

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Transportation Commission

MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

***Thursday, February 7, 2013
10:00 a.m. – 11:00 a.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Energy and Environment Committee are also available at: www.scag.ca.gov/committees/eec.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Energy and Environment Committee

Members Roster – February 2013

	<u>Members</u>	<u>Representing</u>	
Chair*	1. Hon. Cheryl Viegas-Walker	El Centro	District 1
Vice-Chair*	2. Hon. James Johnson	Long Beach	District 30
	* 3. Hon. Sylvia Ballin	San Fernando	District 67
	* 4. Hon. Lisa Bartlett	Dana Point	TCA
	5. Hon. Denis Bertone	San Dimas	SGVCOG
	6. Hon. Brian Brennan	Ventura	VCOG
	* 7. Hon. Margaret Clark	Rosemead	District 32
	8. Hon. Jeff Duclos	Hermosa Beach	SBCCOG
	9. Hon. Jordan Ehrenkranz	Canyon Lake	WRCOG
	* 10. Hon. Mitchell Englander	Los Angeles	District 59
	11. Hon. Larry Forester	Signal Hill	Gateway Cities
	* 12. Hon. Ed Graham	Chino Hills	District 10
	* 13. Hon. Keith Hanks	Azusa	District 33
	14. Hon. Linda Krupa	Hemet	WRCOG
	15. Hon. Rafi Manoukian	Glendale	SFVCOG
	16. Hon. Thomas Martin	Maywood	Gateway Cities
	* 17. Hon. Judy Mitchell	Rolling Hills Estates	District 40
	18. Hon. Sam Pedroza	Claremont	SGVCOG
	19. Hon. David Pollock	Moorpark	VCOG
	20. Hon. Jeffrey Prang	West Hollywood	WSCCOG
	* 21. Hon. Lupe Ramos Watson	Indio	District 66
	22. Hon. Edward Scott	Rialto	SANBAG
	* 23. Hon. Jack Terrazas		Imperial County
	24. Hon. Mark Waldman	La Palma	OCCOG
	24. Hon. Diane Williams	Rancho Cucamonga	SANBAG
	25. Hon. Edward Wilson	Signal Hill	Gateway Cities
	* 26. Hon. Dennis Zine	Los Angeles	District 50

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

FEBRUARY 7, 2013

The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Cheryl Viegas-Walker, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

	<u>Time</u>	<u>Page No.</u>
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CONSENT CALENDAR

Approval Item

- | | | |
|--|------------|---|
| 1. <u>Minutes of the January 3, 2013 Meeting</u> | Attachment | 1 |
|--|------------|---|

Receive and File

- | | | |
|---|------------|---|
| 2. <u>Summary Report from Subcommittees</u> | Attachment | 6 |
|---|------------|---|

INFORMATION ITEMS

- | | | | |
|---|------------|----------|----|
| 3. <u>Electric Vehicle Readiness Plan and Atlas</u>
<i>(Marco Anderson, SCAG Staff)</i> | Attachment | 30 mins. | 9 |
| 4. <u>Proposition 39 Provisions and Governor’s AmeriCorps
Planning Grant Initiative</u>
<i>(Jeffrey S. Dunn, SCAG Staff)</i> | Attachment | 10 mins. | 32 |

PUBLIC HEALTH SUBCOMMITTEE REPORT

CHAIR’S REPORT

(Hon. Cheryl Viegas-Walker, Chair)

STAFF REPORT

(Jonathan Nadler, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next Energy and Environment Committee is scheduled for Thursday, March 7, 2013, at the SCAG Los Angeles Office.

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Energy and Environment Committee
of the
Southern California Association of Governments
January 3, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Cheryl Viegas-Walker, Chair. There was a quorum.

Members Present

Hon. Sylvia Ballin, San Fernando	District 67
Hon. Lisa Bartlett, Dana Point	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Keith Hanks, Azusa	District 33
Hon. Thomas Martin, Maywood	GCCOG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. David Pollock, Moorpark	VCOG
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities
Hon. Dennis Zine, City of Los Angeles	District 50

Members Not Present

Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Jeff Duclos, Hermosa Beach	SBCCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. James Johnson, Long Beach	District 30
Hon. Rafi Manoukian, Glendale	SFVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Jeffery Prang, West Hollywood	WSCCOG
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Ed Scott, Rialto	SANBAG
Hon. Mark Waldman, La Palma	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Chair, called the meeting to order at 10:03 a.m.

