



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

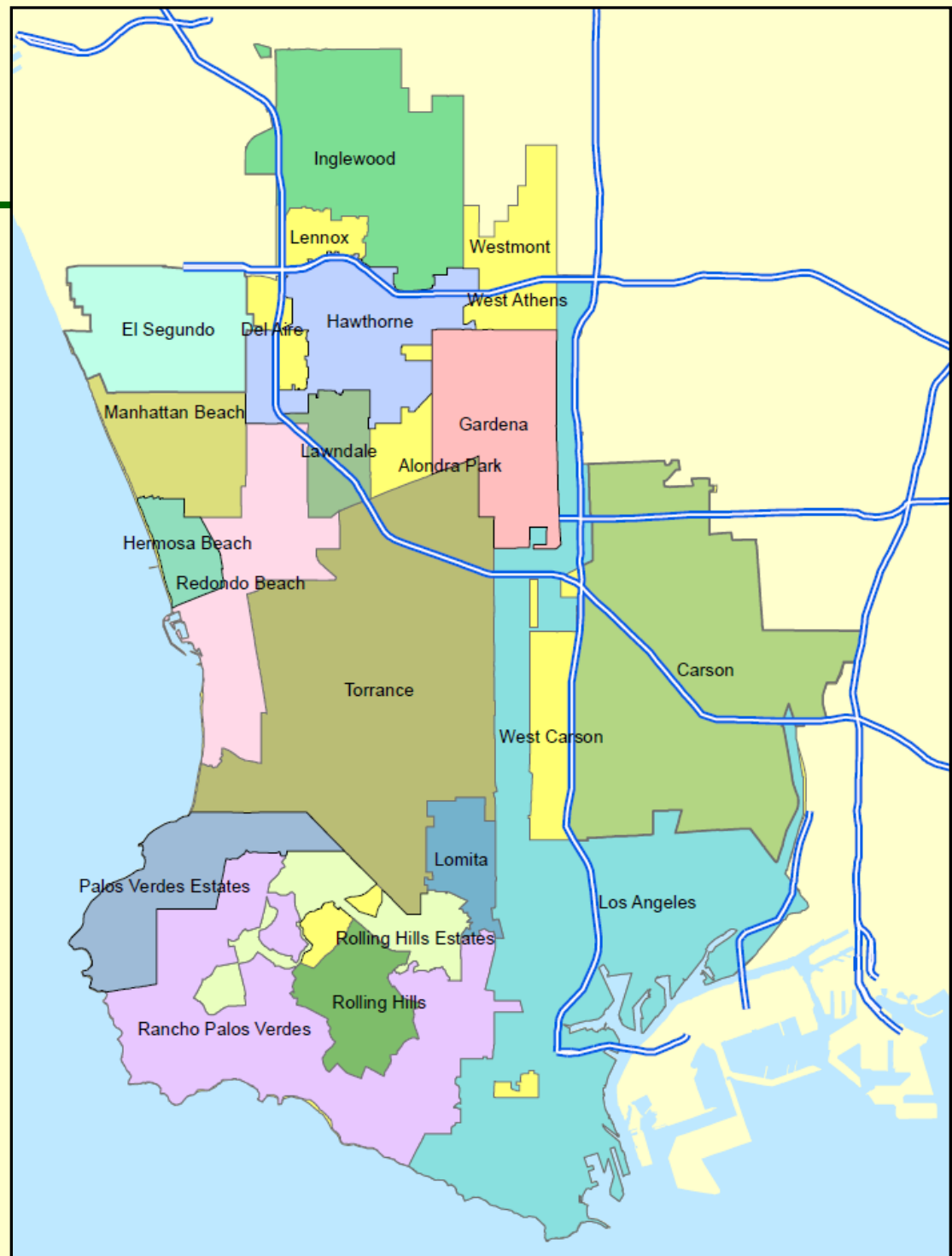
Briefing for Legislative Staff

July 9, 2015



Update of
South Bay
Initiatives for:

