

Communication from Public

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Council File No: 24-0555

Comments for Public Posting: Please see the attached letter from my client Voltera Power regarding Agenda Item No. 8 on the May 21, 2024 Planning and Land Use Management Committee Meeting (Council File 24-0555/Case No. CPC-2024-2303-CA).



May 20, 2024

Planning and Land Use Management (PLUM) Committee
Los Angeles City Council
City of Los Angeles
200 N. Spring Street, Room 340
Los Angeles, California 90012

**Re: Proposed Ordinance Regulating Trucking-Related Uses in
the Wilmington-Harbor City Community Plan Area
CF24-055 (CPC-2024-2302-CA)
May 21, 2024 PLUM Committee Meeting – Agenda Item No. 8**

Dear Chair Harris-Dawson and Councilmembers:

Voltera Power (Voltera) sites, builds, owns, and operates strategically located, fit-for-purpose electric vehicle (EV) charging facilities for light, medium, and heavy-duty vehicle fleets and branded charging network customers. On behalf of Voltera we wish to congratulate the Department of City Planning and Councilmember McCosker's office for their ongoing diligence and commitment to sustainability and environmental justice in preparing the proposed ordinance that addresses trucking impacts near the Ports of Los Angeles and Long Beach (Ports) and will help enable the development of essential infrastructure to support zero-emission trucking. The proposed ordinance is consistent with the Wilmington-Harbor City Community Plan that was recommended for approval by the City Planning Commission and is awaiting final Council approval.

The proposed ordinance is critical for enabling companies like Voltera to invest in, construct, and operate EV-charging facilities for drayage trucks, which help facilitate the zero-emission movement of goods to and from the Ports. Sound planning practices and environmental justice principles recommend that electric truck charging facilities should be sited in proximity to the Ports with easy access to the regional roadway network, where they can help facilitate the transition away from diesel trucking and the associated health and climate risks posed by diesel emissions. Once implemented, the proposed ordinance will represent an important forward step in facilitating the shift to encouraging zero-emission trucking.

As highlighted in the Staff Report to the City Planning Commission and the proposed findings, the proposed ordinance would prohibit the establishment or expansion of existing trucking-related uses, with an exemption for charging facilities that service electric trucks. As you're familiar, California has set the ambitious goal to reduce GHG emissions by 40 percent below 1990 levels by 2030. Executive Order N-79-20 requires California to increase the number of new medium- and heavy-duty vehicles to be sold and operated in the state to be 100% zero-emission vehicles by 2045 and all drayage trucks to be zero-emission by 2035.

At the local level, reducing greenhouse gas emissions and advancing environmental justice principles has been at the forefront of the City's policy objectives with the adoption of LA's Sustainable City pLAN, which committed the City to zero-emission infrastructure by increasing zero-emission vehicles to 25% by 2025; 80% by 2035; and 100% by 2050. It is essential that infrastructure for zero-emission transportation

and goods movement advances to accomplish environmental goals for the City, improving air quality, meeting climate goals, and enhancing Angelenos' quality of life.

Additionally, there are several federal, state, and local laws and regulations that compel the trucking industry to transition electric vehicles at a rapidly accelerating pace. In fact, last year the California Air Resources Board adopted the Advanced Clean Fleets regulation, which requires phasing in zero-emission trucking in 2024 and will require 100% zero-emission truck use in just over a decade.¹ This mandate is well aligned with both the San Pedro Bay Port Clean Air Action Plan² and LA's Green New Deal: Sustainable City pLAN³. Local commitments are further exemplified by the Los Angeles Cleantech Incubator Transportation Electrification Partnership's Roadmap (3.0) which targets 40% zero emission transportation transition by the drayage truck segment by 2028. Importantly, under the existing requirements of AB 1236 and AB 970, the ministerial permitting and approval process for these EV charging facilities must be streamlined to provide the clarity and certainty needed to make the substantial, multi-year investment in these critical infrastructure projects.⁴

To provide further clarification, Voltera recommends making a technical revision to the proposed ordinance to amend the language for proposed LAMC 12.22-A.36 (a)(2), written as follows:

*(2) Electric Vehicle Charging Facility, Large Vehicle. In the Geographic Project Area, Electric Vehicle Charging Facility, Large Vehicle uses shall be **permitted** subject to the following development standards...*

This amendment is consistent with both (i) what is intended by the ordinance (i.e., to allow *Electric Vehicle Charging Facility, Large Vehicle* uses by-right upon the ordinance becoming effective), and (ii) how the zoning code typically specifies that a use is permitted by-right. Moreover, this clarification will make the LADBS permitting process smoother for projects with *Electric Vehicle Charging Facility, Large Vehicle* uses.

In closing, the allowance for electric truck charging in the proposed ordinance is necessary to further support the essential transition to zero-emission vehicles and critically needed charging infrastructure to enable the transition. Voltera is excited about investing in Los Angeles and helping the City and California meet our climate and air quality goals while enhancing the well-being of the communities adjacent to the Port and the freeways that have for too long been adversely impacted by diesel emissions. We offer our support for the proposed ordinance and respectfully ask that the PLUM Committee recommend adoption of the Staff Recommendation with the amendment proposed above.

Sincerely,



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¹ <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/about>

² <https://www.portoflosangeles.org/environment/air-quality/san-pedro-bay-ports-clean-air-action-plan>

³ https://plan.lamayor.org/sites/default/files/pLAN_2019_final.pdf

⁴ See Govt. Code Secs. 65870.7 and 65870.71.