CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

March 1, 2017

Honorable Members of the City Council
Attention: Office of the City Clerk
200 N. Spring Street, Room 360
Los Angeles, CA 90012

CITYWIDE PLAN FOR
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

In the first Financial Status Report, your Council requested a report from the Department of General Services (GSD), Bureau of Engineering (BOE) and Bureau of Street Lighting (BSL) on a plan for implementing electric vehicle (EV) charging stations. This report describes the current status of an EV Charger Plan and outlines key efforts, strategies and next steps for implementation. A request for a transfer of funds to finance various EV projects is also included.

SUMMARY

The EV Charger Plan is a multi-year plan to strategically implement a network of EV charging stations for City residents, visitors and employees. An expanded infrastructure will address the demand for available EV chargers at locations throughout the City.

The plan is flexible and scalable and is detailed below. Execution timeline will depend on factors such as cost, available funding, technology, and readiness of each facility. DWP rebates totaling almost $400,000 from the Charge-Up LA EV Program will be used to leverage available funding to increase the number of EV charging stations to be purchased, thereby maximizing the City's investment. The rebate program will run through June 2018 however, funds may be depleted sooner.

A transfer of $1.1 million in funds from the Unappropriated Balance ($1 million) and Water and Electricity Fund ($135,978) is requested to finance the deployment of 134 EV chargers in City Hall, City Hall East, and at street lights across the City. This funding request takes into account the rebates from DWP.

The Mayor and Council have established goals to reduce greenhouse gas emissions to at least 80 percent below 1990 levels by 2050, and worked to ensure that Los Angeles is a leader in EV deployment, with actions going as far back as 1997. The Sustainable City pLAn also includes goals to ensure that 50 percent of all new fleet sedan purchases are full-battery electric vehicles, develop more EV charging stations on public/municipal property, and develop and execute a comprehensive EV infrastructure strategy.

EV CHARGER PLAN

1. GOAL

The goal of the EV Charger Plan is to provide cleaner air by facilitating the transition to low and zero emission transportation, primarily through EVs. In 2012, Governor Brown issued Executive Order B-16-12, which calls for 1.5 million zero emission vehicles (ZEVs) in California by 2025 and establishes several milestones on the pathway towards this target. The Council and Mayor have implemented many actions to improve air quality and reduce greenhouse gas emissions, including the adoption of alternative fuel vehicles such as EVs and providing EV charging stations or EV Supply Equipment (EVSE).

Attachment A lists some of the actions the City has taken to advance the use of EVs.

2. OBJECTIVE

The objective of the EV Charger Plan is to strategically implement a network of EV charging stations for City residents, visitors and employees at City facilities. An expanded infrastructure will address the demand for available EV chargers at locations throughout the City and help fulfill the Mayor and Council's sustainability goals. It will also provide the necessary infrastructure to help departments increase the number of EVs in the City fleet. The City's network of EV chargers will complement the private sector's efforts to help meet the growing demand of charging infrastructure in Los Angeles.

3. CRITERIA FOR CONSIDERATION

The following are among the criteria to be considered when planning new installations of EV chargers and will guide the selection of projects to achieve the objectives of the plan. In most cases, charging locations should be prioritized where they are needed the most and evaluated against the following criteria:

- Electrical capacity and readiness of building

  The BOE will ensure that facilities will be able to handle the increased electrical load from the installation of EV chargers. Some existing buildings may not have spare electrical capacity to accommodate additional equipment such as EV chargers. All EVSE installations at municipal facilities require a load study and vetting process to ensure the additional electrical load will not compromise building systems and that other planned non-EV projects are also taken into account.

- Public and employee demand

  One of the decision factors when picking a facility is if there has been demonstrated demand from the public and/or employees charging at a given facility. For example, at City Hall East, the limited amount of chargers has prompted City employees to organize themselves into a group to facilitate sharing. They established a system using a shared document to reserve their place in line to charge a vehicle and to indicate when chargers will be available to the next user.

- Location and size of facility/geographic distribution

  Consideration will be placed on determining the order and location of municipal facilities slated for EVSE upgrades. These include ensuring that the chargers will serve a significant population of users as reflected in the number of parking spaces available at each facility. The strategic distribution throughout facilities around the city will also be considered to create a network of charging locations available for users navigating a big city such as Los Angeles.

- Funding

  Availability of funding will be a critical deciding factor in determining which projects should be implemented next. The most cost-efficient projects will be recommended for consideration by the Mayor and Council. This is especially important while DWP rebates are available. The rebates allow the City to leverage available funding, thereby increasing the total number of chargers available.

