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BEFORE THE HEARING BOARD OF THE
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

In the Matter of

SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT,

Petitioner,

v.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
[Facility ID No. 43758],

Respondent.

CASE NO. 5874-2

**[PROPOSED] FINDINGS AND
DECISION FOR A MODIFIED
STIPULATED ORDER FOR
ABATEMENT**

Date: **August 7, 2024**

Time: 9:30 a.m.

Place: Hearing Board
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

This status/modification hearing for a Stipulated Modified Order for Abatement was heard on August 7, 2024 pursuant to notice and in accordance with the provisions of California Health and Safety Code § 40823 and SCAQMD Rule 812. The following members of the Hearing Board were present: Micah Ali, Chair; Robert Pearman, Esq., Vice Chair; Cynthia Verdugo-Peralta; and Mohan Balagopalan. Petitioner, Executive Officer of the South Coast Air Quality Management District (“South Coast AQMD”), was represented by Kathryn Roberts, Senior Deputy District Counsel. Respondent, Los Angeles County Metropolitan Transportation Authority (“LA Metro”), was represented by Ronald Stamm, Principal Deputy County Counsel. The public was given an opportunity to testify. Evidence was received and the matter was submitted.

The Hearing Board finds and decides:

1 1. Petitioner is a body corporate and politic established and existing pursuant to
2 Health and Safety Code §§ 40000, *et seq.* and §§ 40400, *et seq.*, and is the sole and exclusive local
3 agency with the responsibility for comprehensive air pollution control in the South Coast Basin.

4 2. Respondent is a body corporate and politic existing pursuant to Public Utilities
5 Code §§ 130050.2, *et seq.*, which, *inter alia*, owns and operates heavy-duty vehicles for use and
6 provision of essential public services within the County of Los Angeles. Respondent's Non-
7 revenue Fleet Maintenance is a division within LA Metro which oversees the procurement,
8 maintenance, and allocation of heavy-duty vehicles to offices, departments and employees of LA
9 Metro for provision of public services. Respondent's fleet of heavy-duty vehicles includes
10 vehicles for use throughout Los Angeles County, within the jurisdiction of the South Coast
11 AQMD. Respondent's Headquarters Building is located at One Gateway Plaza, Los Angeles, CA
12 90012. Respondent's Non-revenue Fleet Maintenance division has administrative offices located
13 at 7878 Telegraph Rd., Downey, CA 90240.

14 3. Respondent operates more than 15 vehicles in its heavy-duty vehicle fleet. Among
15 its heavy-duty fleet, Respondent currently operates multiple vehicles which are diesel powered,
16 purchased on or after July 1, 2002 and were purchased without prior receipt of a Technical
17 Infeasibility Certification Request approval.

18 4. **South Coast AQMD Rule 1196(d)(1)** requires that beginning on July 1, 2002, for
19 public fleet operators that operate 15 or more heavy-duty vehicles, all new additions to an existing
20 fleet shall be by purchase or lease of: (1) alternative-fuel heavy-duty engine or vehicles; (2) dual-
21 fuel heavy-duty vehicles; (3) dedicated gasoline heavy-duty vehicles; or (4) Technical
22 Infeasibility Certification Request-approved diesel vehicles.

23 5. **The California Code of Regulations, 8 CCR § 8445(i)**, prohibits the use of
24 certain fuels, including gasoline and other solvents with a flash point of below 100°F, for vehicles
25 operating in tunnels as a safety measure.

26 6. LA Metro purchases and maintains a fleet of heavy-duty vehicles to provide
27 transportation-related public services throughout Los Angeles County. LA Metro is subject to
28 Rule 1196 when adding a fleet vehicle to its existing fleet and in maintenance of its heavy-duty

1 fleet because it exists and operates within the South Coast AQMD's jurisdiction, is a public entity,
2 and currently operates more than 15 vehicles in its heavy-duty fleet.

