AGENDA NO.

April 23, 2024

MOTION BY SUPERVISOR LINDSEY P. HORVATH

A Zero-Emission Vehicle Master Plan for Los Angeles County

[Transportation represents the largest source of greenhouse gas emissions in unincorporated Los Angeles County, responsible for as much as 2.7 million metric tons of carbon dioxide annually. These emissions pose significant public health risks, including adverse effects on respiratory and cardiovascular systems, particularly in disadvantaged communities. Zero-Emission Vehicles (ZEVs) are a crucial solution to reduce these emissions, improve air quality, and protect public health. Federal, state, and regional governments have all set ambitious clean transportation targets which are quickly changing the ZEV landscape, with more than 100 ZEVs commercially available in California today.

On March 20, 2024, the Biden Administration announced the strongest-ever pollution standards for cars and light trucks. In 2022, the California Air Resources Board mandated that all new passenger cars, trucks, and SUVs sold in the state be zero-emission vehicles by 2035 and set the target of having 250,000 electric vehicle (EV) chargers deployed by 2025. The Inflation Reduction Act (IRA) offers new tax credits specifically for state governments to advance their EV infrastructure. There is also current state legislation and regulatory proceedings to expand EV charger reliability standards through Agricultural Commissioners/ Weights and Measures.

The County of Los Angeles (“County”) has also taken significant actions towards the EV

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transition. The *OurCounty* Sustainability Plan sets ambitious goals around EV charging and our County fleet: 1) by 2025, 100% of light-duty vehicle purchases should be zero-emissions and 5,000 EV chargers installed, 2) by 2035, 100% of medium duty vehicle purchases should be zero-emissions and 15,000 EV chargers installed; 4) by 2045, 100% of the County fleet should be zero-emissions. The County has also streamlined the permitting processes to promote EV charging infrastructure by adding Section 85 to Electrical Code Title 27. Finally, the County's draft 2045 Climate Action Plan aims to accelerate the EV transition and reduce greenhouse gas emissions through our land use and development policies throughout unincorporated Los Angeles County. The County is a founding Leadership Group member of the public-private Transportation Electrification Partnership (TEP), created by the Los Angeles Cleantech Incubator (LACI) in 2018 to accelerate deep reductions in climate and air pollution by the time of the 2028 Olympic and Paralympic Games by pursuing bold ZEV targets, pilots, initiatives, and policies that are equity-driven, create quality jobs, and grow the economy.

On April 20, 2021, the Board of Supervisors adopted revisions to the Clean Fuel - Sustainable Fleet Policy to require the County to purchase zero emission vehicles when replacing all County vehicles, unless an exception is requested. That same day, the Board of Supervisors approved a motion to develop a Zero Emission Infrastructure Plan to roll out Electric Vehicle (EV) charging stations strategically and equitably across the County. The Internal Services Department (ISD) is responsible for the implementation of this program, and as of December 2023, has installed more EV chargers than many leading private EV charging companies within Los

Angeles County and manages one of the largest municipal charging networks in the country (nearly 1,400 Level 2 and Level 3/DC Fast Chargers), with an average uptime (i.e. time that EV chargers are operational) of 99%.

Given these ambitious targets and increased demand, and reports of lower levels of reliability of publicly available EV chargers, there has been a recent push towards creating and implementing EV charging reliability and maintenance standards. In 2021, The US Department of Transportation created the National Electric Vehicle Infrastructure Formula Program (NEVI), which dedicated $5 billion to strategically deploy EV charging infrastructure and facilitate reliability. An Interagency Agreement was formed between Caltrans and the California Energy Commission (CEC) to administer the roughly $384 million that California received from NEVI for the upcoming five years. In 2022, the Governor signed Assembly Bill 2061, which required the CEC to develop uptime recordkeeping and reporting standards for EV chargers and charging stations. The CEC is currently in the process of developing these standards.

Despite these efforts, there remains significant challenges to widespread EV adoption. First, there remains a considerable gap between the current infrastructure and our climate goals. According to the CEC, the County only has 10,516 publicly accessible chargers and 20,909 shared private chargers despite the County's goal of installing 60,000 new charging stations by 2025. Disparities in charging infrastructure deployment disproportionally affect communities already burdened by environmental and economic hardships. This presents significant challenges to disinvested communities, renters, and others who do not have easy access to charging in their

homes. Secondly, while there has been recent legislative action, reliability standards have not kept pace with EV sales and deployment of EV chargers. The standards are still being developed and have not yet been implemented. This has led to a significant lack of confidence in the reliability of the charging network and hindered the sale of EVs. Lastly, there are not enough trained technicians to support the rapid deployment and maintenance of EV chargers, though various partners including the TEP, community colleges, and labor unions are working on innovative workforce initiatives to meet these needs.