4. IMPLEMENTATION PROCESS

When a facility is chosen to receive EV chargers, an extensive planning and design process begins that will ultimately lead to the installation and commissioning of the EVSE project. Several steps happen concurrently at the start of the implementation process.

The effort and time required to implement EVSE at each site varies significantly. Some sites have electrical panels with capacity and the appropriate voltages in close proximity to proposed EV parking spots. Other sites may require additional

transformers, panels, and other electrical infrastructure to service the planned buildout of EVSE. For this reason, implementation may occur in two phases, in which those sites that are ready to support charging infrastructure and vehicles are prioritized, while site upgrades and EVSE planning are being completed at other locations.

a. Facility Assessment (BOE and GSD):
Building electrical and architectural plans as well as historical utility data need to be located and given to the project designer, whether they are a City employee or outside contractor. BOE and GSD work with the contractor to provide information and conduct site inspections. Depending on the complexity of the project, the available electrical capacity, desired number of EV chargers, and other architectural variables, design may proceed or there may be further data that needs to be retrieved. The most likely additional information would be electrical demand data to measure the actual use of electricity in the facility. This information is acquired through the installation of a temporary data logger for a period of at least 30 days.

b. Design and Permitting (BOE and DBS)
The contractor begins design using the information gathered. BOE is involved throughout the project, and during design, this includes giving approval or suggesting changes at various milestones during the design process. The Department of Building and Safety (DBS) is also consulted for a pre-plan check in the later stage of design.

c. Construction (GSD and/or Impacted Department):
When design is completed and necessary permits have been pulled, construction will begin. Prior to the construction starting, pre-construction meetings will take place with all the involved stakeholders (facility tenants or any other affected department) to organize an overall plan for construction, which will include a timeline and staging needs. In the case of a simple or small installation, construction may happen at once. In a more complex facility, construction may be done in stages by sections of the facility. All of this is programmed to minimize the interruption of the regular work that happens at that facility. Construction includes configuration and/or addition of electrical power sources and running conduit to each EV charger location, installation of EV chargers, parking space striping/restriping, and installation of signage.

d. Commissioning (GSD and/or Impacted Department):
When construction is complete (including striping and signage) and the EV chargers are installed, networked chargers will need to be commissioned. If the chargers are non-networked, the job is complete. Commissioning consists of data connection, charger software set up, and testing. The software may include features such as payment capability, time limitations, station monitoring, and reporting.

5. BOE AND GSD RESPONSIBILITIES

BOE and GSD are working together to coordinate with departments on the evaluation and implementation of EV charging infrastructure projects.

BOE Role:
One of the principal functions of the Bureau of Engineering is to oversee the design, construction and major renovation of City facilities. This includes electrical, structural and mechanical oversight. In this role, the BOE is the guardian and gatekeeper throughout the process of installing EVSE at City facilities. The specific items the Bureau handles include:

a. Drawings

BOE provides As-built drawings for any building that is being worked on if they are available. These include electrical, mechanical, structural, and other plans needed to complete the design of an installation.

b. Electrical Review

BOE reviews the power demand for the EVSE and confirms the availability of required additional power while ensuring there is enough power for all the other building tenants to use for other applications.

c. Design Oversight and Approval

BOE reviews the design at specified milestones to assure compliance with the configuration set by BOE for tapping into existing power and gives final approval when design is complete.

GSD Role:
The department maintains over 750 facilities and close to 11,000 pieces of equipment for non-proprietary departments. As such, GSD has three areas of responsibility in the deployment of EV chargers at the facilities and equipment it maintains.

a. EV Chargers for Public and Employee Parking Lots

GSD operates 24 parking lots at locations such as the civic center, El Pueblo and Braude Building with over 7,000 parking spaces citywide. The department continuously receives requests for EV chargers from customers, visitors, and employees. The widespread use of EVs is changing the parking industry, and availability of chargers is now a basic amenity offered to customers.

