
# City of El Monte
# Zero-Emission Bus Rollout Plan

**May 2023**

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## A. City of El Monte Transportation Services Information

City of El Monte
Public Works Department, Transportation Services Division
3990 Arden Drive
El Monte, California 91731

Joint Group: The City of El Monte is not part of a Joint Zero-Emission Bus Group.

**Zero-Emission Bus (ZEB) Rollout Plan Contact Information:**

| | |
|---|---|
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The Zero-Emission Bus Rollout Plan was prepared by City of El Monte staff. A copy of the City Council approved resolution was approved on May 2, 2023 and is attached in Appendix I.

## B. Background

With a population of approximately 116,000 residents, the City of El Monte (the "City") is the tenth largest city in Los Angeles County, California. The City is part of the South Coast Air Quality Management District and San Gabriel Basin Water Quality Authority. The City of El Monte began providing local transit services Monday – Saturday in 1988 and paratransit services Monday – Sunday in 1989. Sunday Fixed-Route transit service was provided as of December 2014 funded through a Federal Transit Administration (FTA) JARC grant for three (3) years. The City operates twelve (12) buses in annual maximum service. The Fixed-Route service operates a total of five (5) routes (Red, Blue, Yellow, Green and Orange) serving the City.

The Commuter Shuttle service operates Monday – Friday during peak commute hours providing connections between El Monte Metrolink Station, Flair Park Business District, Civic Center and El Monte Bus station.

The City offers a Dial-A-Ride service for seniors (55 years and older) and disabled (of any age) residents of El Monte. Dial-A-Ride is a shared ride service. The service operates within City limits, with the exception of medical appointments within a five-mile radius.

The City also offers Senior and Youth Recreational Transportation services to the public for local public activities (i.e., Senior Nutritional Program, youth sports, excursions, etc.). Transportation is provided upon request from the City of El Monte Parks & Recreation Department.

## C. Providing Public Transit Service in a Disadvantage Community

According to the California Office of Environmental Health Hazard Assessment (OEHHA), disadvantage communities in the State of California are measured based on their geographic, socioeconomic, public health and environmental hazard criteria. The OEHHA CalEnvironScreen 4.0 tool is used to measure the criteria. As a result, a minimum of 25 percent of the State of California Cap-and-Trade Program funds must be allocated towards disadvantage communities.

Based on the CalEnvironScreen 4.0 tool (Figure 1), the City is considered a disadvantage community by scoring an overall 92 percentile within the 90 – 100 percent highest level bracket for disadvantage communities in the City. The City has a pollution burden of 97 percent. A key indicator that alerts the City to short-term and long-term solutions in reducing greenhouse gas emissions. Therefore, zero-emission buses ("ZEBs") will be deployed to all service areas throughout the City. Refer to Table 1 for the deployment timeline.