For the County to overcome these challenges, we need strategic planning and increased coordination amongst these various efforts. The County must aim to construct a more resilient, inclusive, and environmentally sustainable transportation sector for all our residents and lead by example with our County fleet. We need a Zero-Emissions Vehicle Master Plan.]

I, THEREFORE, MOVE that the Board of Supervisors [

1. Direct the Internal Services Department, in collaboration with the Chief Sustainability Office, the Department of Regional Planning, Agricultural Weights and Measures, and the Department of Public Works, to develop within 180 days a Zero-Emission Vehicle Master Plan that includes goals, strategies, and technical guidance to deliver on the County's zero-emission fleet goals, expand electric vehicle (EV) charger infrastructure throughout the County, promote EV ownership, and enhance EV charger reliability. The plan should include the following:
    a. Proposed strategies for EV infrastructure development across Los Angeles County

and an update from the Internal Services Department on the 2021 Zero Emission Infrastructure Plan, including specific updates on the following:

i. Data-based solutions for EV charger deployment, as well as the development of the dashboard to identify patterns in usage and types of users;

ii. The 10-year deployment plan for Level 2 and Level 3/ DC fast chargers;

iii. The training program, action plan, and resources needed to build internal capacity of existing County staff to support clean transportation planning and electric vehicle supply equipment installation and maintenance.

b. Partnership with local electric utility companies to identify strategies for EV infrastructure development;

c. A report from all relevant County departments to identify the barriers to implementing the Clean Fuel - Sustainable Fleet (Policy) and internal action plans to expand their zero-emission fleet and charging infrastructure;

d. Internal action plans from the Internal Services Department, Department of Public Works, LA County Sheriff's Department, and LA County Fire Department to accelerate zero-emission vehicle acquisitions including strategies to plan for and fund required charging infrastructure to ensure County departments can transition to zero-emissions vehicles while avoiding operational impacts;

e. Performance standards and equipment specifications, that are in line with state and

federal legislative efforts, to ensure high reliability and recordkeeping of EV charging infrastructure installed for public- and privately-owned shared EV charging stations including infrastructure installed in LA County facilities;

f. Recommendations on programs and code amendments that would expand EV charging zones in all appropriate areas in Los Angeles County such as for EV charging stations for new residential and nonresidential developments that incorporates standards from the California Green Building Standards Code;

g. With the assistance from the Department of Public Works and GO-Biz ZEV, identify obstacles in the permitting of EV chargers in the County and contracted cities, and provide recommendations for improvements to the process, ensuring compliance with AB 1236, AB 970, and AB 126;

h. A plan to partner with Los Angeles County Department of Economic Opportunity (DEO), California Conservation Corps (CCC), International Brotherhood of Electrical Workers (IBEW), Los Angeles Cleantech Incubator, the Office of Business and Economic Development (GO-Biz), and other relevant organizations to identify and expand green job workforce training opportunities particularly for technicians to become Registered Service Agents to install EV chargers and to perform maintenance and repair services;

i. With the assistance of the Department of Regional Planning, a plan to track metrics on key ZEV adoption as identified in the 2045 Climate Action Plan, including:

i. The number of zero-emission vehicles registered and number of non-zero emissions vehicles registered in unincorporated LA County;

ii. The total sales of gasoline and diesel fuel in unincorporated Los Angeles County;

iii. The total number of gas stations decommissioned in unincorporated LA County;

iv. Specific tracking metrics for zero-emission infrastructure in unincorporated LA County;

j. Partnership opportunities with private, government, and non-governmental entities to ensure best practices including, but not limited to, the Los Angeles Cleantech Incubator (LACI) and the public-private Transportation Electrification Partnership (TEP);

k. Strategies and a community outreach plan to ensure low-income communities have equitable access to infrastructure;

l. Targets for grant funding and strategies to finance EV purchases using IRA tax credits and other state and federal grants that are newly available to governments;

m. Staffing or other resources needed to implement these strategies; and

n. An annual update to the Board on the progress towards implementing all aspects of the Zero-Emission Vehicle Plan, including departments' progress in meeting their clean fleet goals.]

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