GSD also maintains over 750 buildings used by departments, and is responsible for improvements or alterations made to those buildings, including the installation of EV chargers. Through this plan and City structure, GSD will coordinate the installation of EV chargers with the

departments that occupy those facilities. Sites will be evaluated so the City is ready to implement as funding is identified from City resources and/or outside grants.

b. EV Chargers for Department Fleets

As department light-duty vehicles are due for replacement, 50 percent of new vehicles will be full-battery EVs, and the other 50 percent may be hybrid or plug-in hybrid vehicles. GSD is responsible for purchasing and maintaining almost 11,000 pieces of fleet and equipment for non-proprietary City departments (excluding Fire and Police). To assist with the planning for the transition of the City fleet to EVs, GSD sought the services of a consultant to complete a comprehensive report, the City of LA Motor Pool & Fleet Electric Vehicle Deployment Plan. The information in the report is being used to guide the transition of vehicles, including: selecting a reputable EV manufacturer and models that meet operational requirements, identifying motor pool and department vehicles for replacement with EVs, submitting budget requests for approval and purchasing new EVs, ensuring EV chargers are installed for the new EVs, and conducting training for both operations and maintenance.

c. Procurement Contracts

GSD also assists departments in the transition to EVs by establishing contracts for the purchase and lease of EVs, purchase and installation of EV chargers, and working with departments (including proprietaries) to develop specifications for future EV purchases.

6. TYPES OF EQUIPMENT AND COST

The EV industry is evolving rapidly but over the last decade, charging infrastructure has been largely standardized. There are currently three main types of chargers: Level 1 chargers, Level 2 chargers and DC Fast Chargers. Chargers have varying capabilities and length of time it takes to fully charge a vehicle. Chargers also come with one of two communications options: networked and non-networked. A non-networked charger functions like a standard plug – a vehicle is plugged in and simply begins charging. A networked charger has greater functionality, providing a range of options, including the ability to set when and for how long vehicles can charge, charging a fee to charge, providing remote information on vehicles that are plugged in, providing electricity consumption information, etc.

Installation costs vary widely depending on the type of charger chosen, what options are included, and the level of software service and maintenance included (among other items). Additionally, the complexity of the electrical work plays a key role in the cost, as does the total number of chargers being installed in any one location - the cost of each installed charger goes down after the first charger.

As an example, the cost of Level 2 chargers with warranty and maintenance can vary from $1,000 to $10,000. With unique situations in every facility for electrical supply, building condition, and configuration, installation costs can vary greatly from project to project. Based on estimates received for recent City projects, the average cost per installed Level 2 charger is $10,000.

7. FUNDING

Budget requests will be submitted for future phases of implementation. Grants and other sources will continue to be explored to fund EV projects. The following are among the potential funding sources for EV charger projects:

City of LA Funding:
Funds may be identified for department EV projects through the City's budget process and based on approval of budget requests, reappropriation of existing funds or other interim appropriations. Special funds such as the Mobile Source Air Pollution Review Committee (MSRC) may also be available for allocation to EV projects.

EV Charger Rebate:

LADWP is offering a $21.5 million rebate program through June 2018 towards the purchase of Level 2 or DC fast chargers. The rebates are available to DWP residential and commercial customers, including the City. City departments that purchase and install EV chargers for employee and public use are eligible to receive up to $4,000 per charger through this program.

Volkswagen Settlement Funding Opportunity:

Volkswagen recently reached a settlement stemming from allegations of violations due to emissions defeat devices installed on over 500,000 vehicles. Volkswagen is accepting proposals for EV charging infrastructure, EV awareness and education, and a green city initiative to pilot sustainable mobility projects. The City submitted a proposal to secure a portion of the $800 million allocated for California.

Other Grants and Funding Sources:

Additional opportunities will be explored to secure funding for EV infrastructure projects. Past projects have been funded through the California Energy Commission and MSRC.

8. CURRENT STATUS AND ACTIVITIES

Existing Charging Infrastructure:
Over 560 EV chargers have been installed by departments at municipal facilities and on streets across the City. These projects were funded through a combination of City funding and grants:

- LADWP (270)
- LAPD (104)
- LAWA (69)
- BSL (32)
- LADOT (29)
- GSD (28)
- RAP (12)
- Zoo (7)
- POLA (6)
- LAPL (5)
- LAFD (3)
- Convention Center (2)

EV Task Force:

The City's EV Task Force is led by the Mayor's Office and is comprised of BOE, GSD, and BSL along with other departments involved in EVs, including the Los Angeles Department of Water and Power (LADWP), Los Angeles Department of Transportation (LADOT), Los Angeles Fire Department (LAFD), Los Angeles Police Department (LAPD), Los Angeles World Airports (LAWA), Port of Los Angeles (POLA), Recreation and Parks (RAP), and offices of the Chief Legislative Analyst (CLA) and City Administrative Officer (CAO). Other departments are brought in as needed to provide information in their areas of expertise or when specific issues arise.

