, carbon dioxide and others. Moreover, the regional mobility benefits rely on the assumption that passenger vehicle trips are transferred to the mainline freeway versus utilizing local arterials and residential streets, which helps alleviate “cut-through traffic” in surrounding communities. Unless these assumptions materialize the primary goals of this project may not come to fruition. It may be prudent to take a more modest approach to improving the I-710 South corridor.

An Alt. 5C Early Action Program presents an opportunity to utilize programmed funding to sequence and complete smaller scale projects over the next decade and realize incremental benefits as soon as possible.

Any deviation from implementing viable and reasonable solutions as soon as possible will only prolong the necessary relief and further place these communities at risk.

WE THEREFORE MOVE that the Board adopt Alternative 5C as the Locally Preferred Alternative for the I-710 South Corridor Project FEIR/FEIS (inclusive of Motion 22.1 from October 2015) and expedite the delivery of an Early Action Program (EAP) that emphasizes the following:

- A. Projects that deliver the most immediate and significant benefits related to safety, mobility and air quality;

- B. Projects that can be implemented with minimal or no displacement of residences, businesses, and sensitive land uses;
- C. Developing a local/targeted hiring policy that is applicable to any and all eligible funding sources;
- D. Conduct an operational performance analysis upon completion of the Early Action Program utilizing the most current State and local evaluation measures and standards to re-evaluate and re-validate the remaining elements of Alternative 5C, especially identifying opportunities to further reduce property impacts;
- E. Return to the board upon completion of the aforementioned directive to seek further consideration and authorization related to implementing the balance of improvements in Alternative 5C.

FURTHER MOVE that the Board direct the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning agencies, the Gateway Council of Governments and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors related to:

- A. Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to near-zero emission vehicles as soon as possible and outlines a transition to zero-emission vehicles as the cleanest, most reliable technology becomes available;
- B. Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs (example: rechargeable roadways), creative purchase/lease incentive programs, etc.;
- C. Develop and evaluate multiple scenarios for a comprehensive congestion demand management program, to be evaluated independently, that focuses on separating freight and non-freight vehicles (i.e. dedicated toll lanes) within the existing rights of way on freeways facilities throughout Los Angeles County with priority on Near-Zero and Zero-Emission vehicles;

- D. Develop an overarching transportation demand management (TDM) strategy consistent with the larger, previously approved TDM strategy development process that will minimize the impact of goods movements and people in the surrounding communities along the I-710 corridor.

FURTHER MOVE that the CEO works with the Gateway Cities Council of Governments to assess the effectiveness and recommend potential improvements to the community participation structure that was established for the environmental review period. Report back to the board in 120 days.

FURTHER MOVE that, as part of its NextGen Bus Study, Metro evaluate the feasibility of implementing high-frequency bus service in accordance with Motion 22.1 (October 2015).