**Figure 1**: CalEnvironScreen 4.0 Map for the City of El Monte Disadvantage Communities

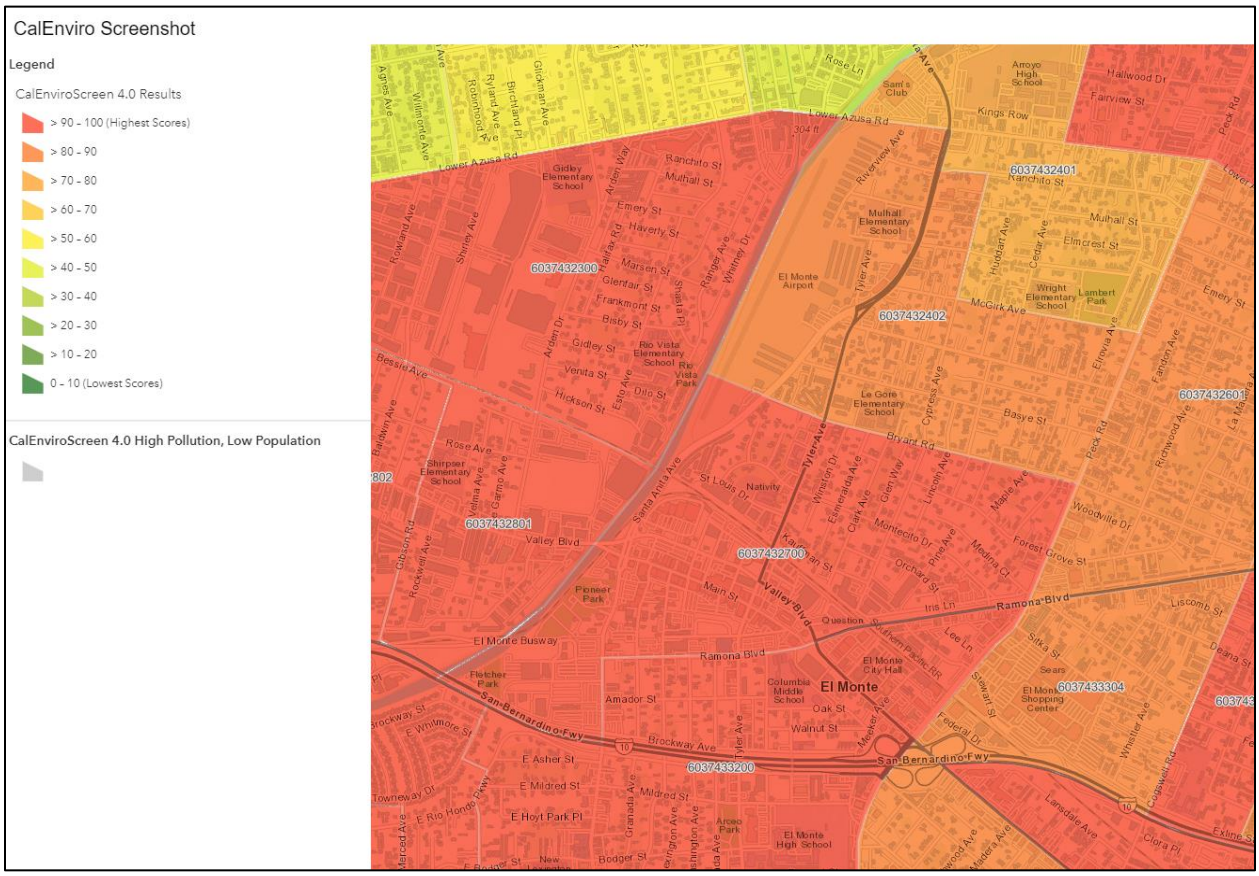

**Table 1**: Zero-Emission Bus (ZEB) Rollout Deployment Timeline

| Year | Total Bus Purchase | ZEB No. | ZEB Purchase Requirements | ZEB Type | ZEB Fuel Type | Conventional Bus No. | Conventional Fuel Type |
|---|---|---|---|---|---|---|---|
| 2023 | - | - | 0% | - | - | 0 | - |
| **2024** | 8 | 3 | 0% | Standard | EV | 5 | CNG |
| 2025 | 1 | 0 | 0% | - | - | 1 | CNG |
| 2026 | 0 | 0 | 25% | - | - | 0 | - |
| 2027 | 2 | 1 | 25% | Standard | EV | 1 | CNG |
| 2029 | 1 | 1 | 100% | Standard | EV | 0 | - |
| 2030 | 7 | 7 | 100% | Standard | EV | 0 | - |
| 2031 | 0 | 0 | 100% | - | - | 0 | - |
| 2032 | 0 | 0 | 100% | - | - | 0 | - |
| 2033 | 0 | 0 | 100% | - | - | 0 | - |
| 2034 | 0 | 0 | 100% | - | - | 0 | - |
| 2035 | 0 | 0 | 100% | - | - | 0 | - |
| 2036 | 0 | 0 | 100% | - | - | 0 | - |
| 2037 | 0 | 0 | 100% | - | - | 0 | - |
| 2038 | 8 | 8 | 100% | Standard | EV | 0 | - |
| 2039 | 1 | 1 | 100% | Standard | EV | 0 | - |
| 2040 | 0 | 0 | 100% | - | - | 0 | - |

## D. Long-Term Fleet Management Plan

The City aims to align with the State of California goal to a complete transition of zero-emission buses by 2040. The goal is to transition gradually without impacting early retirement of current gasoline and compressed-natural gas (CNG) public transit fleet.

