TRANSPORTATION

MOTION

Zero Emissions Transportation Infrastructure Working Group

ENERGY, CLIMATE CHANGE, ENVIRONMENTAL JUSTICE & RIVER

The City of Los Angeles has a goal of reaching carbon neutrality by 2050. In pursuing that goal, we can improve our air quality, health, and environment by seizing on opportunities to decarbonize the transportation sector. Public leadership is essential to support this market transformation with great opportunities to decarbonize fleets at many City departments and regional agencies. Decarbonizing various public fleets and non-revenue vehicles face common challenges related to upfront cost, procurement, and supporting infrastructure.

Many Southern California agencies have adopted, or are considering, similar or related goals around clean and decarbonized fleets. Some highlights include:

The City of Los Angeles has committed to:

- Increase the percentage of zero-emission vehicles in the city to 25% by 2025, 80% by 2035, and 100% by 2050;
- Electrify 100% of LADOT buses by 2028;
- Increase the percentage of all trips made by walking, biking, micro-mobility matched rides or transit to at least 35% by 2025 and 50% by 2035;
- Achieve zero days of unhealthy air quality by 2025;
- Achieve a 100% carbon-free electricity grid by 2035.

The County of Los Angeles has developed its first sustainability plan, which includes these priorities:

- Install electric vehicle (EV) chargers at County facilities and properties for public, employee, and fleet use, prioritizing locations in disadvantaged communities;
- Revise and regularly update the County's fleet policy to require zero emission vehicles or better whenever available and operationally feasible;
- Convert Sheriff's Department fleet to zero emission by partnering with vehicle manufacturers to develop a zero emission pursuit LASD vehicle and transport bus;
- Partner with Los Angeles Fire Department and equipment manufacturers to pilot a zero emission fire engine.

The Los Angeles County Metropolitan Transportation Authority (Metro) has adopted a 2030 Sustainability Strategic Plan through which it commits to:

- Encourage innovation in strategic planning and sustainable practices through adaptation and resilience;
- Transition Metro's revenue fleet to zero emissions technology;
- Develop, adopt and implement an EV Implementation Plan to expand the use of EVs and access to EV charging infrastructure and more.

The Southern California Regional Rail Authority (Metrolink) has established a Climate Action Plan through which it commits to:

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- Transition 100% of the non-revenue fleet of light-duty vehicles to zero-emission models;
- Install zero-emission vehicle charging and/or fueling infrastructure at facilities and more.

The City of Los Angeles, the County of Los Angeles, LA Metro, and Metrolink can realize great efficiency and increased opportunities for funding by working together to advance their shared goals of decarbonizing the transportation sector.

I THEREFORE MOVE that the City Council instruct the City Administrative Officer (CAO), in collaboration with the City's EV Task Force, (i) to convene a working group made up of representatives of the General Services Department (GSD), Department of Water and Power, the Department of Transportation, the Los Angeles Police Department, the Port of Los Angeles, Los Angeles World Airports, the Board of Public Works, the Economic Workforce Development Department, the Department of Recreation and Parks, and (ii) to invite representatives of the County, LA Metro, and Metrolink to participate in the working group, with at least the following objectives:

1) Identify opportunities for collaboration on deploying shared charging infrastructure for all fleet needs (all vehicle classes, both revenue and non-revenue vehicles), while ensuring that renewable and resilience measures are included. This effort should optimize the amount of shared or multi-agency accessible zero-emission fueling infrastructure in the region.

2) Analyze any potential efficiencies in joint procurement and long-term planning.

3) Evaluate opportunities for co-locating and co-developing zero-emissions vehicle charging infrastructure with both public and private agencies.

4) Maximize capacity for EVs through deploying electric vehicle charging/fueling equipment in underutilized parking lot facilities for public and/or agency use. Each agency (where applicable) should provide a report back to its respective governing board listing such opportunities in parking lots, including the number of available parking spaces in each lot.

5) Maximize and coordinate funding and grant applications for shared charging, storing, and other infrastructure opportunities.

6) Explore collective procurement opportunities and other procurement innovations, such as common bid language that allows all agencies to take advantage of a contract awarded by any of the other agencies, with special emphasis on encouraging and incentivizing local businesses to benefit from such procurement.

7) To the greatest extent possible, set cross-agency standards for charging, materials, measurement (hourly need), and telematics needs to ensure a regional standard.

8) Explore ways to maximize coordination with private industry investments in zero-emission fuel infrastructure in order to facilitate meeting current or anticipated agency EV needs (for example, relating to construction, power, and storage). Such steps might include a notification protocol to ensure that all agencies will be able to take advantage of any potential electrification infrastructure synergies during large private sector electrification projects.

9) Explore the use of battery storage and energy management for shared charging infrastructure projects between working group members. Work with LADWP and Southern California Edison to identify strategies to leverage battery storage to achieve system resiliency alongside fleet electrification projects.

10) Share lists and maps of assets that can be used in a unified plan for zero-emission infrastructure, including parking lots, layover locations, park and rides, and existing EV facilities.

11) Identify other public agencies that can participate in the work of the working group to expand long-term zero-emission infrastructure planning further.

I FURTHER MOVE that the CAO and City's EV Task Force report back on any additional appropriate parties that should be added to this working group.

I FURTHER MOVE that the CAO in conjunction with the City's EV Task Force report back on the progress toward meeting each of the goals of the working group described above in 90 days, and every 90 days thereafter with updates.

I FURTHER MOVE that EWDD report back in 90 days on workforce training and career opportunities for zero-emission infrastructure installations and maintenance within the City of Los Angeles.

Presented by: _____ _____

PAUL KREKORIAN
Councilmember, 2nd District

MITCH O'FARRELL
Councilmember, 13th District

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NITHYA RAMAN
Councilmember, 4th District

Seconded by: _____

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