

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY City of Los Angeles Department of Transportation	COUNCIL DISTRICT 15
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PROJECT TITLE Harbor City Zero-Emission Bus Maintenance Facility Project	COUNCIL FILE NO: 24-1424
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PROJECT LOCATION:
The project location is 23903 Normandie Ave, Harbor City, CA 90710

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
The project is to develop and operate a zero emissions bus maintenance yard on a 4.85 acre property to serve the Los Angeles Department of Transportation's (LADOT) South LA and LA Harbor transit service region. The project would include a new office for transit operations personnel, bus maintenance bays, and up to 70 charging stations to charge 140 battery electric buses.

See attached narrative (**Attachment A**) for further discussion.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A
Los Angeles Department of Transportation (LADOT)

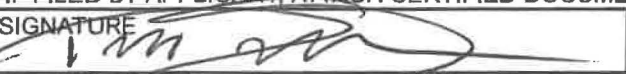
CONTACT PERSON David Somers, Supervising Transportation Planner II	AREA CODE	TELEPHONE NUMBER	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
<input type="checkbox"/> CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1
Class _____ Category _____ (City CEQA Guidelines)		
<input checked="" type="checkbox"/> OTHER	(Statutory Exemption: Public Resources Code Sec. 21080.25)	

JUSTIFICATION FOR PROJECT EXEMPTION:
The project qualifies for a statutory exemption under the State CEQA guidelines section 21080.25 (b)(5) since the project is for the increase of bus including the construction of an operations facility, which will be exclusively used by zero-emission vehicles. See narrative (**Attachment A**) for further discussion.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE 	TITLE Supervising Transportation Planner II	DATE 12/6/24
FEE: N/A	RECEIPT NO.	REC'D. BY
		DATE

DISTRIBUTION: (1) County Clerk, (2) Agency Record

Attachment A

PROJECT: Harbor City Zero-Emission Bus Maintenance Facility Project

LOCATION: 23903 Normandie Ave, Harbor City, CA 90710

CONTACT PERSON: David Somers

I. Project Description

The project is to acquire a 4.85 acre property at 23903 Normandie Avenue, Harbor City (the Property) in order to develop and operate a maintenance yard exclusively for zero-emissions buses to serve the Los Angeles Department of Transportation's (LADOT) South LA and LA Harbor transit service region (the Project). The Project would include a new office for transit operations personnel, bus maintenance bays, and up to 70 charging stations to charge 140 battery electric buses. The development of the Property with the above improvements is estimated to cost up to \$90,000,000.¹

II. Project Background

LADOT serves the South Los Angeles and Harbor communities with affordable transit services by operating seven Community DASH, eight Commuter Express services, and the Cityride On-Demand Dial-a-Ride service. In the near future, LADOT will launch an LA Now On-Demand service in South LA within this service region and expand service frequency on the Watts Community DASH line. City Council has recently directed LADOT to evaluate expanding transit service in the Harbor community to serve the Wilmington Waterfront and Wilmington Promenade (Council File 24-1116). For each service region, LADOT operates a transit facility where buses are fueled, maintained, and stored when they are not in service. The City owns three of the four properties where LADOT operates transit maintenance facilities.

LADOT currently leases the South Bus Maintenance Yard in Compton where all of the buses that serve the south LA and harbor neighborhoods are maintained. LADOT is not able to invest in the infrastructure needed to charge battery electric buses. LADOT has been searching for property to purchase for the South Yard to invest in the needed electrification infrastructure to achieve City Council's goal for LADOT to operate a zero-emission bus system by 2030.

The purchase and development of the bus maintenance yard advances the City's goal to operate 100% zero-emission bus services by 2030 and provides a cleaner bus fleet to the South Service Region, that includes Harbor City. The proposal to develop the property is in the early concept development stage. (See records on file with LADOT.)

III. Environmental Review

A. Basis for Statutory Exemption

¹ This estimate is based on the recent development of a Downtown Bus Maintenance Yard at 454 E. Commercial Street (records on file with LADOT) that includes the cost of installing 35 battery electric bus chargers. The total project cost is around \$50 million when considering both the development of the facility and installing the bus chargers. The development of a zero-emission bus maintenance facility by the Project is not expected to exceed \$90 million when scaling up these costs to account for double the number of bus chargers, inflation, and a larger facility.