El Monte Transit has 24 active revenue and non-revenue transit vehicles that are comprised of 20, 24, 28 and 32-foot buses and paratransit vans. Vehicles are distributed throughout various local transit services (i.e., Fixed-Route, Commuter Shuttle, Paratransit, Senior and Youth Recreational Transportation) based on demand of the service and/or program. The 32-foot buses are utilized for Fixed-Route service and one (1) 32-foot bus for the Commuter Shuttle service. The City current fleet is listed in Table 2.

**Table 2**: Current El Monte Transit Fleet

| Bus Type | Internal Vehicle Identification No. | Bus Model Year | Engine Model Year (MY) | Fuel Type | Vehicle Length | No. of Buses | Type of Service |
|---|---|---|---|---|---|---|---|
| Standard | TR-12 | 1987 | 1987 | Diesel | 24 | 1 | Special Events |
| Standard | TR-16 | 1990 | 1990 | Gasoline | 32 | 1 | Non-Operational |
| Cutaway | TR-8 & TR-9 | 2008 | 2008 | Gasoline | 28 | 2 | Fixed-Route, Paratransit & Recreational Services |
| Cutaway | TR-1, TR-2, TR-14, TR-15 & TR-17 | 2013 | 2013 & 2022 (TR-1) | CNG | 32 | 5 | Fixed-Route, Paratransit & Recreational Services |
| Standard | TR-95 | 2015 | 2015 | CNG | 32 | 1 | Fixed-Route Service |
| Standard | TR-53 – TR-59 | 2016 | 2016 | CNG | 32 | 7 | Fixed-Route Service |
| Minivan | TR-36, TR-51, TR-58, TR-61 & TR-81 | 2016 | 2016 | Gasoline | 20 | 5 | Paratransit Service |
| Cutaway | TR-35, TR-77 & TR-79 | 2017 | 2017 | Gasoline | 24 | 3 | Fixed-Route & Paratransit Services |

The City's objective is to replace vehicles at the end of their useful life benchmark (ULB) as defined by the Federal Transit Administration (FTA), Transit Asset Management (TAM) Report. Based on the City's TAM Report replacement schedule, Table 3 depicts the City's fleet replacement schedule to procure buses and achieve 100-percent zero-emission El Monte transit fleet by 2040. The schedule below is dependent upon zero- and near-zero funding opportunities becoming available for City buses, cutaway buses and paratransit vans.

**Table 3**: El Monte Transit Fleet Replacement Plan

| Procurement Year | Internal Vehicle Identification No. due for Replacement | No. of Conventional Purchases | Zero-Emission Vehicles | | | | Total Vehicles to Purchase |
|---|---|---|---|---|---|---|---|
| | | | Quantity | Cost Estimate (Total Qty.) | Type | Technology | |
| 2024 | TR-8 & TR-9 | 0 | 2 | $1,848,000 | Standard 25’ | Battery | 8 |
| | TR-16 | 0 | 1 | $924,000 | Standard 25’ | Battery | |
| | TR-1, TR-2, TR-14, TR-15 & TR-17 | 5 | 0 | $2,310,000 | Standard 25’ | CNG | |
| 2025 | TR-36, TR-51, TR-58, TR-61 & TR-81 | 0 | 5 | $1,210,000 | Standard 20’ | Battery | 6 |
| | TR-35 | 1 | 0 | $462,000 | Standard 25’ | CNG | |
| 2027 | TR-77 & TR-79 | 0 | 2 | $924,000 | Standard 25’ | Battery | 2 |
| 2029 | TR-95 | 0 | 1 | $1.2 million | Standard 35’ | Battery | 1 |
| 2030 | TR-53 –TR-59 | 0 | 7 | $8.4 million | Standard 35’ | Battery | 7 |

The City allocated funding for Fiscal Year (FY) 2022-23 through local return funds in order to co-match current and future grant funding opportunities. The City will save time and effort in the procurement process for zero-emission buses and other needed vehicles through Cooperative Purchasing Agreements. The City will “piggyback” off contracts developed by the State of California purchasing agencies. Alternatively, the City would

need to carry-out a formal bidding process. A formal bidding process would be both an extensive process and require additional funding resources. In 2017, the City obtained three (3) cutaway buses and five (5) paratransit vans as a result of a Cooperative Agreement with the California Association for Coordinated Transportation (CALACT). While the City seeks to participate in cooperative agreements, it will continue to perform its due diligence by identifying, evaluating and utilizing fair and reasonable purchasing methods which best meet the needs of the organization.