PUBLIC COMMENT PERIOD

Mr. Charles Lau, Caltrans District 7, announced that the Fiscal Year 2012-2013 Transportation Planning Grant Programs Workshop is scheduled for January 23, 2013, 8:00 a.m. – 1:00 p.m., at the SCAG Los Angeles office.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the November 1, 2012 Meeting

A motion was made (Forester) to approve the Consent Calendar. The motion was seconded (Bertone) and unanimously approved.

Receive and File

2. Summary Report from Subcommittees

Hon. Cheryl Viegas-Walker provided an update on the Public Health Subcommittee meeting that was held on November 28, 2012. Chair Viegas-Walker announced an upcoming joint meeting of the Sustainability, Active Transportation, and Public Health Subcommittees to be held at SCAG on Monday, January 14, 2013, from 1:00-3:00 p.m.

ACTION ITEMS

3. Transportation Control Measures (TCM) Substitution by Orange County Transportation Authority (OCTA)

Rongsheng Luo, SCAG Staff, reported that per federal conformity regulations, SCAG is responsible for demonstrating timely implementation of TCMs. Due to recent funding considerations, OCTA has requested to substitute a TCM project for bus purchase and service expansion with regional traffic signal synchronization projects throughout Orange County. As documented in the TCM Substitution Report included in the agenda packet, the proposed substitution meets all federal and state requirements. SCAG's approval of the TCM substitution, with concurrence of the United States Environmental Protection Agency (EPA) and California Air Resources Board (ARB), will replace the original TCM project with the new TCM projects.

A motion was made (Forester) to approve the TCM substitution by OCTA of a bus purchase and service expansion TCM project and recommend that the Regional Council (RC) adopt the TCM substitution and direct staff to forward it to the EPA and ARB for concurrence. The motion was seconded (Hanks) and unanimously approved.

INFORMATION ITEMS

4. 2012 South Coast Air Quality Management Plan (AQMP) Update

Rongsheng Luo, SCAG Staff, provided an update on the Final 2012 AQMP which was adopted by the Governing Board of the South Coast Air Quality Management District (AQMD) on December 7, 2012. Mr. Luo noted that the Backstop Measure for the Ports of Los Angeles and Long Beach had been removed from the Final 2012 AQMP and will be reconsidered by South Coast AQMD Governing Board in February 2013. Mr. Luo stated that the Final 2012 AQMP was submitted to ARB on December 20, 2012. ARB is scheduled to hold a public hearing at the South Coast AQMD Headquarters in Diamond Bar on January 25, 2013 to consider and adopt the 2012 AQMP. If adopted, the ARB will submit the 2012 AQMP to EPA for inclusion into the State Implementation Plan as required by the federal Clean Air Act.

5. Amendment to Contract No. 12-021-C1 with UCLA Luskin Center for Innovation

Jacob Lieb, SCAG Staff, reported that staff had been working on a study funded under two (2) grant agreements that SCAG has with the California Energy Commission and the Federal Department of Energy. SCAG is working on the study in collaboration with the South Coast AQMD, Southern California Edison, South Bay Cities Council of Governments, and the Western Riverside Council of Governments.

The contract amendment, which does not require a change to the contract budget, is to allow SCAG's consultants, UCLA Luskin Center for Innovation, to provide additional in depth analysis of the challenges to PEV adoption and installation of infrastructure. The additional research will enable a more detailed geographic look than what SCAG has been able to do under its scope of work.

PUBLIC HEALTH SUBCOMMITTEE REPORT

Jacob Lieb, SCAG Staff, stated that the six subcommittees are in the process of developing policy recommendations that will be forwarded to the policy committees at the General Assembly in May 2013. Staff has encouraged the subcommittees to shift their format to roundtable discussions rather than many presentations at their meetings. The roundtable format was installed at the last set of subcommittees and will continue at the joint subcommittee meeting that will be held on January 14, 2013. Following the presentations, guests will be invited to attend future subcommittee meetings to provide additional perspective and ideas for consideration and discussion.

CHAIR'S REPORT

Hon. Cheryl Viegas-Walker announced that SCAG's Annual General Assembly will be held on May 2-3, 2013 at the JW Marriott Desert Springs Resort & Spa in Palm Desert. Chair Viegas-Walker reported that there is a proposal on the RC agenda today for a pilot project to allow for Transportation Committee (TC) members to participate via video-conference for a one-year period. She noted that a member of the Executive Administration Committee (EAC) raised concern about the disruption this may cause relative to Brown Act requirements for roll call votes during video-conferenced meetings, due to the large number of TC members, and the EAC member had suggested that the pilot project might be better suited to a smaller policy committee.