The Project is exempt from the California Environmental Quality Act (CEQA) by statute pursuant to California Public Resources Code (PRC) Section 21080.25 (b)(5). Section (b)(5) provides a CEQA exemption “for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emissions...vehicles, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.” As set forth below, the Project is exempt from CEQA under Section (b)(5).

First, the Project is a proposal to construct a new bus facility that will charge up to 140 battery electric buses which will serve expanded services that include LA Now On-Demand bus service in South LA, expanded bus operations on the Watts Community DASH line, and could potentially serve an expanded bus service to the Wilmington Waterfront and Wilmington Promenade. (See records on file with LADOT.) All bus services will operate on existing streets that are within an existing public rights-of-way or existing highway rights-of-way. Second, the Project would be for exclusive use of zero-emissions buses. Third, the Project is located wholly within the City of Los Angeles, which is an urbanized area as designated by the U.S. Census Bureau (see: [https://www2.census.gov/geo/docs/reference/ua/2020 Census ua list all.xlsx](https://www2.census.gov/geo/docs/reference/ua/2020%20Census%20ua%20list%20all.xlsx)).

In addition, the Project meets the other criteria in PRC Section 21080.25 to qualify for the CEQA statutory exemption:

a. Pre-requisite Criteria under PRC Section 21080.25(c)

The Project meets all three criteria under PRC Section 21080.25 (c) (1-3):

- i. The City of Los Angeles, is the lead public agency, and is a local agency carrying out the project.
- ii. The Project will not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways; and does not include the addition of any auxiliary lanes. The Project will encourage more sustainable transportation options (see above regarding how the Project would increase bus services), which will reduce congestion and improve air quality.
- iii. The Project will not require the demolition of affordable housing units. There are no affordable housing units on the Property, and none will be affected by the Project.

b. Public Meetings Criteria under PRC Section 21080.25(d)(1)(D)

As provided in the Project Description, the Project is expected to cost up to \$90,000,000 to develop. Subdivision (e) of PRC Section 21080.25 provides that a project exempt from this division exceeding \$50,000,000 shall also comply with clauses (i), (iii), and (iv) of subparagraph (D) of, and with subparagraph (E) of, paragraph (1) of subdivision (d).

Subdivision (d)(1)(D) of PRC Section 21080.25 provides that a lead agency exempt under this section shall hold public meetings and provide notice of those meetings in accordance with subdivision (d)(1)(E).

In compliance with PRC subdivision (d)(1)(D) of PRC Section 21080.25, LADOT held three notices of public meetings. Two meetings were held in the project area that included the Harbor City Neighborhood Council General Board & Stakeholder Meeting on Wednesday, October 16th, 2024, and the Green Meadows Community Group on Saturday, November 2nd, 2024. In compliance with subdivision (d)(1)(E), LADOT posted the notices in the area where the project is located. The Transportation Committee meeting on November 20th, 2024 shall constitute the third public meeting since it is a regularly scheduled meeting of the Governing Board.

Furthermore, In compliance with PRC section 21080.25(d)(1)(D)(iii), LADOT will conduct at least two noticed public meetings annually during project construction for the public to provide comments. In compliance with PRC section 21080.25(d)(1)(E), LADOT will provide notice of the November 26th meeting on LADOT's website and social media accounts.

c. Skilled and Trained Workforce Criteria under PRC Section 21080.25(f)

Subdivision (f) of PRC Section 21080.25 provides that a lead agency exempt under this section shall enter into a construction contract only with an entity and its subcontractors at every tier commit to using a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades, except where a lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.

In compliance with PRC subdivision (f)(2) of PRC Section 21080.25, the City shall certify that the project will be completed by a skilled and trained workforce, and will rely any of the three, or combination thereof to satisfy this requirement:

- i. The City shall contract with entities to perform the work of the project that are bound by the Department of Public Works Project Labor Agreement 2020-2030 (PLA 2020-2030) with the Los Angeles/Orange County Building and Construction Trade Council, and further bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce.
- ii. The City shall rely on City forces.
- iii. The City shall include in all invitations for bids requirements and/or executed final agreements to bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce.