## E. Current and Potential Funding Sources

The City is actively pursuing special funding sources to comply with the State of California's Zero-Emission Bus Rollout Plan. Funding for zero-emission vehicles will require external financial assistance due to the cost in comparison to conventional fueling operated transit vehicles. It is imperative that the City seeks funding opportunities that will reduce the financial burden and provide the resources to obtain alternative transit vehicles that will reduce greenhouse gas emissions in the community. Prior to ZEB procurement, the City will assess its financial feasibility to purchase zero-emission vehicles and alignment with Federal, State and local ZEB adoption goals. The following list of current and potential funding sources are available (Table 4):

**Table 4: Current and Potential Funding Sources**

| Funding Source | Funding Source Overview |
|---|---|
| **AB2766** | The City receives an annual per capita allocation of vehicle license fees collected by the South Coast Air Quality Management District (SCAQMD). AB2766 funds are utilized for programs that reduce greenhouse gas emissions (i.e., procurement of electric vehicles, installation of near-zero or zero-emission infrastructure, Rideshare programs, etc.). The City will use a portion of allocated funding to offset costs for electric charging infrastructure and/or zero-emission vehicles. |
| **Bus and Bus Facilities Program** | The City will seek funding from the Federal Transit Administration (FTA) through the Bus and Bus Facilities Program, resources are available which include $469 million in FY 2022-23 to help transit agencies procure or lease low or no-emission vehicles. The City seeks to replace its transit fleet as each vehicle reaches its Useful Life Benchmark (ULB) with low or no-emission vehicles. |
| **Carl Moyer Program** | The City was recently awarded a Carl Moyer Program grant with SCAQMD to design and construct a public-accessible Renewable Natural Gas (RNG) station. Although it is not a zero-emission project, it will reduce greenhouse gas emissions produced by current CNG transit buses that utilize fossil derived natural gas. In addition to the |

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| | current project, the City will seek Carl Moyer funding for the purchase of an electric bus and/or installation of fast charging station infrastructure. |
| **HVIP** | The California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) supports the deployment of near-zero and zero-emission technologies by making clean vehicles more affordable for fleets through point-of-purchase price reductions. The City will work with an approved transit vehicle dealership to apply and deduct the voucher incentive on overall near-zero and zero-emission transit-related vehicle purchase. |
| **Local Return Funds** | The City receives local return funds annually from Los Angeles County through a voter approved sales tax measure. Distribution is based statute and population size. Funds in Proposition A, Proposition C, Measure M and Measure R will be used for capital securement and operation costs in local transit fleet. The City has allocated matching funds from local returns for FTA grant opportunities and other feasible grant programs. |
| **Low Carbon Fuel Standard** | The Low Carbon Fuel Standard (LCFS) is administered by the California Air Resources Board (CARB), it is designed to decrease carbon intensity in California's transportation fuel pool, provide low-carbon and renewable alternatives. The City will seek LCFS credits after it completes its Renewable Natural Gas (RNG) Station and procures electric buses. Credits are generated into revenue and are based on alternative low-carbon transportation fuels. |
| **Low or No Emission (Low-No) Vehicle Program** | The FTA allocated approximately $1.2 billion for FY 2022-23 towards modernizing bus fleets and bus facilities by purchasing or leasing low- or no-emission vehicles. The City will seek FTA grant funding to offset the cost of replacing gasoline and CNG vehicles to low- or no-emission transit vehicles. |
| **MSRC** | The City had previously received funding from the Mobile Sources Reduction Committee (MSRC) for the installation of two (2) dual level II electric vehicle charging (EVC) stations at the Public Works Yard, two (2) dual EVC stations at the Valley Boulevard downtown public parking lot and four (4) dual EV charging stations at the Metrolink Station public parking lot. In addition, the City requested funding for an EV utility truck for maintenance purposes. The City will apply for further funding to assist with offsetting the cost for both EV fast charging stations and zero-emission vehicles. |
| **Section 5310** | In 2021, the City applied for FTA Section 5310 grant opportunity to increase its senior resident (65 and over) and disabled ridership. The |

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|---|---|
| | program will expand the City's demand-response service by providing activity trips to both senior and disabled residents. The City seeks to increase its public transit services and ridership, requiring a need to replace vehicles with an approaching useful life benchmark. |
| **Volkswagen Mitigation Fund** | The Volkswagen (VW) Mitigation Trust has $130 million in funds to replace older, high-polluting transit shuttle buses with new battery-electric buses. In 2019, the City applied for VW Mitigation funds to replace two gasoline cutaway buses. The City will continue to pursue this grant opportunity. |