STAFF REPORT

Jonathan Nadler, SCAG Staff, reported that on December 17, 2012, the EPA Region 9 Administrator signed a proposed rule approving revised fugitive dust regulations submitted by the Imperial County Air Pollution Control District and an interim final rule to stay Imperial County highway sanctions. Once the notice of the interim final rule is officially published in the Federal Register, it will immediately lift imposition of the sanctions, subject to closure of the public comment period and final approval of the fugitive dust regulations.

Nomination packets for the Seventh Annual Compass Blueprint Recognition Awards are now available. The deadline is February 19, 2013. This year's awards will take place at SCAG's General Assembly on May 2-3, 2013. The Recognition Awards Program is held to recognize the planning and development work occurring throughout our region exemplifying Compass Blueprint Principles.

FUTURE AGENDA ITEMS

Hon. Cheryl Viegas-Walker requested a presentation regarding carpool transponders and how it affects the drivers' commute back and forth between Orange County and Los Angeles.

Hon. David Pollock requested a report or analysis on Proposition 39 which provides funds for solar panels for educational facilities and other buildings.

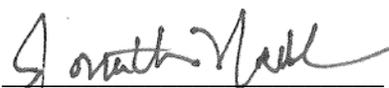
ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Cheryl Viegas-Walker adjourned the meeting at 10:57 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, February 7, 2013 at the SCAG Los Angeles Office.

Minutes approved by:



Jonathan Nadler, Manager
Compliance & Performance
Monitoring

Energy and Environment Committee Attendance Report

2013

Member (including Ex-Officio) Last Name, First Name	Date Appointed if after 1/1/13	Representing	X = County Represented					X = Attended Black Shading = Dark NM = New Member												Total Mtgs Attended				
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		Dec			
Ballin, Sylvia*		San Fernando		X						X														
Bartlett, Lisa*		OCCOG			X					X														
Bertone, Denis		SGVCOG		X						X				G										
Brennan, Brian		VCOG							X					E										
Clark, Margaret*		Rosemead		X						X				N										
Duclos, Jeff		SBCCOG		X										E										
Ehrenkranz, Jordan		WRCOG				X				X				R										
Englander, Mitchell*		Los Angeles		X										A										
Forester, Larry		Gateway Cities		X						X				L										
Graham, Ed		Chino Hills						X		X				X										
Hanks, Keith		Azusa		X						X				A										
Johnson James		Long Beach		X										S										
Manoukian, Rafi		SFVCOG		X										E										
Martin, Thomas		GCCOG		X						X				M										
Mitchell, Judy*		SBCCOG		X										B										
Pedroza, Sam		SGVCOG		X						X				L										
Pollock, David		VCOG							X	X				Y										
Prang, Jeffery		W. Hollywood		X										X										
Ramos Watson, Lupe		CVAG				X								X										
Scott, Edward		SANBAG						X						X										
Terrazas, Jack		Imperial County	X							X				X										
Viegas Walker, Cheryl*		El Centro	X							X				X										
Waldman, Mark		La Palma			X									X										
Williams, Diane		SANBAG						X		X				X										
Wilson, Edward		Signal Hill		X						X				X										
Zine, Dennis*		Los Angeles		X						X				X										
TOTALS			2	15	2	2	3	2																

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DATE: February 7, 2013

TO: Community Economic and Human Development (CEHD) Committee
Energy Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Michele Martinez, Chair, Active Transportation Subcommittee
Barbara Messina, Chair, Goods Movement Subcommittee
Pam O' Connor, Chair, Sustainability Subcommittee
Gary Ovitt, Chair, Transportation Finance Subcommittee
Deborah Robertson, Chair, Public Health Subcommittee
Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

SUBJECT: Summary Report from Subcommittees

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information and input on issues facing the region relevant to each Subcommittee to facilitate implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and develop policy recommendations for the next RTP/SCS. In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

BACKGROUND:
At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members representing the six SCAG counties as subcommittee members and representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human

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Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that policy recommendations may be presented to TC, EEC and CEHD, and thereafter to the Regional Council as well as to the General Assembly as part of the annual meeting in May 2013.

