

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: January 15, 2026

To: Municipal Facilities Committee
Los Angeles City Hall East – Room 1500
Attention: Matthew W. Szabo, City Administrative Officer (CAO)

From: Laura Rubio-Cornejo, General Manager signed by 
Department of Transportation

Subject: **LADOT HARBOR CITY YARD LOT PAVING AND INTERIM BUS CHARGERS**

SUMMARY

The Harbor Yard Lot Paving and Interim Bus Chargers Project aims to support the City's goal of achieving a zero-emission transit fleet by the 2028 Olympic Games and advancing the Los Angeles Green New Deal. This project intends to pave an approximately 5-acre vacant, compacted dirt lot located at 23903 Normandie Avenue, Harbor City, California 90710, in Council District 15, and to install up to fifty (50) electric mobile bus chargers as an interim charging solution. Paving the vacant lot will require a geotechnical survey, topographical survey, charger layout analysis, and ingress/egress analysis for bus operations.

The improved lot will provide charging and storage capacity for the Los Angeles Department of Transportation (LADOT) and the Los Angeles County Metropolitan Transportation Authority (Metro) bus operations to support deployment of zero emission buses on the 2028 Olympics Games Enhanced Transit System (GETS). Additionally, the procurement and installation of generator-powered mobile electric bus chargers will improve resiliency by ensuring power availability during grid outages, keeping buses running and minimizing operational downtime.

RECOMMENDATION

That the Municipal Facilities Committee (MFC) approves the scope of work as proposed by LADOT.

BACKGROUND

State regulation and local directives require LADOT to transition to a 100% zero-emission transit fleet. The Innovative Clean Transit Regulation, issued by the California Air Resources Board (CARB) mandates that all transit agencies in California transition to 100 percent zero emission bus fleets by 2040. The City Council directed the department to achieve a 100% zero-emission transit fleet by 2030 or earlier (C.F. 17-0739). In Executive Directive 25 (Green New Deal for Los Angeles), Mayor Garcetti directed LADOT to achieve a 100% zero-emission transit fleet by the 2028 Olympics.

In December 2024, the Council authorized the acquisition of a portion of property located at 23903 Normandie Avenue for the development of an all-electric Department of Transportation (LADOT) bus yard to increase battery electric bus service (CF 24-1424). The facility will support the LA Now on-demand

service in South Los Angeles, expand bus service frequency for the Watts Community DASH route, and the potential expanded bus service in the Harbor area to serve the Wilmington Waterfront and Wilmington Promenade

In December 2025, Council District 15 introduced a motion (CF 24-1424-S1) directing the Department of General Services (GSD) and the LADOT to report on the steps necessary for acquiring the northern portion of 23903 Normandie Avenue in order to allow for the seamless development of the bus yard, including installation of electrification infrastructure, and to advance the City's goal of a 100% zero-emission transit fleet

LADOT owns three of its four operations and maintenance facilities: (1) the Downtown Yard (454 Commercial Street) (2) the North Yard (12760 Foothill Boulevard), and (3) the Mid-City Yard (1910-1950 East Washington Boulevard). The South Region operations contractor, MV Transportation, leases the South Yard (1201 North Central Avenue, Compton, CA 90220), on LADOT's behalf.

The Downtown Yard, located at 454 East Commercial Street, Los Angeles, California 90012, currently operates as a hybrid maintenance facility for both electric and compressed natural gas (CNG) buses, with 13 ABB 150 kilowatt (KW) direct current (DC) chargers currently in service, with ongoing construction of 22 new 150 KW DC chargers expected to be completed this year. Once the new chargers are online, CNG service will be discontinued and the yard will become the City's first fully electric maintenance facility.

The Sylmar Yard, located at 12760 Foothill Boulevard, Sylmar, California 91342, was originally developed as a CNG-only bus maintenance facility and operated as such until last year when 10 interim mobile chargers were deployed on site. These interim chargers have allowed electric buses to be used on DASH and Commuter Express routes which serve the San Fernando Valley while the City commissions plans for a full site redevelopment into a fully electric bus maintenance facility.