3 7. Since 2003, LA Metro has purchased, and continues to maintain within its fleet,
4 heavy-duty vehicles which do not meet the requirements set forth in South Coast AQMD Rule
5 1196(d)(1). At the time of adoption of the Order, LA Metro's heavy-duty fleet included at least
6 fifty-two (52) heavy-duty vehicles which violated South Coast AQMD Rule 1196 requirements,
7 as identified in **Attachment A**. Twenty-two (22) heavy-duty vehicles in LA Metro's heavy-duty
8 fleet are designated for HI-RAIL usage, and are deployed into tunnels and/or below ground. HI-
9 RAIL vehicles are subject to the fuel-type limitation in 8 CCR § 8445(i), in addition to Rule 1196,
10 including the Technical Infeasibility Certification Request procedures.

11 8. South Coast AQMD discovered the violations noted above when LA Metro
12 provided information on its heavy-duty fleet in 2020 in response to survey conducted by South
13 Coast AQMD.

14 9. South Coast AQMD and LA Metro engaged in active negotiation once the Rule
15 1196 violations were discovered by South Coast AQMD to determine appropriate actions for
16 Respondent to take to achieve compliance with Rule 1196 within as reasonable a period of time as
17 possible under the circumstances. In addition, South Coast AQMD and LA Metro have explored a
18 pilot demonstration project of an electric-powered heavy-duty vehicle for deployment to LA
19 Metro's HI RAIL usage which cannot employ alternative-fuels such as compressed natural gas
20 (CNG) or gasoline fuels due to safety regulations.

21 10. Each of LA Metro's heavy-duty vehicles which are non-compliant are used to
22 provide essential public transportation services throughout Los Angeles County. As a public
23 entity, LA Metro is constrained by the resources it can commit to replacing vehicles in its heavy-
24 duty fleet, and is subject to a publicly-adopted budget each fiscal year. The cost of replacing a
25 non-compliant heavy-duty fleet vehicle ranges from approximately \$89,532 to \$1,753,582,
26 depending on the model and purpose of the vehicle. In addition, many vehicles in LA Metro's
27 heavy-duty fleet require customization and or upfitting to meet LA Metro's requirements, which
28 increases the lead time for replacement vehicles.

1 11. LA Metro has committed to allocating the necessary funds to acquire heavy-duty
2 vehicles that comply with Rule 1196, and the necessary funds to accelerate the turn-over schedule
3 for the majority of its non-compliant heavy-duty vehicles. In addition, LA Metro has committed to
4 undertaking an electric-powered heavy-duty HI RAIL vehicle demonstration project to assess the
5 feasibility of zero-emission heavy-duty vehicles deployed in lieu of vehicles which would
6 otherwise be required to be replaced with TICR-approved diesel powered vehicles to comply with
7 in-tunnel safety regulations. If successful, the demonstration project will allow for consideration
8 of electric-powered replacement vehicles for up to three additional heavy-duty HI RAIL vehicles,
9 which would otherwise be replaced with diesel vehicles. The emission reduction achieved from
10 replacement with the demonstration project electric-powered vehicle more than offsets the excess
11 emissions from remaining vehicles on a non-accelerated replacement, with the potential to further
12 increase emission reductions if the demonstration is successful and allows for additional electric-
13 powered replacement vehicles for HI RAIL vehicles.

14 **July 28, 2022 Status Modification Hearing**

15 12. Between when the Order was issued and July 28, 2022, LA Metro took several
16 steps to fulfill the schedule outlined in the July 29, 2021 Order for Abatement (“Order”).
17 Specifically, by July 2021, LA Metro had removed from service the vehicles in Category 6. As of
18 December 20, 2021, replacements for Category 7 vehicles had been obtained and placed into
19 service. LA Metro was complying with all conditions included in the TICR approvals for each of
20 these vehicles. Moreover, in accordance with the schedule in Attachment A of the Order, LA
21 Metro released bids on October 21, 2021 for three CNG Tow Trucks; November 15, 2021 for
22 three CNG vault trucks; and December 28, 2021 for four CNG tractors. In all, bids were released
23 for 10 CNG powered replacement vehicles in Category 1. For cost efficiency, LA Metro included
24 in this bid several vehicles in Category 2. For nine of these vehicles—3 Category 1 vehicles
25 replaced with CNG and 6 Category 2 vehicles which are to be replaced with the cleanest vehicle
26 available, which is diesel—bids were submitted and through LA Metro’s procurement process
27 contracts executed for purchase of the replacement vehicles. These contracts specified the earliest
28 replacement possible, which was July 2023 for the CNG and January 2024 for diesel. While the

