ENERGY, CLIMATE CHANGE, ENVIRONMENTAL JUSTICE & RIVER

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MOTION

In 2021, Congress passed the Bi-Partisan Infrastructure Bill. This act provides $8 billion for at least four regional Hydrogen Hubs, overseen by the Department of Energy (DOE) as part of its Clean Energy Demonstration Program. The DOE will solicit proposals no later than May 15, 2022, and submissions are expected to be due this calendar year.

In early 2021, the Department of Water and Power (DWP) finished a landmark and first of its kind technical report, The LA100 study, done in partnership with the US Department of Energy's National Renewable Energy Lab (NREL), on the feasibility of achieving a 100% clean energy grid. The study found that to ensure reliability and resilience in the face of high impact, low frequency events such as wildfires, heat storms, and earthquakes, green hydrogen may play a critical role. Additionally, the LA100 study found that, under any pathway DWP chooses towards 100% clean energy, there are common investments that DWP must make now. This includes local energy storage, increased renewables, transmission, and distribution.

The Port of Los Angeles is the nation's busiest container port, handling 10.7 million container units in 2021, supporting over 500,000 regional jobs. The Port has committed to focusing on climate change, including the goal of a zero emissions drayage fleet by 2035 and zero emissions cargo handling equipment by 2030. Green hydrogen has the potential to play a critical role in achieving the port's environmental goals when used with 100% zero emission technology. Green hydrogen distribution in and around the port complex could accelerate industry adoption of clean equipment and limit air pollution emissions.

The DOE is looking for diverse regional Hydrogen Hubs that focus on different types of hydrogen production, end uses, job creations, and innovations. Based on the existing infrastructure, our vast renewable energy portfolio, our skilled labor force, our renowned university system, essential transportation corridors, the largest municipally owned utility in the nation, and the busiest container port in North America, the greater Los Angeles Metropolitan Area is well suited to be a leader in this effort. Additionally, this is an opportunity to pioneer a partnership for usage of ultra-purified, extensively treated, high quality water acquired from the Bureau of Sanitation's Advanced Water Purification Facility (AWPF) at the Terminal Island Water Reclamation Plant (TIWRP). Currently, the Bureau has the capacity to provide approximately 12 million gallons daily (MGD) of advacned treated water. The Department of Water and Power determines the end users of this water.

With many census tracts ranking in top 25% on CalEnviroScreen, Los Angeles County faces some of the most serious environmental issues in the entire nation. The city must integrate green hydrogen in a way that centers equity and environmental justice. Green hydrogen is one of the few technologies that could be used as a fuel source for hard-to-electrify sectors, such as long haul trucking, heavy duty equipment, shipping, and aviation.

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ORIGINAL

The City of Los Angeles must ensure that we only use Green Hydrogen made from renewable sources with the retirement of associated renewable energy credits (RECs). In order to verify that this technology does not have adverse effects on the environment and residents of frontline communities, the city should partner with researchers to evaluate the use of green hydrogen. This includes ways to reduce or eliminate negative impacts from existing infrastructure such as in-basin facilities like the Valley Generating Station, where local residents have borne the burden of emissions so that the rest of the city benefits from power reliability. It is critical that green hydrogen use does not contribute to air pollution and other emissions such as Nitrogen Oxide (NOx).

Over the past decade we have seen how the goods movement industry has been plagued by low-road jobs, from trucking to warehousing. Our efforts must focus on creating good-paying, high-quality jobs with a path to the middle class. Any funds used for this project that incentivize adoption of zero emissions drayage vehicles must follow guidelines established in AB 794 and SB 338 to ensure that public dollars do not go towards subsidizing an exploitative business practices.

The Department of Water and Power, and the Port of Los Angeles, should work with the Climate Emergency Mobilization Office (CEMO) to ensure that frontline communities at large and in specific LA neighborhoods have a voice and seat at the table. Should Los Angeles be awarded the opportunity to create a Green Hydrogen Hub, it will create a new industry for our city and nation.

I THEREFORE MOVE that the Department of Water and Power and the Port of Los Angeles, in collaboration with other partners, coordinate a local effort to create and submit a proposal to the Department of Energy proposing the Greater Los Angeles Metropolitan area for consideration to be a regional Green Hydrogen Hub to power hard-to-electrify industries, made from electrolysis of renewable energy.

I FURTHER MOVE that, in an effort to establish a local Green Hydrogen Hub, the Department of Water and Power and the Port of Los Angeles should engage with potential collaborators in the public, private and academic sectors to further this regional effort to establish a local Green Hydrogen Hub, including the County of Los Angeles, the City of Long Beach, Los Angeles World Airports, the University of California, Green Hydrogen advocates, Labor, Investor Owned and Public Utilities, Environmental and Environmental Justice organizations, and other producers, end users, and potential collaborators.

I FURTHER MOVE that the Department of Water and Power, and the Port of Los Angeles collaborate with the Climate Emergency Mobilization Office (CEMO) in order to ensure the representation and input of frontline communities most and potentially impacted by any use of green hydrogen in any project(s) resulting from a successful federal grant application.

I FURTHER MOVE that the Department of Water and Power, with the collaboration of the Bureau of Sanitation, the Port of Los Angeles, report to Council with recommendations on the usage of advanced treated water from the Bureau of Sanitation's Advanced Water Purification Facility (AWPF) at the Terminal Island Water Reclamation Plant (TIWRP) in order to supply Ultra Purified Water High Quality Water for projects resulting from a successful federal grant application; and, that the Bureau of Sanitation, in collaboration with the Department of Water and Power, and the Port of Los Angeles report back on NOx and other emission monitoring for projects resulting from a successful federal grant application.

PRESENTED BY: _____
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SECONDED BY: _____