This task force was created to develop recommendations on the purchase, deployment and implementation of EVs and EVSE for Mayor and Council consideration. As such, the EV Task Force acts as a general steering committee to organize how the City approaches electric vehicles, including creating a work process for EV implementation, clarifying expectations for partner-departments, and identifying funding sources. Department collaboration brings benefits through best practices and lessons learned from completed projects. Ad-hoc working groups are meeting to take a closer look at specific issues.

Below are topics currently being discussed by the task force and working groups. Once the work of these groups is completed, they will report back to the Mayor and Council with policy proposals. Additional subjects will be discussed as they emerge.

a. Networked Chargers Versus Non-networked Chargers
   Networked chargers offer additional benefits to basic non-networked chargers, including the ability to control and remotely monitor usage, keep track of the amount of electricity that is consumed, charge a fee for usage, know if a charger is out of service, etc. The task force is looking at the types of locations that should be supplied with networked versus non-networked chargers.

b. Charging a Fee to Charge
   Currently, there is no uniform policy on charging users a fee for the electricity consumed at chargers in City owned facilities. The City's sustainability policies encourage the expanded use of EVs to help with air quality and GHG reductions goals. The task force will look at best practices, policies, and fee structures used by other agencies.

c. Parking Policy
The task force will investigate in which instances there should be a limit on the amount of time that a vehicle can be parked in a spot with an EV charger, if EV owners should get priority in securing parking permits at City facilities, conduct surveys regarding use of EVs by permit holders, and explore reservation or notification systems to allow for EV charger sharing.

d. Joint EV Procurement
There are significant scales of economy that can be achieved through having City departments, including the proprietary departments and other governmental agencies (e.g., County of Los Angeles, Metro, etc.), write vehicle specifications together and release joint RFQs. The task force is currently working on specifications for a joint procurement of long-range EV sedans.

e. Pilot Projects
The EV market is evolving and this dynamic nature means that running pilot projects to test a variety of vehicle types in different use cases and with varying duty cycles is a key way for departments to learn from each other, avoid duplication, and ensure that City funds are maximized as new technologies are tested. The City is currently exploring pilot tests of electric trucks, vans and trash trucks.

9. NEXT STEPS

To provide more EV chargers for Los Angeles residents, visitors, and employees, projects will be implemented in phases:

A. FISCAL YEAR 2016-17

A request to transfer funds is included in this report to implement the following projects:

1. City Hall and City Hall East

In February 2016, the Council authorized GSD to accept and expend grant funds awarded by the Mobile Source Air Pollution Review Committee (MSRC) along with matching funds from the City, for a total of $205,990 (Council File 14-0079-S1). The addition of these new chargers will meet increased employee and visitor demand for EV chargers, including in the L.A. Mall commercial parking where there are no EV chargers available to customers.

Currently, there are ten chargers in City Hall and 13 chargers in City Hall East. Demand currently exceeds availability. According to the Personnel Department Commuter Services Office, around 50 employees have EV parking permits for the Civic Center with an unidentified number of existing permit holders also driving EVs. In addition, over 90,000 visitors park in

these two buildings every year, with an undetermined number of the visitors driving EVs. This MSRC project will add a combined 84 chargers for the two buildings for a new total of 107 chargers. This represents five percent of the 2,149 parking spaces in these two facilities.

BOE conducted power load studies to determine the number of chargers that may be installed and ensure the power draw of additional chargers will be within the current electrical capacity of the buildings. These studies ensure all current and near-term planned loads can be accommodated. In particular, the power capacity at City Hall East is very limited and BOE is preparing to start a design for an electrical system upgrade, which if approved, may be implemented by the end of 2020. This situation prompted BOE to determine the optimal location from which to draw power, and when electrical upgrades to the building are completed in the future, the power connection for the EV chargers can be easily moved to the new upgraded electrical system.

Additionally, measures were taken to ensure that the existing City Hall East transformers perform efficiently and can manage the added EV charging load safely. This was accomplished by the addition of cooling fans that LADWP has installed on the two City Hall East transformers to facilitate additional loads.

EVSE configuration and design for this project is expected to be finalized in March 2017. Next steps include review of the design by BOE, securing permits from the Department of Building and Safety, and purchase and installation of the EVSE.