1 Order required delivery for 10 Category 1 vehicles by the end of Q4 2022, this delivery timeline
2 was not possible for any suppliers. LA Metro inquired with multiple suppliers and learned that
3 then-ongoing, industry-wide supply chain issues and supply shortages extended vehicle delivery
4 timelines and the July 2023/January 2024 dates are the soonest reasonably possible to take
5 delivery of these vehicles.

6 13. LA Metro also initiated the replacement process for other vehicles pursuant to the
7 Order including by timely releasing bids for additional Category 2 vehicles. The initial bid release
8 received no bids. A second bid release was prepared and released on July 15, 2022, with a bid due
9 date of August 17, 2022.

10 14. Based on the infeasibility to secure replacement vehicles, the Parties met to discuss
11 revised timelines for the schedule included in the Order. The Parties, through investigation and
12 experience in procurement believed the revised deadlines to be the most expeditious replacement
13 timeline that can be met given the ongoing supply chain issues impacting the industry.

14 15. The original estimated excess emissions associated with the use of non-compliant
15 fleet vehicles during the pendency of the initial Order was approximately 1.961 ton of oxides of
16 nitrogen and 0.045 ton of particulate matter. South Coast AQMD calculated revised estimates of
17 excess emissions using the proposed modified delivery dates. The revised estimated excess
18 emissions associated the use of non-compliant fleet vehicles during the pendency of the proposed
19 Modified Order is approximately 3.314 tons of oxides of nitrogen and 0.067 ton of particulate
20 matter.

21 **July 27, 2023 Status Modification Hearing**

22 16. Since the Stipulated Modified Order for Abatement (“Modified Order”) was
23 issued, LA Metro has continued to take the necessary steps to fulfill the modified schedule as
24 required. Specifically, LA Metro released bids for a total of 14 Category 1 (CNG replacement)
25 vehicles and 8 Category 2 (cleanest available) vehicles required for bid release between Q4 2021
26 and Q2 2023. Although some of LA Metro’s bid releases did not receive responses, in those
27 instances LA Metro released additional bids in an effort to ensure a suitable OA-compliant
28 replacement vehicle was available for purchase.

1 17. For vehicles in Category 1, all bids were released timely and ten (10) are on track
2 for delivery within the time specified by the Order. However, due to supply chain delays across
3 the industry, four (4) vehicles (Unit Nos. 21-1114; 21-1121; 21-1122; 21-1126) are now expected
4 to be delivered by Q3 2024. The Parties jointly propose to modify the Attachment A to reflect this
5 timeline.

6 18. For vehicles in Category 2, six (6) vehicles had bids released timely and are on
7 track for delivery within the time specified by the Order. An additional two (2) vehicles did not
8 have bids released timely due to inadvertent error by Respondent. As a result of the late bid
9 release, delivery is not expected within the timeline originally specified in the Order. The Parties
10 jointly propose to modify Attachment A to reflect the best estimate of when these vehicles (Unit
11 Nos. 14-0033; and 14-0032) are expected.

12 19. For the vehicle in Category 3 (EV pilot replacement), Respondent initially
13 contracted with a vehicle manufacturer to serve as project manager to oversee the development
14 and build of an EV HI-RAIL vehicle. However, the manufacturer recently left the project, and
15 thus Respondent has been unable to complete the purchase and delivery of an EV to begin the
16 pilot study as required by the Modified Order. Respondent is working to prepare a new RFI to be
17 released in Q3 2023 to secure a new project manager to go forward with the pilot study. As a
18 result, the Parties jointly propose to modify Attachment A to reflect the best estimate of when this
19 vehicle (Unit No. 14-0038) could be replaced. Additionally, the Parties jointly propose to move
20 the bid release dates of all Category 4 vehicles, because the type of replacement for these vehicles
21 is dependent on the results of the EV pilot study pursuant to the Modified Order.

