

South Bay Cities Council of Governments

Livable Communities Working Group

Wednesday, April 17, 2013

2:30 to 4:30 p.m.

**South Bay Environmental Services Center
20285 Western Ave., Suite 100**

Agenda

I. Welcome & Introductions

Attendees: Masa Alkire (El Segundo), Saied Naaseh (Carson), Eric Haaland (Manhattan Beach), Leza Mikhail (RPV), Rebecca Cutting (Torrance), Kelly Thom (RHE); Dan Sturges, Wally Siembab, Jeff Weckstein and Rosemary Lackow (SBCCOG), Rick Teebay (Los Angeles County Dept. of Public Works)

Wally passed out a SCAG handout (Local Input Process for Land Use Data for 2016 -2040 RTP). This may be the subject of a future presentation.

II. Bicycle Count Clearinghouse Project - This item will be put on the May agenda.

Eric Bruins, L.A. Bike Coalition

III. Summary of Luskin Center Regional Plan for EVSE Deployment

Wally Siembab, SBCCOG

Wally provided a brief overview of the Luskin regional plan for deploying EV charging stations that was completed last December. The document covers a number of subjects of interest to cities (such as the location and pricing of public EVSE) and includes an online Atlas of existing day (workplace) and night locations (residence) of electric vehicles for each sub-region.

Wally started discussion by stating that a critical question being raised by Luskin is: How can the number of “electric miles” be maximized within the sub-region? And further, which land uses should a COG prioritize to achieve sufficient PEV readiness? Rick Teebay noted the reason e-miles are so important is that when you drive you have some emissions that are producing criteria pollutants, and our region is number one but when you drive EV’s there are no criteria pollutants being emitted, so that dramatically improves air quality. Wally noted that 90% of the COG EV test vehicles are going distances of less than 5 miles and Chevy and Nissan track their cars but keep it proprietary, don’t share with planners, so you can see that mileage and use are very important.

Going around the room, it was asked which cities are “talking EVs”: responses included that: conversations are active in Torrance, in RPV charging station permit fees are subsidized, in RHE 5-6 residential charging stations have been approved and

a new 11-home development will be “plug-in ready” due to condition of approval and in Manhattan Beach, 4 public accessed stations have been installed through a grant at the City Hall parking structure, and in El Segundo, a requirement for charging stations has been included in a recently adopted Specific Plan.

Brief discussion followed regarding the issues of EV charging station fees and the relationship of disabled access to installing charging station for parking spaces. It was noted by Mr. Teebay that regarding fees, this is a difficult issue in that both offering this service for free and charging too much can both be unsustainable policies – the question ultimately is how much to charge. Regarding disabled access, the issue is that disabled persons must have equal opportunity for services such as charging EVs. Practical matters that must be considered include the percentage of spaces that need to be dedicated for disabled access and the dimensions that are needed to comply with access regulations.

Wally concluded by informing that the Luskin Center is interested in doing a deployment demonstration project, and asked the cities to consider whether any would be interested in participating.

III. Employer PEV Readiness

Dan Sturges, SBCCOG

Dan Sturges gave his presentation noting that his study is the employer counterpart to the study Jeff Weckstein is doing for the residential PEV readiness. He noted that the plan is to cover two types of PEV's (Plug in Vehicles) including hybrids such as the Prius and BEV's (Battery Electric Vehicles) such as the Nissan Leaf. He noted that market studies of employers shows that 70 % of the employee EV market is for a hybrid not a fully electric vehicle. He covered the types of chargers available are three levels: level 1 being a 110 outlet/system, a level 2 being a 220/system and there is a Level 3 that is considered a “supercharger” which can charge fully in 20 minutes, but has a price tag of \$60,000. The level 3 type of charger because of its fast charging would be useful in a multi-plex or multi-unit scenario. In EV deployment overall, the market priorities are: #1: single homes; #2: workplaces, #3: Multi-unit dwellings, and #4: retail sites.

In considering projected growth of PEVs, in the South Bay the baseline being used is the Prius hybrid. California is a relatively high consumer in terms of purchasing EV's; and in 2012, 33 % of all EVs bought were in California.

In conclusion, Wall noted that it is important for cities to assist in EV infrastructure deployment by advancing and facilitating the permitting process. He also noted that there are no incentives such as rebates for consumers to invest in NEVs (Neighborhood Electric Vehicles) which goes counter to what the COG has learned from its NEV study (should be more incentives for the slower but much used NEVs). The “problem child” in EV deployment continues to be multi-residential buildings. Again the recommendation is to prioritize land uses for installing or deploying PEV charging station infrastructure.

IV. Municipal PEV Readiness

Wally Siembab and Jeff Weckstein, SBCCOG

Wally presented this issue. The project Jeff is working on is to assess the readiness of the South Bay cities for the deployment of EV infrastructure. Jeff started by developing a huge spreadsheet of issues and worked with a few cities initially (Carson, Redondo, and Torrance) and then this spreadsheet was sent to planning directors. Originally only working with three cities but info now has been provided from Palos Verdes Estates, Hawthorne and Hermosa Beach as well. Now Jeff is compiling a master spreadsheet of city responses regarding the permitting and inspection process for EV charging stations. Examples of questions that were asked included: How did you develop your permitting process? How do people apply for these permits? (over the counter vs. online e.g.) and, What are the fees for the charging station permits? It has been learned that the cities typically developed their permitting process on their own, and a few cities haven't yet considered adding EV stations to their existing electrical permit applications.

V. Project Updates

Wally Siembab, SBCCOG

- NEV Demonstration Project – is now completed, and a first draft report has been provided to AQMD (incredibly positive results)
- BEV Demonstration Project – recently started up
- NOD Feasibility – Compass Project - underway
- Car2Go: Redondo Beach has embraced concept and COG will be going to Hermosa Beach next week. Wally explained the Car2Go business model and how it differs from Zip Car, emphasizing that Car2Go is a “floating” system with the capability of serving a larger community.
- SCAG policies and programs – due to lack of time, no discussion.

VI. LCWG Future -- Discussion

Due to lack of time, no discussion was held on this issue.

VII. Other Business - None