## F. Policy and Legislation impacting Relevant Technologies

On January 14, 2020, the City Council approved Resolution No. 10079 to establish its first kilowatt per hour (kWh) fee for the use of City-owned electric vehicle charging stations by the general public. Since 2019, the City installed forty-two (42) Level II EVC stations throughout the City for both public and internal use. The City partnered with Southern California Edison (SCE) and the Mobile Source Air Pollution Reduction Review Committee (MSRC), Prop C Local Return Funds, and SCAQMD's AB2766 which allowed for the procurement and installation of EVC stations. Upon grant funding availability, the City anticipates the purchase and installation of two (2) dual fast charging stations at its Public Works Yard facility. The facility currently stores all internal local transit fleet.

On July 20, 2021, the City Council approved Resolution No. 10284 adopting minimum contractor qualifications for electric vehicle charging stations installed on City-funded projects. Per the Resolution, the City determined that safety of first responders, workers, and the general public is imperative for the City. The City is committed to ensuring that all contractors and electricians installing and maintaining EV infrastructure for City projects do so based on best practices in electrical training and certification(s). No further local policies or legislation will impact relevant technologies.

## G. Existing and Potential Need for Future Facilities

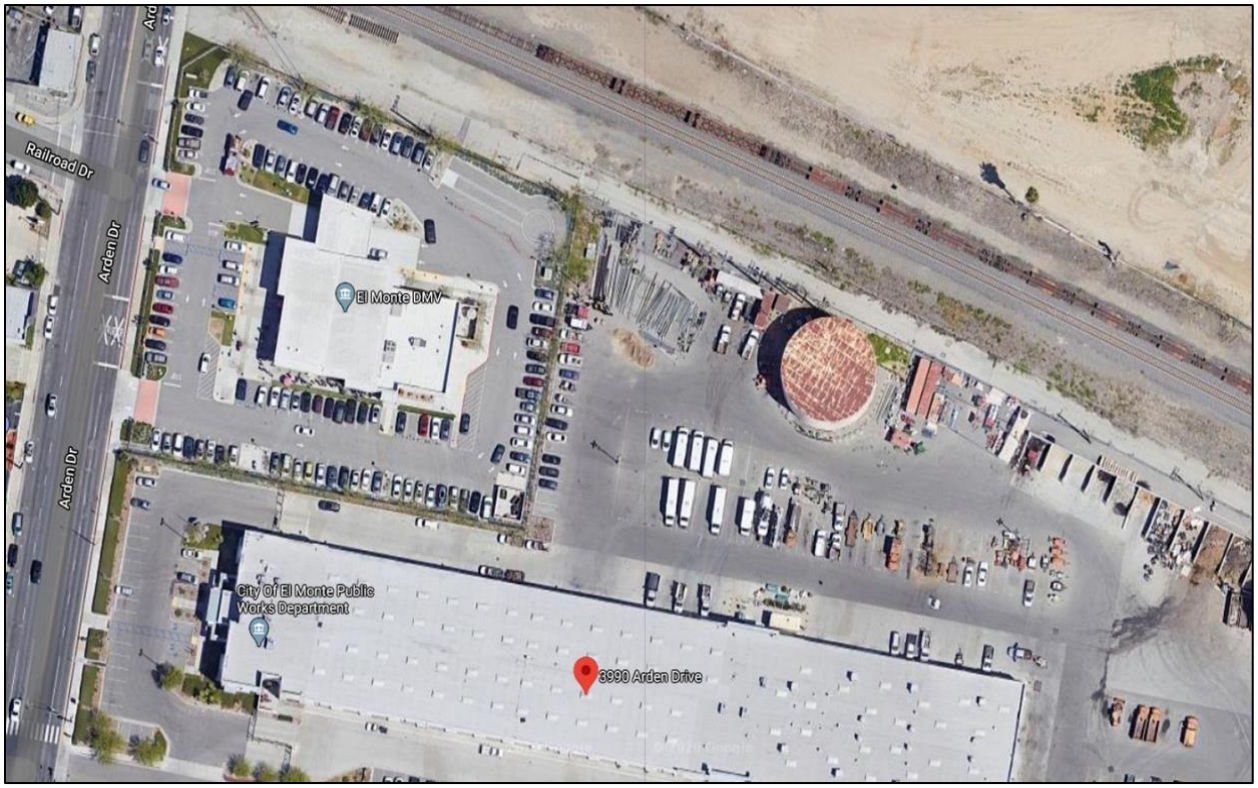
The following locations support local transportation service operations: Public Works Yard, Trolley Station, Metrolink Station parking lot and the City's Compressed Natural Gas (CNG) Station (refer to Table 5). The general Transportation Services office and transit fleet are located at the Public Works Yard. The Trolley Station is a transit hub for the Fixed-Route transit service and bus pass sales office. The Metrolink Station is a transit hub for the Metrolink Commuter train as well as for Commuter Shuttle service pick-up and drop-off. The CNG Station is located within a previous City-owned Transportation Services facility property, fuel is provided to all City-owned CNG vehicles at said location.