22 20. LA Metro is in compliance with all other conditions of the Modified Order,
23 including submitting all notifications and the annual report to the South Coast AQMD as required
24 by Conditions 3 and 4.

25 21. To better allow additional oversight of the continued compliance of the Modified
26 Order, the Parties also jointly propose to modify Condition 4 to require status reports on a
27 quarterly basis rather than an annual basis. The Parties also agreed to submit reporting to an
28 expanded staff list at the South Coast AQMD.

1 **August 7, 2024 Status Modification Hearing**

2 22. Since the Stipulated Modified Order for Abatement (“Modified Order”) was
3 issued, LA Metro has continued to take the necessary steps to fulfill the modified schedule as
4 required. Specifically, LA Metro placed in service 3 new CNG tow trucks and removed from
5 service 3 non-compliant tow trucks (Unit Nos. 21-1093; 21-1099; and 21-1102); received delivery
6 of 6 clean diesel tow trucks in the 4th Quarter of FY24 and 1st Quarter of FY25; placed in service 4
7 CNG tractors and removed from service 2 non-compliant tractors in 2023 (Unit Nos. 21-1112; and
8 21-1113) and removed 2 non-compliant tractors (Unit Nos. 21-1124; and 21-1125) in the 4th
9 Quarter of FY24; and placed in service 2 CNG dump trucks and removed from service 2 non-
10 compliant dump trucks (Unit Nos. 21-1114; and 21-1122) in the 4th Quarter of FY24.

11 23. For the vehicle in Category 3 (EV pilot replacement), LA Metro collaborated with
12 RWC Group, a local vendor, to develop a vehicle which would meet the specification for rail use,
13 including a narrow rail curvature that made other commercially available vehicles unsuitable for
14 LA Metro’s use. LA Metro and RWC Group completed the development of the vehicle
15 specifications that could work on Metro rail curvature on July 2, 2024. LA Metro anticipates
16 issuing a solicitation for procurement of the Category 3 vehicle by the end of Quarter 2 of Fiscal
17 Year 2025 (end of December, Calendar Year 2024). Due to build lead time, the Parties jointly
18 propose to modify the bid release date and delivery date deadlines in Attachment A for the
19 Category 3 vehicle to Quarter 2 Fiscal year 2025 and Quarter 4 Fiscal Year 2026, respectively, as
20 well as the Category 4 deadlines (which are dependent upon the completion of the Category 3
21 feasibility study) to Bid Release in Quarter 1, Fiscal Year 2027 and Delivery in Quarter 3 Fiscal
22 Year 2028. Finally, to ensure full compliance, the Parties propose to modify Condition 9 to extend
23 the Hearing Board’s jurisdiction over this matter to 6 months past the final replaced vehicle’s
24 delivery date or December 31, 2028.

25 24. In addition, LA Metro altered the replacement engine type for two Category 1
26 (CNG) vehicles, LA Metro Code 21-1121 and 21-1126. Instead of CNG replacements, both
27 vehicles were replaced with gasoline-powered vehicles because CNG bucket trucks with a
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1 sufficiently large engine (7.3L V8 engine) were not available at the time of their procurement in
2 2022, and remain unavailable to date.

3 25. Finally, LA Metro has also requested a two-year delay for the delivery of several
4 Category 2 vehicles (LA Metro Code 14-0033, 14-0032, 14-0041, 14-0051, 14-0052, 14-0053, 21-
5 1115, 21-1116, 14-0058).

6 26. LA Metro is in compliance with all other conditions of the Modified Order,
7 including submitting all notifications and the reports due to the South Coast AQMD as required
8 by Conditions 3 and 4.