The estimate cost for this project and funding sources are shown below:

COST:	**CITY HALL**	**CITY HALL EAST**
Design/Permitting/Installation	$ 171,349	$ 563,251
Hardware/Maintenance	$ 58,682	$ 296,170
Software	$ 10,788	$ 64,728
Project Subtotal	$ 240,819	$ 924,149
Total Project Cost	**$**	**1,164,968**
FUNDING:		
Estimated DWP Rebate	$	199,000
MSRC Grant + City Matching Funds	$	205,990
Proposed Funding from UB	$	624,000
Proposed Funding from Water & Elec Surplus	$	135,978
Total Proposed Funding		**$ 1,164,968**

2. Street Lights – Various Locations

The City of Los Angeles has approximately 219,000 streetlights with an existing electrical infrastructure that has proven to be a valuable asset to programs such as EV deployment. This is primarily due to the success of the LED Conversion program that has substantially decreased the energy usage and increased capacity to attach other devices to the streetlight system.

As a result of BSL's successful pilot project of attaching two EV chargers to streetlights, the Bureau installed 30 EV chargers on street lights in 2015-16. For 2016-17, BSL is continuing the deployment of 50 more EV chargers in locations throughout the City which will bring the total to 82 units Citywide. The funding for these stations should be reimbursed from the City's Unappropriated Balance since the City's street lighting assessment fund cannot purchase items outside of the maintenance and operation of the system.

The Bureau has coordinated with DWP and DOT for the pilot and deployment of the program. The annual revenues from the EV Stations will pay for the cost of electricity being used and any reimbursements to DOT for removed meters. The EV chargers are currently priced at $1 to $3 per hour of charge depending on the location.

The installation of EV chargers on street lighting poles in the public right of way will establish the City as the nation's leader in green technology, providing the largest public EV charging network on streetlight poles. It will expand electric car use in the region, reduce CO2 emissions from the environment, and encourage further advancements in zero-emission vehicles.

This deployment may also provide opportunities to the City's EV fleet to obtain a charge to their vehicles as they are out in the field. The City is in the process of purchasing additional EVs that will be deployed to the field to drive from 100 to 300 miles a day. This type of usage will require intermittent charging and it would be inefficient for City staff to make unnecessary trips back to their garage location to either get another vehicle or wait for a charge.

As electric vehicles become more common, the need for convenient charging stations will continue to grow. Curbside charging stations utilizing existing street lighting circuitry are an extremely cost effective, innovative, and advantageous use of city infrastructure that will benefit this growing sector.

The estimated cost of this project and funding sources are shown below:

COST:		
Installation	$	116,000
Hardware	$	297,000
Software/Maintenance	$	163,000
Total Project Cost	**$**	**576,000**
FUNDING:		
Estimated DWP Rebate	$	200,000
Proposed Funding from UB	$	376,000
Total Proposed Funding	**$**	**576,000**

3. Other Projects:

- GSD is installing four EV chargers at the 7th Street fleet headquarters facility to support new EVs purchased this year.
- LADWP is in the initial installation phase of a California Energy Commission (CEC) grant that will place more than 150 public chargers at City facilities that include numerous libraries, police stations, DOT parking lots and at LAX.
- LAFD is in the initial planning stage to deploy up to 40 EV chargers at four facilities strategically located around the city.
- LAPD is nearly finished with the design phase to install EV chargers at nine strategic locations across the city. This deployment will allow the LAPD to take further advantage of its growing electric vehicle fleet, allowing the department to disperse the pool cars around the city.
- RAP is in the initial planning phase of a project that will replace existing but obsolete EV chargers with modern chargers that use a standard plug.

B. FISCAL YEAR 2017-18 AND BEYOND

Departments are continuously evaluating the need for EV chargers at their facilities. Future projects will be implemented where the need is greatest based on conditions in Section 3 – Criteria for Consideration, and available funding.

2017-18 Budget Requests:

- $2.7 million: GSD submitted a General Fund/MICLA request to install 236 EV chargers
- $1.5 million: GSD submitted a request from the Mobile Source Air Pollution Reduction (MSAP) Trust Fund to install 150 EV chargers
- $550,000: BSL submitted a General Fund/MICLA request to install 50 EV chargers attached to street lights
- $300,000: The Department of Transportation submitted a request to fund permitting fees for the EV Carshare Pilot Project

REQUEST TO TRANSFER FUNDS

Transfers from the Unappropriated Balance (UB) and Water and Electricity Fund are requested as follows:

Unappropriated Balance:
Funds totaling $1 million were set aside in the Unappropriated Balance (UB) for electrical vehicle charging stations. At the time the budget was adopted, it was believed the DWP Charge Up LA EV charger rebate program would reimburse this UB item. However, such reimbursement is not possible because implementation costs for these projects are higher than anticipated. The request is therefore to transfer these funds to finance the deployment of 134 EV chargers in City Hall, City Hall East, and at various street lights across the City as discussed above. This funding request takes into account almost $400,000 in rebates from the DWP.