- Highlights since
April





SBCCOG Initiatives Update

- Proposal for services for the homeless – awaiting word from Supervisor Ridley-Thomas' office
- Final report for the Battery Electric Vehicle Demonstration Project completed
- Green Building Challenge
To provide an incentive program for businesses in the South Bay to conserve and adopt sustainable practices – funded by SCE, SCG and hopefully more
- Initiatives to Reduce GHGs for Cap and Trade Investment



Green Building Challenge

- Accelerating adoption of sustainability by engaging South Bay Cities business community in competition
 - A friendly competition among local buildings and businesses.
 - Designed to drive measurable sustainability improvements within a community.
 - By structuring activities as part of a game.



How the **Green Building Challenge Works?**

Completing activities, earning points, moving up leader board.

Elements of a game:

- Activities
- Points, badges, leveling up
- Leaderboard
- Recognition & rewards



How GBC Works (cont'd)

Two types of activities:

- Do something (action)
- Track something (reporting)

Categories:



Energy Efficiency



Materials and Waste



Water Conservation



Transportation



Education & Outreach



Initiatives to Reduce GHGs for Cap and Trade Investment

Perspectives from the South Bay
Reflecting the Need for Diverse Criteria,
Outcomes and Metrics



A Statewide Template Sacrifices Diversity

- Defining guidelines for the entire state inevitably fails to recognize the true diversity of local needs.
- Applicants either pass on the opportunity or express local needs in terms of state guidelines instead of guidelines being developed with considerable flexibility or acknowledging multiple models of sustainability.



State Uses Only 1 Model of Sustainability

- Land use – transportation investment guidelines support a model of sustainability based solely on public transit and increasing density around transit (to improve the economics of transit), and cycling for the first/last mile to transit
- Model not suited to metro areas and sub-regions that are transit-poor and congested, making more density unpopular



South Bay Model - Neighborhoods Up

- Plan from neighborhoods up, not region down
- Mobility relies more on private investments—ride/car sharing and households purchasing ZEVs, especially local use vehicles
- Development focused on neighborhood centers (compact destinations) and housing replacing commercial strips



SBCCOG Knowledge Base

- Eight Neighborhood Study
- NEV Demonstration
- BEV Demonstration
- Sustainable South Bay Strategy (Board adopted)
- PEV Readiness Assessment and Plan
- In progress
 - Land Use and Transportation Chapters of a CAP
 - EVCS in MUD (joint venture with UCLA Luskin Center)
 - Slow Speed Vehicle Master Plan (funded by Metro)



Affordable Housing Sustainable Communities Funding Program (AHSC)

- The AHSC encourages housing investment in “high quality transit corridors” (HQTC)
- Definition of HQTC is 15 minute transit headway in the peak hour
- Cost of Transit not considered
 - **Recommend changing definition of HQTC to 15 minute headways for 12 hours including weekends**
 - **Recommend broadening criteria to include affordable housing adjacent to designated neighborhood centers**



Complete Streets Funding

- While complete streets are defined as being able to accommodate ALL modes, in practice the funding is allocated to bike lanes.
 - **Recommend funding slow speed networks including separate lanes for NEVs, Segways, electric scooters and other local use vehicles including but not exclusively for bikes.**



Fleet Conversion Not Meeting Targets

- BEV market is growing too slowly, drivers don't understand their needs
 - **Recommend funding for a decision portal that helps match mobility scenarios to actual need**
 - **Recommend substantially increasing the rebate for small battery vehicles**



Fleet Conversion Incentives Needed

- Latest grant cycle guidelines for carsharing pilot in disadvantaged communities required full speed vehicles only
- **Recommend including full range of zero emission local use vehicles that have great utility and cost less for transfer to all disadvantaged communities**



Special Events

- **July 14 – L.A. County Strategic Plan for Economic Development (2016-2020)
Public Input Session: South Bay
2:00PM – 4:00PM**
- **Legislator Briefings at SBCCOG Board meetings**



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Thank you!
&
See you
October 8, 2015