**Table 5: El Monte Transit Facilities**

| Division/ Facility Name | Address | Year Built | Main Function(s) | Type(s) of Infrastructure | Service Capacity (bus number) | Upgrade Needed (Yes/No) | Estimated Construction Timeline |
|---|---|---|---|---|---|---|---|
| **Public Works Yard** | 3990 Arden Dr., El Monte, CA 91731 | 2010 | Bus Operations & Maintenance | New Renewable Natural Gas Station & New fast-charging EV Infrastructure | 10 | Yes | Beginning in FY 2024-25 – install 2 dual fast-charging stations |
| **El Monte Bus ("Trolley") Station** | 3679 Center Ave., El Monte, CA 91731 | 2020 | Temporary hub for Fixed-Route Operations | Unknown at this time, but may require electric charging infrastructure. | 5 | Yes | Beginning in FY 2029-30 – prior to ZEBs procurement for Fixed-Route transit service |
| **Metrolink Station parking lot** | 10925 Railroad St., El Monte, CA 91731 | N/A | Bus Operations | EV Level II Charging Stations | 2 | No | Eight (8) EVC Level II Stations are currently available to the public |
| **CNG Station** | 3629 Cypress Ave., El Monte, CA 91731 | 1963 | Bus Operations & Maintenance | CNG Station | 4 | No | To be demolished after the new Renewable Natural Gas Station is commissioned at the Public Works (PW) Yard. All CNG transit buses will then be fueled at the PW Yard |

The City's nine (9) cutaway buses and one (1) transit bus is located at the City of El Monte's Public Works Yard. The City's rubber-tired vintage trolley and non-operational tour bus is housed at the City's CNG Station facility, previously the City's Transportation Services facility. Seven (7) transit buses, one (1) cutaway bus and five (5) paratransit vehicles are located at the contractor's facility within one (1) mile of the City's Public Works Yard.

**Figure 2: City of El Monte Transit Facility at the Public Works Yard**




The Public Works Yard currently has twelve (12) Level II electric vehicle (EV) charging station ports. In order to meet charging demand for both non-revenue and revenue vehicles, the City would modify its current charging station inventory by installing two (2) dual fast EV charging stations. This will allow fast charging for four (4) electric buses at any given time. Installing fast chargers will meet in-house transit needs, vehicles currently operated in-house have an estimated replacement date for calendar years 2023-24. The City is not expected to have any modifications to its bus parking arrangements. Fast charging stations are expected to be installed by FY 2024-25. EV infrastructure will be installed at current bus parking stalls located at the City of El Monte Public Works Yard. Southern California Edison is the electric utility service provider for the City of El Monte. Figure 2 and 3 depict the transit facility and electric vehicle charging stations at the Public Works Yard.

**Figure 3: Future Facility and Technology Transition Upgrades**

Dial-A-Ride paratransit and Fixed-Route services are contracted out with Southland Transit, Inc. ("Contractor"). The paratransit and fixed-route vehicle fleet is owned by the City and operated by the Contractor. Paratransit vehicles are not due for replacement until 2025 and Fixed-Route transit buses are due for replacement by 2027 and 2030. Therefore, the next phase will be to implement EV charging station infrastructure at the City's Trolley Station facility or other City-owned facilities to provide future access to charge paratransit and fixed-route transit fleet.

