

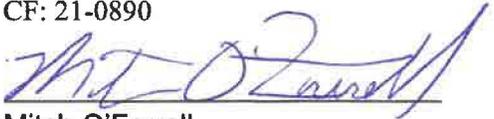
The 2021 bi-partisan infrastructure plan created the Office of Energy and Transportation within the Department of Energy, a major leap forward in federal management of transportation sector decarbonization. The fast tracking of nationwide electric vehicle (EV) adoption also includes components for professional and safe work requirements meant to ensure safe site conditions for staff and structures. In Los Angeles, the EV infrastructure placement on public property will be done by a combination of Los Angeles Department of Water and Power crews and outside contract forces. The city’s future vehicle charging needs will be diverse: the fleet managed by the General Services Department alone is in excess of 6,000 vehicles; add to that the electrification of heavy duty vehicles within LAPD and LAFD; plus the fleets of the three proprietary departments (Los Angeles World Airports, the Port of Los Angeles and the Los Angeles Department of Water and Power). As the City considers the wide expansion of EV infrastructure for its fleet and for city residents, a review of contractual workforce standards is warranted.

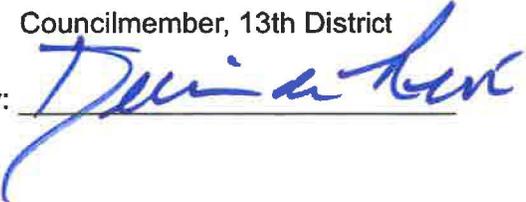
On March 3rd, 2022 the Energy, Environmental Justice, Climate Change and Los Angeles River Committee approved Council Files 21-0890 (Electric Vehicle Master Plan), and 21-1132 (Zero Emission Transportation working group) with respect to the electrification of vehicles, including other jurisdictions regionally. The organization of all city sites, including parks, libraries and public rights-of-way will result in the mass deployment of EV charging infrastructure citywide.

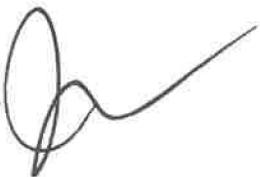
Recently, the State of California set an ambitious goal of approximately 2 ½ million EVs throughout the state by 2025. As of 2021, Los Angeles residents own approximately 83,000 plug-in EVs throughout the City; the City has set a goal of having at least 250,000 plug-in EVs by 2025, 10% of the statewide registered fleet. By 2030, the Department of Water and Power projects the LA region having over 750,000 plug-in EVs, and a projected 2030 EV infrastructure gap of over 97,000 level 2 chargers and approximately 2500 level 3 chargers. Policies such as the EV Master Plan and Zero Emissions task force are key to ensure that the City meets the moment.

On September 30th 2020, California Assembly Bill 841 (TING) updated workforce requirements that mandated the implementation of the Electric Vehicle Infrastructure Training Program (EVITP) for work done on the “customer side of the electrical meter”, under certain conditions. A review and update of LA City workforce standards that mirrors the work done by the State of California, as adopted under the California Public Utilities Code 740.20 is warranted to ensure good workforce practices are furthered by the City electrifying the transportation sector.

I THEREFORE MOVE that the Chief Procurement Officer, with the assistance of the Bureau of Contract Administration, the Department of General Services, the Department of Water and Power and other relevant City agencies report to Council with a review and recommendations of current contractual workforce standards for Electric Vehicle installations citywide, and to include in this report a plan to adopt the Electric Vehicle Infrastructure Training Program (EVITP), as described in California Public Utilities Code 740.20 as part of the Electric Vehicle Master Plan, CF: 21-0890

Presented By: 
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Seconded By: 

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