

TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to the Los Angeles Department of Transportation (LADOT) Innovative Clean Transit Zero-Emission Rollout Plan.

Recommendations for Council action:

1. ADOPT the LADOT Transit Zero-Emission Rollout Plan and the accompanying RESOLUTION.
2. AUTHORIZE the General Manager, LADOT, to submit the Department's Transit Zero-Emission Rollout Plan and the accompanying Resolution to the California Air Resource Board (CARB).

Fiscal Impact Statement: The LADOT reports that this action will not impact the General Fund.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated October 15, 2020, LADOT recommends approval of its Transit Zero-Emission Rollout Plan and for authority to submit it to CARB. LADOT reports in 2017, Council direct the Department to transition to a 100 percent zero-emission transit fleet by 2030 or earlier. LADOT currently has 156 battery-electric buses on order and will purchase only battery-electric buses to meet the 2030 requirement. The Department's report details the number of battery-electric bus purchases per year and the facility upgrades needed to power them. The cost to transition from CNG to battery-electric buses is approximately \$70 million. Over the past three years, the City has secured 100 percent of the resources needed to transition to zero-emission buses through federal, state, regional, and local grant programs. LADOT will continue to seek additional grant funding as needed.

Infrastructure improvements are needed to upgrade LADOT's electric grid at its three facilities. The project is complex and involves the work of other City agencies such as the Department of Water and Power (DWP), the Bureau of Engineering, the Fire Department, and the Department of General Services. The Department states that at this time it is unclear whether the City's electric grid can support the zero-emission bus charging needs.

LADOT goes on to report that replacing conventional buses with zero-emission buses yields many benefits in disadvantaged zero-emission buses will be deployed in disadvantaged communities to help improve air quality and provide health benefits to residents in these areas, as well as increase connectivity to other transit services and affordable housing. As the electric buses are delivered, each bus yard will receive a portion of each year's bus deliveries. The Department goes on to discuss the training requirements for bus mechanics and other City personnel.

At its meeting held October 19, 2020, the Transportation Committee discussed this matter with LADOT staff. Department staff discussed the rollout plan, stating the City will achieve its goals ten years earlier than the State's zero-emission transit bus requirements. Committee members discussed the challenge of upgrading the City's electric grid infrastructure necessary to charge

the zero-emission buses, and whether bus lines operated by neighbor cities which travel into the City of Los Angeles are also converting to zero-emission. The Department representative stated that LADOT is meeting with DWP to address the electric infrastructure needs, and that neighbor cities are also migrating their transit fleets to zero-emission buses. The Committee recommended that Council approve the LADOT Transit Zero-Emission Rollout Plan and authorize the Department to submit the plan to CARB.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

MEMBER VOTE

BONIN: YES

BUSCAINO: YES

KORETZ: YES

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-NOT OFFICIAL UNTIL COUNCIL ACTS-