DWP rebates allow the City to leverage available funding to increase the number of EV charging stations that may be purchased, thereby maximizing the City's investment. The program will run through June 2018 however, funds may be depleted sooner.

Water and Electricity Fund:
The purpose of this fund is to pay monthly DWP electricity bills for various City facilities, including Civic Center buildings, fire stations, police stations, and other municipal buildings. A surplus of $135,978 is available to provide the remainder of the funds needed to finance these projects.

RECOMMENDATIONS

That the Council, subject to the approval of the Mayor:

1. Authorize the Controller to transfer $1,000,000 from the Unappropriated Balance Fund No. 100/58, Account 580212, EV Charging Stations, as follows:

   - $624,000 to Fund No. 100/40 (General Services Department), Account 003040, Contractual Services, for the purchase and installation of EV chargers in City Hall and City Hall East.

   - $272,000 to Fund No. 100/84 (Bureau of Street Lighting), Account 006020, Operating Supplies & Expense, for the purchase and installation of EV chargers on streetlight poles in various locations.

   - $104,000 to Fund No. 347/50 (Street Lighting Maintenance Assessment Fund), Revenue Source 530100 (Reimbursement from Other Funds-General), for the purchase and installation of EV chargers on streetlight poles in various locations.

2. Authorize the Controller to transfer $135,978 from the General Services Electricity Account Fund No. 100/60, Account 000022, to Fund No. 100/40 (General Services Department), Account 003040, Contractual Services, for the purchase and installation of EV chargers in City Hall and City Hall East.

FISCAL IMPACT STATEMENT

The recommendations in this report will transfer $1 million or the entire amount set aside in the Unappropriated Balance for EV Charging Stations. The recommendations will also transfer $135,987 in savings from the City's Water and Electricity account

For more information, please contact Lisa Gabriel (GSD) at (213) 928-9585, William Ghattas (BOE) at (213) 485-4478, and Norma Isahakian (BSL) at (213) 847-2090.

Tony M. Royster, General Manager
Department of General Services

Gary Lee Moore, City Engineer
Public Works, Bureau of Engineering

Ed Ebrahimian, Director
Public Works, Bureau of Street Lighting

ATTACHMENT A
List of EV Initiatives and Actions

The City Council has worked to ensure that Los Angeles is a leader in EV deployment, with actions going as far back as 1997. Some past Council actions include:

- Council File: 97-1132 – Electric Vehicles
- Council File: 03-1288 – Electric Vehicles Charging Stations
- Council File: 03-0002-S31 – California Zero Emissions Vehicle Program
- Council File: 03-1621 – Donation / Electric Vehicles
- Council File: 07-0905 – Electric Vehicles / Lease / Purchase
- Council File: 11-0002-S67 - SB 859 / Electric Vehicles / Plug-in Vehicle
- Council File: 12-1503 - New Electric Vehicle Service Rider
- Council File: 13-1323 - Electric Vehicle Charging Stations / City Municipal Buildings
- Council File: 13-1623 - Electric Vehicle Infrastructure Projects / Grant Application
- Council File: 14-0079-S1 - Electric Vehicle Charging Infrastructure
- Council File: 14-0675- S1 - EV and Cool Roof Ordinance
- Council File: 14-0907 - Carbon Dioxide / Greenhouse Gas Emissions / Reduction
- Council File: 15-1466 - Electric Vehicles / Lease / Non-MICLA Funds
- Council File: 16-1038 - AGF Installation Ordinance / Electric Vehicle Charging Stations
- Council File: 16-0600-S112 - Budget Recommendations / DOT / Electric Vehicle Pilot Program

The following initiatives related to EV adoption are in the Sustainable City pLAn, released by the Mayor in 2015:

- Ensure that 50% of all new fleet sedan purchases are full battery electric vehicles
- Develop more EV charging stations on public/municipal property
- Develop and execute comprehensive EV infrastructure strategy
- Green the City fleet to reduce fuel use
- Green the City fleet using technology and vehicle selection
- Reduce Greenhouse Gas emissions below 1990 baseline
- Improve GHG efficiency of Los Angeles's economy