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**MAY 11, 2020**

**TO: BOARD OF DIRECTORS**

**THROUGH: PHILLIP A. WASHINGTON** *PAW*  
**CHIEF EXECUTIVE OFFICER**

**FROM: JIM DE LA LOZA** *[Signature]*  
**CHIEF PLANNING OFFICER**

**SUBJECT: RESPONSE TO INFORMATION ON 710 CLEAN TRUCK  
PROGRAM REQUESTED BY DIRECTOR BONIN**

**ISSUE**

During discussion of Agenda Item #10 at the April 15, 2020 Planning and Programming Committee, Director Mike Bonin requested more information regarding the relationship between the air quality benefits expected to be realized through the implementation of the 710 Clean Truck Program and the air quality impacts associated with the completion of the I-710 South Corridor Project.

**BACKGROUND**

Motion 8.1 (Directors Hahn, Solis, Butts, Garcia and Najarian; Legistar File #2020-0129), approved at the January 23, 2020 Board meeting, directed staff to develop the 710 Clean Truck Program (CTP) as an early action item for the Goods Movement Strategic Plan and the I-710 South Corridor Project (Project). Additionally, the motion requested a report back within 60 days providing a framework for implementing the CTP, including a delineation of the following items:

- An assessment of eligible Metro funding sources and recommendations for seed funding.
- Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources and administration.
- Evaluation of different potential strategies to accelerate progressive transition to Zero Emission trucks in the I-710 corridor.

- Recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non- profits, and community advocacy groups.

Due to impacts of COVID-19, the March 2020 Committee and Board meetings were cancelled. At the April 15, 2020 Planning and Programming Committee, staff presented Agenda Item #10 (Legistar File #2020-0231) as the response to Motion 8.1, providing an overview of the current status of the development of the CTP and making a recommendation of \$50 million in Metro-controlled funding to serve as seed funding for the program.

At the committee meeting Director Bonin requested more information regarding the connection between the benefits to be realized through the implementation of the CTP and the potential air quality impacts that could be generated through the completion of the Project. This Board Box responds to that request.

## **DISCUSSION**

The Metro Board adopted Locally Preferred Alternative 5C (LPA) for the Project Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) at its March 1, 2018 meeting. The CTP was included in the adopted LPA as a programmatic element of the overall Project to help the corridor achieve improvements in air quality and overall community health, which is part of the Project's Purpose and Need.

The full implementation of the CTP and infrastructure program is expected to deliver 4,000 Near-Zero and Zero Emission trucks and supporting infrastructure as defined in the LPA by the year 2035, the year by which the Project is proposed to be implemented. As a component of the Project, the CTP and its proposed benefits are considered a part of the integrated package of improvements and benefits to be delivered concurrently as part of the Project LPA.

As described within the RDEIR/SDEIS for the Project, programmatic elements such as the CTP may be scaled, consistent with a phased construction strategy for the Project<sup>1</sup>.

At the March 1, 2018 meeting the Board approved Motion 5.2 (Directors Solis, Garcia, Ridley-Thomas, Butts, Najarian and Hahn; Legistar File #2018-0068) which prioritized the construction staging of the Project by directing staff to "expedite the delivery of the Early Action Program (EAP)" and deferred the

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<sup>1</sup> Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation, pages 2-21 to 2-23, found at [http://media.metro.net/projects\\_studies/I710/images/DEIR-SEIS/RDEIR\\_SDEIS-July-2017.pdf](http://media.metro.net/projects_studies/I710/images/DEIR-SEIS/RDEIR_SDEIS-July-2017.pdf)

implementation of the remainder of Alternative 5C until after completion of the EAP and subject to board approval pending the completion of additional analysis.

Under Motion 5.2 the EAP would also be required to emphasize 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 displacements of residences, businesses, and land uses;
- C) Developing a local/targeted hiring policy that is applicable to any and all eligible funding sources;

Motion 5.2 also directed staff to take the following actions upon completion of the EAP:

- 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 directive D to seek further consideration and authorization related to implementing the balance of improvements in Alternative 5C.

As Motion 8.1 directed that the CTP would be part of the EAP, staff recognizes that the delivery of the CTP will also be accomplished in phases at a pace that is proportionate to the construction staging of the Project. Staff's goal will be to develop multiple phases of the CTP to support the implementation of the EAP and the overall Project, with additional project components beyond the EAP to be implemented as funding and opportunity permit. As part of the development of the scope of the CTP and its implementation, staff will also develop an assessment of the air quality benefits expected to be realized through the implementation of each stage and the overall program.

The scope of work of the EAP will be created in parallel to but informed by the development of the CTP and will be finalized after the Federal Highway Administration (FHWA) issues the Project's Record of Decision (ROD), which signals the formal federal approval of the FEIR/FEIS and allows Metro and Caltrans to proceed with the design, right-of-way acquisition, and construction of the project's initial stages, including programmatic elements. Additionally, receiving the ROD will allow Metro to leverage Measure R and M funding for the CTP and EAP with federal funding sources.

The measurement of benefits and impacts associated with the EAP candidate projects will be identified through an iterative process developed by Metro and the Gateway Cities Council of Governments (GCCOG), as governed by the policies and parameters set forth in Motion 5.2. While the CTP and EAP will be developed in a parallel manner, staff's goal will be to accrue the air quality benefits of the CTP earlier and at a larger scale than the air quality impacts determined for the final scope of the EAP, so that as each stage of the Project is identified and implemented, they are found to be consistent with the Project's purpose and need to provide air quality and public health benefits.

## **NEXT STEPS**

Highway Program staff will continue to work with the United States Environmental Protection Agency (EPA) to identify the path forward to obtaining concurrence on project-level air quality conformity, a necessary part of approving the FEIR/FEIS for the I-710 Corridor Project and securing the ROD from FHWA.

Planning staff will continue to develop the scope of the 710 Clean Truck Program (CTP), with an immediate focus on the first phase that will be part of the 710 Project Early Action Program (EAP). This process will occur in coordination with stakeholders through the LA Metro Countywide Clean Truck Initiative working group, focus groups, and Metro's partners in the multi-agency Memorandum of Understanding that supports the implementation of the CTP. Outcomes of this process will also include strategies to leverage funding and implement the CTP, phase by phase.

Planning staff will report back to the Board with an update on the overall CTP at the June 2020 Board meeting as part of the scheduled presentation on the draft Goods Movement Strategic Plan.

Highway Program staff will coordinate with the GCCOG to initiate the development of the EAP in accordance with Motion 5.2 and define the scope for consideration by the GCCOG and Metro Board. Staff will provide an update to the Board on the progress of the EAP at regular intervals.