9 27. Excess emissions under this Modified Stipulated Order for Abatement are expected
10 to be 4.02 tons of NOx and 0.09 tons of PM.

11 12 **CONCLUSIONS**

13 1. The Parties have stipulated to the issuance of this Modified Order for Abatement
14 pursuant to Health and Safety Code Section 42451(b) and South Coast AQMD Rule
15 806(b).

16 2. This Modified Order for Abatement (Stipulated) is not intended to be, nor will it
17 act as, a variance. Nothing herein, however, shall be deemed or construed to limit the authority of
18 the South Coast AQMD to issue Notices of Violation, to seek civil penalties or injunctive relief, or
19 to other administrative or legal relief for violation of South Coast AQMD Rules.

20 3. The Findings of Fact are based on evidence presented by Petitioner and
21 Respondent as of the date hereof.

22 **ORDER**

23 THEREFORE, subject to and based on the aforesaid Findings of Fact, Conclusions, and additional
24 evidence and testimony, and good cause appearing, this Board orders Respondent to refrain from
25 any operation of heavy-duty vehicles except as in compliance with South Coast AQMD Rule
26 1196, or in the alternative comply with the conditions as set forth below:

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1 1. Respondent shall comply with the heavy-duty vehicle replacement schedule
2 outlined in **Attachment A** as follows:

- 3 a. “Bid Release Date” means that the Respondent shall, pursuant to its internal bid
4 process, publicly release the bid for a replacement vehicle and begin accepting
5 bids for such replacement by the end of the calendar month listed;
- 6 b. “Delivery Date” means that Respondent shall complete the applicable
7 procurement process, including any aftermarket up-fitting, to ensure delivery of
8 the replacement vehicle by the end of the calendar month listed;
- 9 c. Vehicles in Category 1 shall be replaced with compressed natural gas (“CNG”)
10 heavy-duty vehicles within the designated Bid Release Date and Delivery Date
11 times listed in Attachment A;
- 12 d. Vehicles in Category 2 shall be replaced following an investigation into
13 available vehicle engine and chassis configurations to determine the feasible
14 fuel types for replacement. Where no gasoline or alternative fuel powered
15 vehicle is available, Respondent shall replace the vehicles in Category 2 with
16 the cleanest diesel engine available for the particular usage. Respondent shall
17 include a summary of its research and determination of the cleanest diesel
18 vehicle available in the next report prepared pursuant to Condition 4, and shall
19 replace the vehicles according to the Bid Release Date and Delivery Date
20 specified in Attachment A;
- 21 e. Vehicle in Category 3, shall be replaced with an electric-powered zero emission
22 vehicle. Respondent shall consult with South Coast AQMD Fleet Rules staff
23 (Planning and Rules Manager, Eugene Kang, attn: ekang@aqmd.gov) prior to
24 finalizing and publicly releasing the bid for the procurement of the electric-
25 powered vehicle. Respondent shall meet the Bid Release Date and Delivery
26 Date times as listed in Attachment A. Following the Delivery Date, Respondent
27 shall carry out the demonstration project consistent with Condition 2;
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- 1 f. Vehicles in Category 4 shall be replaced according to the designated Bid
2 Release Date and Delivery Date times listed in Attachment A provided that the
3 Bid Release Date is later than the date Respondent finalizes the report
4 determining the feasibility of electric-powered vehicles in the HI RAIL
5 application. If Respondent in the finalized report issued pursuant to Condition 2
6 has determined that electric vehicles are feasible, such vehicles shall be
7 included in Respondent's bid process. If Respondent in the finalized report
8 issued pursuant to Condition 2 determines that electric-powered vehicles are
9 not feasible, Respondent shall follow the investigation and procurement process
10 listed in Condition 1(d) for Category 2 vehicles for determining the cleanest
11 diesel available;
- 12 g. Vehicles in Category 5 shall not be subject to an accelerated replacement
13 schedule, and shall be replaced as Respondent determines. Respondent shall
14 comply with Rule 1196, including the TICR process as applicable, in the
15 replacement of vehicles in this category;
- 16 h. Vehicles in Category 6 shall be removed from service without replacement as of
17 the date of this Order;
- 18 i. Vehicles in Category 7 have undergone the procurement process for Rule 1196
19 compliant vehicles, including the TICR approval process, during the pendency
20 of this Abatement Order proceeding. Respondent shall comply with all
21 conditions included in the TICR approval for each vehicle in this category;
- 22 j. For all vehicle categories, Respondent shall, within 30 days of the Delivery
23 Date of a replacement vehicle, remove the non-compliant vehicle from its Fleet,
24 and thereafter cease to use the non-compliant vehicle as part of its heavy-duty
25 fleet.

