



## Board Report

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**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE MEETING**  
**OCTOBER 21, 2021**

**Motion by:**

**DIRECTORS KREKORIAN, GARCETTI, KUEHL, BARGER, HAHN, AND SOLIS**

Zero Emissions Transportation Infrastructure Working Group

The Los Angeles Metropolitan Transportation Authority (Metro) has a goal of reducing 100% of operational GHG emissions by 2050. Metro also 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.

At the same time, other government entities are working toward decarbonizing public fleets and non-revenue vehicles. These agencies and Metro may face common challenges related to upfront cost, procurement, and supporting infrastructure, and potential opportunities for efficiencies through collaboration. Examples of local agencies that are setting related goals around clean and decarbonized fleets 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.

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- Revise and regularly update the County's fleet policy to require zero emission vehicles or better whenever available and operationally feasible.
  - Convert the Los Angeles Sheriff's Department (LASD) fleet to zero emission by partnering with vehicle manufacturers to develop a zero emission transport bus.
  - Partner with Los Angeles Fire Department and equipment manufacturers to pilot a zeroemission fire engine.

To maximize the opportunities for cooperation, coordination, efficiency and economies of scale, the City of Los Angeles is considering establishing a Zero Emissions Transportation Infrastructure working group, which will invite public transportation agencies such as Metro and Metrolink to participate.

**SUBJECT: ZERO EMISSIONS TRANSPORTATION INFRASTRUCTURE WORKING GROUP**

**RECOMMENDATION**

APPROVE Motion by Directors Krekorian, Garcetti, Kuehl, Barger, Hahn, and Solis that the CEO and or her designee participate along with other appropriate staff in the City of Los Angeles' ZE Transportation Infrastructure working group to work collaboratively to meet the following objectives;

- A. 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.
- B. Analyze any potential efficiencies in joint procurement and long-term planning.
- C. Evaluate opportunities for co-locating and co-developing zero-emissions vehicle charging infrastructure with both public and private agencies.
- D. 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.
- E. Maximize and coordinate funding and grant applications for shared charging, storing, and other infrastructure opportunities.
- F. 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.
- G. To the greatest extent possible, set cross-agency standards for charging, materials, measurement (hourly need), and telematics needs to ensure a regional standard.

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- H. 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 protocols to ensure that all agencies will be able to take advantage of any potential electrification infrastructure synergies during large private sector electrification projects.
- I. 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.
- J. 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.
- K. Identify other public agencies, including the County of Los Angeles Department of Public Works, Internal Services Department, and Chief Executive Office, that can participate in the work of the working group to expand long-term zero-emission infrastructure planning further.

**WE FURTHER MOVE** that the CEO report back to the board on a quarterly basis to provide updates on these goals.

**DUPONT-WALKER AMENDMENT:** Prioritize the deployment of Zero Emission Infrastructure based on equity criteria.