

TRANSPORTATION COMMITTEE REPORT relative to the implementation of a curbside Zero Emission Delivery Zone pilot program for commercial vehicles within the City of Los Angeles.

Recommendations for Council action:

1. APPROVE the Zero Emission Delivery Zone curbside location selection criteria recommended by the Los Angeles Department of Transportation (LADOT) in its report dated April 28, 2021, as amended to include small and local delivery companies and organizations.
2. DIRECT the LADOT to design, implement, and evaluate the Zero Emission Delivery Zone pilot project at the identified curbside locations using the approved selection criteria.
3. REQUEST the City Attorney, in consultation with the LADOT, to prepare an ordinance within 45 days amending the Los Angeles Municipal Code to authorize the LADOT to install, operate, and enforce Zero Emission Commercial Loading Zones.

Fiscal Impact Statement: The LADOT reports that the cost to install curbside zero emission delivery zones, which include the fabrication of one sign, curbside paint, and one pavement marking at each location, is estimated at up to \$2,000 per location. The pilot is likely to include five locations, so the total cost is expected to be \$10,000. The funds to implement this program will come from either the General Fund and/or the Special Parking Revenue Fund. The LADOT is also pursuing outside grants, including one offered by the Department of Energy, to fully fund all aspects of this pilot program.

Community Impact Statement: None submitted

## SUMMARY

In a report to the Council dated April 28, 2021, LADOT proposes a pilot to evaluate a new curb regulation that designates high-demand curbside zones for exclusive use and access by zero-emission delivery vehicles. These Zero Emission Delivery Zones will benefit urban freight and last mile delivery providers which use zero-emission vehicles to deliver goods and parcels in high-density neighborhoods, and accelerate the adoption of zero-emission freight vehicles.

LADOT reports that growing demand for e-commerce delivery will result in 36 percent more delivery vehicles in inner cities by 2030, leading to a rise in both emissions and traffic congestion without effective intervention. With interventions, like the actions called out in LA's Green New Deal, emissions and traffic congestion can be reduced by 30 percent and delivery costs by 25 percent.

The proposed pilot program will install, enforce, monitor, and evaluate new Zero Emission Delivery Zones in select communities. This new on-street curbside designation will allow for exclusive use by zero-emissions delivery vehicles during specific time periods of the day. LADOT will identify curbside locations in high density areas, subject to high commercial loading zone demands, disproportionately burdened by air pollution, and under the Department's administrative authority to install, enforce, and monitor. The LADOT report goes on to discuss selection criteria and program evaluation in greater detail.

At its meeting held May 4, 2021, the Transportation Committee discussed this matter with LADOT staff. The Department representative stated that the pilot program will initially include five to seven locations. Committee members praised the program. The Transportation Committee recommended that Council approve LADOT's recommendations for the proposed pilot program, as amended to include small and local delivery companies and organizations.

<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	YES
BUSCAINO:	YES

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Respectfully Submitted,

TRANSPORTATION COMMITTEE

**- NOT OFFICIAL UNTIL COUNCIL ACTS -**