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27 2. Following the procurement and delivery of the Category 3 vehicle replacement with
28 an electric-powered vehicle, Respondent shall evaluate the replacement electric-powered vehicle

1 as a demonstration of the suitability of electric vehicles for use in Respondent’s HI RAIL
2 deployment, for a period of not less than 6 months (the “Demonstration Period”). Respondent
3 shall, within 60 days of the conclusion of the Demonstration Period, provide to the South Coast
4 AQMD (attn: Eugene Kang, attn: ekang@aqmd.gov; Brian Choe, bchoe@aqmd.gov) a report
5 detailing the results of the Demonstration Period, and including a proposed determination of the
6 feasibility of whether electric-powered heavy-duty vehicles can be used in Respondent’s HI RAIL
7 application.

8 a. Respondent’s proposed determination shall be subject to review and approval
9 by South Coast AQMD. Respondent shall finalize its report, including
10 feasibility determination upon approval of South Coast AQMD.

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12 3. Within 10 days of any one of the following events, Respondent shall submit notice
13 by email to South Coast AQMD Planning and Rules Manager, Eugene Kang, attn:
14 ekang@aqmd.gov):

- 15 a. Purchase of a compliant vehicle replacing a non-compliant fleet vehicle; and
16 b. Delivery of a compliant vehicle replacing a non-compliant fleet vehicle.

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18 4. Respondent shall submit progress reports on a quarterly basis, beginning January
19 31, 2024 reporting on the immediately preceding quarter (e.g. Q4 2023) via email to South Coast
20 AQMD (attn: Eugene Kang, ekang@aqmd.gov; Brian Choe, bchoe@aqmd.gov; Kathryn Roberts,
21 kroberts@aqmd.gov). Thereafter, Respondent shall prepare and submit subsequent quarterly
22 reports not later than the end of the calendar month that begins the next quarter. Each written
23 report shall present evidence of ongoing compliance with this Order, including summarizing
24 actions and dates relating to purchase and/or delivery of compliant heavy-duty vehicles, and
25 liquidation, decommissioning and/or retirement of noncompliant heavy-duty vehicles.

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1 5. Respondent shall appear at a status hearing before the Hearing Board on August 7,
2 2024, with additional status hearings being scheduled thereafter at intervals determined to be
3 necessary by the Hearing Board until final compliance is achieved.

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5 6. Respondent shall notify South Coast AQMD Planning and Rules Manager, Eugene
6 Kang, attn: ekang@aqmd.gov), when final compliance is achieved, including the Vehicle
7 Identification Numbers for each compliant vehicle acquired and the dates of purchase and delivery.

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9 7. The Hearing Board may modify this Order for Abatement without the stipulation of
10 the parties upon a showing of good cause therefore, and upon making the findings required Health
11 and Safety Code Section 42451(a) and South Coast AQMD Rule 806(a). Such modification of the
12 Order shall be made only at a public hearing held upon 10 days published notice and appropriate
13 written notice to the Respondent and the South Coast AQMD.