The Mid-City Yard, located at 1910-1950 East Washington Boulevard, Los Angeles, California 90021, was originally developed as a CNG-only maintenance facility until the installation for 4 alternating current (AC) chargers in 2017. Four additional AC chargers were installed in 2023. There is an ongoing project at this yard to add additional charging capacity, along with solar panels, canopies, and battery storage.

South Yard (Harbor Yard)

Southern operations of the City's DASH and Commuter Express services are currently based from a contractor-leased bus maintenance facility located at 1201 North Central Avenue, Compton, California 90059. This leased facility was intended to serve as an interim, CNG-only facility until the City was able to acquire a suitable property within city limits.

On June 19, 2018, the City Council authorized LADOT to accept and obligate a State Transit and Intercity Rail Capital Program (TIRCP) grant for the purchase of battery-electric buses, chargers, and electrification upgrades to bus maintenance facilities and network integration (C.F. 18-0487). This allowed the City to install 10 80 KW AC chargers at the Compton facility to enable the partial electrification of the DASH routes which serve the southern portions of the City. These chargers were placed into service at the end of 2025.

On December 4, 2024, the City Council authorized GSD with the assistance of LADOT, Department of Public Works, the City Attorney and any other relevant City department to negotiate, prepare, and execute documents necessary, including but not limited to the Purchase and Sale Agreement to effectuate the acquisition of the Property located at 23903 Normandie Avenue, Harbor City. The property would be the site of the future development of a permanent electric bus maintenance facility which will supersede the existing facility in Compton.

To date, the property located at 23903 Normandie Avenue is currently undeveloped but ready for new construction. The previous owner demolished all structures, removed previously existing pavement, and remediated the soil underneath to industrial standards.

Scope of Work

Lot Paving

Without any existing pavement, the lot is not usable for the intended purpose as a bus parking or charging facility. Paving this lot will allow for vehicles to park, store, and charge buses with interim mobile chargers while we pursue grant funding for the construction of the full, permanent infrastructure we intend on building in the future.

Paving the vacant lot will require a site investigation, including but not limited to a geotechnical survey and topographical survey, along with a charger layout analysis, and an ingress/egress analysis for bus operations. These analyses will be conducted by a consultant and will ensure the most efficient use of the available space with respect to storage capacity, charging throughput, and day to day operations. The results of the site investigation will determine if underground drainage infrastructure, such as catch basins and reinforced concrete pipes, will be needed, or if surface level gutters will suffice.

Interim Bus Chargers

Due to the lot's previous industrial use, the property does have access to sufficient power for the operation of a charging facility. However, the Los Angeles Department of Water & Power (LADWP) has a large backlog of electrical projects to prioritize in its queue. Combined with the delays from the department's fire recovery, additional permits, and inspections which would be required with the construction of permanent electrical charging infrastructure, LADOT has determined that the deployment of mobile chargers as an interim solution will allow for charging capacity to be available in time for the Summer 2028 Olympic Games.

In addition to speeding up the use of the new southern property for charging, the paving and interim chargers will allow us to seek funds which will cover the cost of the permanent electric bus maintenance facility, while providing the added benefit of power resilience in the case of a grid outage during the Summer 2028 Olympic Games.

Project Timeline

Based on recent LADOT electrification and construction projects, the following schedule provides an estimated timeline for this project.

Milestone	Months	Estimated Completion
Contract Development and Approval	9	September 2026
NTP Issued	0	September 2026
Design	4	January 2027
Permitting	3	April 2027
Construction	6	October 2027
Deployment of Mobile Chargers	6	April 2028
TOTAL	28	April 2028

Funding Source

LADOT estimates this project will cost \$12,500,000 and intends on funding this project through Prop A funds for local match and front funds. The Federal Transit Administration (FTA) can reimburse the City for up to 80 percent of the costs. LADOT is amending an existing FTA grant, CA-2024-148 that FTA has already awarded a portion of the funds for this purpose. Funding is available in Fund 385 (Prop A), Account 94CA49 'Harbor City Zero Emission Bus Yard Development' for the front funds for paving, after which LADOT will request reimbursement from the FTA.

LC/BL:bo