The City will evaluate alternative options to provide electric charging station access for contracted services. The City installed Level II electric vehicle charging stations for public-access at the City's Civic Center (14), Downtown (4) and Metrolink Station (8) parking lots. The three (3) locations are potential alternative to address a need for paratransit replacements in 2025.


## H. Partnerships

The City installed Level II EVC stations with ChargePoint, Inc. The City currently has a Master Services Agreement with ChargePoint, Inc. to provide EVC station cloud-support service on City-owned EVC station ports. Cloud service session data includes the percentage battery charge status and kWh rate. In 2019 – 2022, the City installed forty-two (42) ChargePoint EVC stations. Southern California Edison provides electricity to all City-facilities. Therefore, staff will use utility usage data to determine its cost per kilowatts (kW).

Due to the size of the transit fleet, partnerships will not be needed. Pending on zero-emission cutaway and bus transit options, the City will determine if current infrastructure will suffice or if electric batteries on proposed buses will require alternative EVC infrastructure options.

## I. Workforce

El Monte Transportation Services personnel are currently trained on diesel, compressed-natural gas (CNG) and gasoline fueled transit buses. In order to train personnel, staff will be trained on-site and/or off-site during the procurement process of the zero-emission buses (ZEBs), before ZEB delivery and thereafter. Training will include general bus overview, high voltage safety, preventative maintenance inspections, troubleshooting, diagnostics and repairs, and training of bus driver and operations. In addition, Original Equipment Manufacturers (OEMs) will provide training material and tools needed to provide further knowledge of zero-emission vehicle/bus technology as it continues to grow. Due to the recent market for electric buses and various OEMs entering the market, training will be required by OEMs and/or ZEB vendors in order to address troubleshooting and preventative maintenance.

In addition, the City will seek ZEB training opportunities/partnerships for safety and maintenance training in high voltage equipment and infrastructure, safety measures and equipment, and preventative maintenance inspections. The City will seek available options, such as participation in the Southern California Regional Transit Training Consortium (SCRTTC) courses (i.e., eEV Transit Bus Safety Awareness and Familiarization). The course is a self-paced online training opportunity over the course of two (2) weeks, it will teach staff safety do's and don'ts when working around all-electric high voltage transit vehicles. The course will not replace OEM training. Therefore, OEM training will be conducted prior to seeking additional training through available partnerships. If available, the City's Transportation Services Division will seek partnerships with agencies that offer zero-emission technology workforce development programs. A workforce development program that will offer staff an overview of zero-emission buses, bus operation, Level II and fast electric charging station utilization and maintenance/repairs, and safety and maintenance.

It is the City's objective that all staff are provided the necessary resources to execute their work assignments in a safe environment. Staff will continue to seek ZEB training opportunities at local community colleges, training facilities and/or with bus manufacturers for each procured ZEB.

All relevant personnel will be trained on zero-emission buses (ZEBs) before buses arrive to the Public Works Yard and before the transition is fully made upon their initial service date. Training will be incorporated throughout each City recognized fiscal year (July 1$^{st}$ – June 30$^{th}$) by incorporating in-class and behind-the-wheel training. For operational and

maintenance purposes, the City will implement, evaluate and correct as-needed training personnel on incoming ZEB fleet.

As the City nears its procurement process, it will develop a training schedule to address ongoing zero-emission bus operations. Staff will need to familiarize themselves and understand the various components of the buses prior to operating vehicles for training purposes in revenue and non-revenue transportation services.

## J. Start-up and Scale-up Challenges

The most significant challenge faced by small transit agencies at the local government level with start-up and scale-up of zero-emission bus (ZEB) deployment is the financial impact it will entail. The City operates its Fixed-Route, Paratransit and Recreational Transportation Services within an annual budget utilizing Proposition A, Proposition C, Measure R and Measure M Local Return Funds. The deployment of ZEBs in local government will be more expensive than procuring compressed-natural gas transit buses. Support from both state and federal government agencies will be necessary to reach the desired and required ZEB deployment efforts through available grant funding opportunities, technical procurement support and incentive programs.