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15 8. This Modified Order for Abatement (Stipulated) is not intended to be, nor will it act
16 as, a variance. Respondent is subject to all rules and regulations of the South Coast AQMD and to
17 all applicable provisions of California law. Nothing herein, however, shall be deemed or construed
18 to limit the authority of the South Coast AQMD to issue Notices of Violation, to seek civil penalties
19 or injunctive relief, or to other administrative or legal relief for violation of South Coast AQMD
20 rules. Moreover, nothing herein shall be construed to waive Respondent's obligations to comply
21 with all applicable provisions of California law, including but not limited to, compliance with the
22 California Air Resources Board's Advanced Clean Fleet Regulations.

23 9. The Hearing Board shall retain jurisdiction over this matter until December 31,
24 2028.

25 10. Respondent shall notify the Clerk of the Hearing Board in writing when final
26 compliance is achieved.

27 Good cause appearing, it is so ordered.

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FOR THE BOARD:

DATE SIGNED:

SO STIPULATED:

August 6, 2024



Kathryn Roberts,
Senior Deputy District Counsel
Attorney for South Coast Air Quality
Management District

SO STIPULATED:

August 6, 2024



Ronald Stamm
Principal Deputy County Counsel
Attorney for Los Angeles County Metropolitan
Transportation Authority

Attachment – Attachment A: Vehicle Replacement Schedule

Attachment A - Vehicle Replacement Schedule

| LA Metro Code | Mfg. Model Yr. | Replacement Fuel Type | Est. Replacement Cost | Vehicle Category | Bid Release Date | Delivery Date |
|---------------|----------------|----------------------------|-----------------------|------------------|------------------|---------------|
| 21-1099 | 2003 | CNG | \$323,000 | 1 | Q1/22 | Received |
| 21-1102 | 2003 | CNG | \$323,000 | 1 | Q1/22 | Received |
| 21-1093 | 2003 | CNG | \$323,000 | 1 | Q1/22 | Received |
| 21-1113 | 2007 | CNG | \$139,618 | 1 | Q3/22 | Received |
| 21-1125 | 2016 | CNG | \$119,555 | 1 | Q3/22 | Received |
| 21-1127 | 2018 | CNG | \$258,738 | 1 | Q3/22 | Q2/FY25 |
| 21-1124 | 2016 | CNG | \$119,555 | 1 | Q1/22 | Received |
| 21-1112 | 2007 | CNG | \$139,618 | 1 | Q1/22 | Received |
| 21-1129 | 2019 | CNG | \$258,738 | 1 | Q3/22 | Q2/FY25 |
| 21-1128 | 2019 | CNG | \$258,738 | 1 | Q1/22 | Q2/FY25 |
| 14-0038 | 2006 | EV | \$161,302 | 3 | Q2/FY25 | Q4/FY26 |
| 21-1114 | 2009 | CNG | \$89,532 | 1 | Q1/23 | Received |
| 21-1121 | 2012 | CNG | \$105,311 | 1 | Q1/23 | Received |
| 21-1122 | 2015 | CNG | \$101,735 | 1 | Q1/23 | Received |
| 21-1126 | 2016 | CNG | \$114,561 | 1 | Q1/23 | Received |
| 21-1095 | 2003 | Cleanest Vehicle Available | \$323,000 | 2 | Q1/FY23 | Received |
| 21-1105 | 2003 | Cleanest Vehicle Available | \$323,000 | 2 | Q1/FY23 | Received |
| 14-0033 | 2006 | Cleanest Vehicle Available | \$262,248 | 2 | Q1/FY25 | Q4/FY26 |
| 14-0032 | 2006 | Cleanest Vehicle Available | \$262,248 | 2 | Q1/FY25 | Q4/FY26 |
| 21-1100 | 2003 | Cleanest Vehicle Available | \$323,000 | 2 | Q1/FY23 | Received |
| 21-1096 | 2003 | Cleanest Vehicle Available | \$323,000 | 2 | Q1/FY23 | Received |
| 21-1101 | 2003 | Cleanest Vehicle Available | \$323,000 | 2 | Q1/FY23 | Received |
| 21-1092 | 2003 | Cleanest Vehicle Available | \$323,000 | 2 | Q1/FY23 | Received |