Another challenge faced by large and small transit agencies is the availability of zero-emission buses. Per previous discussion with various transit-related dealerships, ZEBs would be available to the client fifteen (15) to eighteen (18) months after a Purchase Order is received by the vendor. Therefore, the vehicles would be delivered after one (1) year. Electric vans for paratransit purposes will take approximately three (3) to six (6) months after the Purchase Order is issued. With limited ZEB availability, high demand for the vehicles can potentially result in an increase in prices due to limited supply. The City will seek Cooperative Agreements to assist with procurement process.

Due to the future introduction of zero-emission buses on the City's transit fleet, maintenance and fuel/electric charge cost is currently unknown. The City's current transit-facility is shared with the Public Works Department – Maintenance Services Division and Utilities Services Division. Adding additional EV infrastructure to charge ZEBs will become a challenge as the facility will need to obtain additional utility infrastructure to support fast-charging stations. The City will seek grant funding for the ZEB charging infrastructure, additional utility support will need to be budgeted under a Proposition or Measure Local Return Fund.

The California Air Resource Board (CARB) can support the City's Public Works Department – Transportation Services Division by ensuring funding is available to assist with the deployment of zero-emission buses and infrastructure. As a small transit agency, Transportation Services has found challenges in grant acquisition when competing with larger transit agencies for electric buses and infrastructure. In addition, the energy cost of charging and having the utility capacity to charge ZEBs at the current facility are

currently unknown. In order to deploy zero-emission buses, the City will need guidance to assist with unknown variables.

# Appendix I

City of El Monte Resolution #10446

Approving the City of El Monte's Zero-Emission Bus Rollout Plan

**RESOLUTION NO. 10446**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA APPROVING THE CITY OF EL MONTE ZERO EMISSIONS BUS ROLLOUT PLAN**

WHEREAS, the Innovative Clean Transit (ICT) regulation (Cal. Code Regs., Title 13, Section 2023.1(d)) requires a local transit agency to prepare a complete Zero-Emissions Bus Rollout Plan (Rollout Plan), approved by its governing body, showing how it plans to achieve a full transition to zero-emission buses (ZEBs); and

WHEREAS, the City of El Monte (the "City"), through its transit agency, must prepare, adopt, and submit a complete ZEB Rollout Plan to the California Air Resource Board by June 30, 2023; and

WHEREAS, the Zero-Emission Bus Rollout Plan prepared for the City through its Transportation Services Division of the Public Works Department, attached hereto as **Exhibit "A"**, meets the following state regulatory requirements:

- A goal of full transition to zero-emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses;
- Identification of the types of zero-emission bus technologies the City is planning to deploy;
- A schedule for zero-emission and conventional internal combustion engine bus purchases and lease options;
- A schedule for conversion of conventional internal combustion engine buses to zero-emission technologies;
- A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero-emission buses;
- Explanation of how the City plans to deploy zero-emission buses in Disadvantaged Communities;
- A training plan and schedule for zero-emission bus operators and maintenance and repair staff; and
- Identification of potential funding sources.

**BASED UPON THE ABOVE RECITALS, THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:**

**SECTION 1.** The City Council hereby finds that the foregoing recitals are true and correct and incorporated into the body of this Resolution by this reference.

**SECTION 2.** The City Council hereby approves the City's Zero-Emission Bus Rollout Plan as set forth in full.

**SECTION 3.** That insofar as the provisions of any other Resolution, document, or previous action of the City Council, prior to the date of this Resolution, are inconsistent with the provisions of this Resolution or any policy adopted by this Resolution, this Resolution and the policies adopted herein shall control.

**SECTION 4.** This Resolution shall take effect immediately upon its adoption by the City Council and the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED AND ADOPTED by the City Council of the City of El Monte at the regular meeting of this 2nd day of May 2023.

Jessica Ancona

Jessica Ancona, Mayor
City of El Monte

ATTEST:

Gabriel Ramirez, City Clerk
City of El Monte

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES ) SS:
CITY OF EL MONTE )

I, Gabriel Ramirez, City Clerk of the City of El Monte, hereby certify that the foregoing Resolution No. 10446 was passed and adopted by the City Council of the City of El Monte, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 2nd day of May 2023 and that said Resolution was adopted by the following vote, to-wit:

AYES: Mayor Ancona, Mayor Pro Tem Puente, Councilmembers Cortez, Martinez Muela, Puente, Rojo and Ruedas

NOES: None

ABSTAIN: None

ABSENT: None

Gabriel Ramirez, City Clerk
City of El Monte

EXHIBIT “A”