Attachment A - Vehicle Replacement Schedule

| LA Metro Code | Mfg. Model Yr. | Replacement Fuel Type | Est. Replacement Cost | Vehicle Category | Bid Release Date | Delivery Date |
|---------------|----------------|----------------------------|-----------------------|------------------|------------------|---------------|
| 14-0034 | 2006 | Cleanest Vehicle Available | \$161,302 | 4 | Q2/FY27 | Q4/FY28 |
| 14-0036 | 2006 | Cleanest Vehicle Available | \$161,302 | 4 | Q2/FY27 | Q4/FY28 |
| 14-0035 | 2006 | Cleanest Vehicle Available | \$161,302 | 4 | Q2/FY27 | Q4/FY28 |
| 14-0041 | 2009 | Cleanest Vehicle Available | \$247,038 | 2 | Q2/FY25 | Q4/FY26 |
| 14-0051 | 2006 | Cleanest Vehicle Available | \$192,248 | 2 | Q2/FY25 | Q4/FY26 |
| 14-0052 | 2007 | Cleanest Vehicle Available | \$186,215 | 2 | Q2/FY25 | Q4/FY26 |
| 14-0053 | 2008 | Cleanest Vehicle Available | \$181,055 | 2 | Q2/FY25 | Q4/FY26 |
| 21-1115 | 2009 | Cleanest Vehicle Available | \$157,824 | 2 | Q1/FY25 | Q4/FY26 |
| 21-1116 | 2009 | Cleanest Vehicle Available | \$157,824 | 2 | Q1/FY25 | Q4/FY26 |
| 14-0058 | 2014 | Cleanest Vehicle Available | \$110,018 | 2 | Q2/FY25 | Q4/FY26 |
| 40-0001 | 2014 | CNG | \$993,861 | 1 | Q3/FY25 | Q4/FY26 |
| 14-0048 | 2010 | Cleanest Vehicle Available | \$1,753,582 | 2 | Q1/FY26 | Q3/FY27 |
| 14-0049 | 2010 | Cleanest Vehicle Available | \$1,020,013 | 2 | Q1/FY26 | Q3/FY27 |
| 14-0068 | 2018 | N/A | \$786,608 | 5 | N/A | N/A |
| 14-0069 | 2018 | N/A | \$779,578 | 5 | N/A | N/A |
| 14-0074 | 2019 | N/A | \$207,985 | 5 | N/A | N/A |
| 21-1123 | 2016 | N/A | \$145,008 | 5 | N/A | N/A |
| 14-0059 | 2015 | N/A | \$1,423,427 | 5 | N/A | N/A |
| 14-0070 | 2019 | N/A | \$1,270,114 | 5 | N/A | N/A |
| 14-0047 | 2010 | N/A | \$953,034 | 5 | N/A | N/A |
| 14-0075 | 2019 | N/A | \$1,348,494 | 5 | N/A | N/A |
| 21-1104 | 2003 | N/A | N/A | 6 | N/A | N/A |
| 21-1117 | 2010 | N/A | N/A | 6 | N/A | N/A |

Attachment A - Vehicle Replacement Schedule

| LA Metro Code | Mfg. Model Yr. | Replacement Fuel Type | Est. Replacement Cost | Vehicle Category | Bid Release Date | Delivery Date |
|---------------|----------------|-----------------------|-----------------------|------------------|------------------|---------------|
| 21-1110 | 2006 | N/A | N/A | 6 | N/A | N/A |
| 21-1111 | 2006 | N/A | N/A | 6 | N/A | N/A |
| 21-1098 | 2003 | Clean Diesel | \$323,000 | 7 | N/A | N/A |
| 21-1094 | 2003 | Clean Diesel | \$323,000 | 7 | November 2020 | July 2021 |
| 21-1097 | 2003 | Clean Diesel | \$323,000 | 7 | November 2020 | July 2021 |
| 21-1103 | 2003 | Clean Diesel | \$323,000 | 7 | November 2020 | July 2021 |