The following represents a summary of the recent Subcommittee meetings:

Active Transportation, Public Health and Sustainability Subcommittees

4th Meeting, January 14, 2013

This meeting was a joint meeting of the three subcommittees: Active Transportation, Public Health, and Sustainability. At this meeting, draft consolidated subcommittee policy recommendations were presented to the Subcommittees by Huasha Liu, Director of Land-Use and Environmental Planning who noted that the next step would be for each subcommittee to review the recommendations separately.

Alan Thompson, Senior Regional Planner, presented information about SCAG's Active Transportation and Safety Monitoring Program, noting the number of fatalities and injuries in the region, and primary collision factors. Several Safety Policy recommendations were provided for review. Allison Mannos, Multicultural Communities for Mobility (MCM) discussed the active transportation needs for disadvantaged communities, including low-income and immigrant communities. Ms. Mannos noted that bicycles are heavily relied upon in disadvantaged communities as cars are unavailable or unaffordable and that specific policies should be developed to consider the needs of these disadvantaged communities.

Ping Chang, Program Manager II, Compliance & Performance Monitoring, presented the history, current status, and future development of SCAG's performance monitoring plan. This item was in direct response to member and stakeholder interest in how performance indicators will be used to forward the goals of this RTP/SCS and future plans. The last item of the day was a joint presentation between Manal Aboelata of the Prevention Institute, and Tracy Delaney of the Southern California Chronic Disease Institute. Their presentation highlighted the need for direct and early collaboration between public health agencies and metropolitan planning agencies.

Goods Movement Subcommittee

4th Meeting, January 28, 2013

This will be a Joint Meeting of the Goods Movement and Transportation Finance Subcommittees focusing on public-private-partnerships, innovative financing and funding strategies for goods movement. A summary report will be included in the next update.

High-Speed Rail & Transit Subcommittee

4th Meeting, January 18, 2013

The fourth Subcommittee meeting focused on the nexus between transit and land use. Items for discussion included: 1) a presentation on SCAG and Metro's First Mile/Last Mile Strategic Plan by SCAG Planner Alan Thompson, 2) a presentation on historical transportation and land use interactions by Professor Genevieve Giuliano, USC Price School of Public Policy, 3) a presentation on planning for transit oriented

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development in the post-redevelopment environment by Cecilia Estolano of Estolano LeSar Perez Advisors, LLC, 4) a presentation on Metro’s joint TOD programs by Roger Moliere, Chief of Real Property Management & Development at Metro, 5) a presentation on the City of Fullerton’s streetcar project by Jay Eastman, Mobility Planner for the City of Fullerton, and 6) a presentation on the economic development aspects of transit oriented development by Ron Golem of Bay Area Economics. The Subcommittee also received a draft technical memorandum on best practices in public transit service delivery and a draft outline for a regional passenger rail vision element for the 2016 RTP/SCS update.

Transportation Finance Subcommittee

4th Meeting, January 28, 2013

At the time this report was written, the fourth meeting of the Subcommittee had not yet occurred. As previously noted, this fourth meeting will be a Joint Meeting of the Goods Movement and Transportation Finance Subcommittees with presentations regarding public-private-partnerships, innovative financing and funding strategies for goods movement. A summary report will be included in the next update.

FISCAL IMPACT:

Funding for the Subcommittees is included in the FY 2012-2013 Budget.

ATTACHMENT:

None

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DATE: February 7, 2013
TO: Energy and Environment Committee (EEC)
FROM: Marco Anderson, Senior Regional Planner, (213) 236-1879, anderson@scag.ca.gov
SUBJECT: Electric Vehicle Readiness Plan and Atlas

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
On December 31, 2012, SCAG and the University of California Los Angeles (UCLA) Luskin Center research team submitted the final draft of the Southern California Plug-in Electric Vehicle (PEV) Readiness Plan & Atlas. This report will summarize the regional PEV Readiness activities and SCAG's contribution to this coordinated effort.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 2 – Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective A: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:
In June 2011, SCAG and the South Coast Air Quality Management District (SCAQMD), in conjunction with their regional partners, applied for two (2) PEV readiness grants and were successful in both applications. Both grants include an education and outreach component in addition to other common tasks that are efficiently and effectively performed jointly. The first grant, awarded by the U.S. Department of Energy (DOE), will result in the development of six (6) Regional PEV Readiness Plans throughout the state of California, including one for Southern California.

The second successful grant was awarded by the California Energy Commission (CEC) and was the result of a collaborative effort between SCAG and SCAQMD in partnership with Southern California Edison (SCE); Western Riverside Council of Governments (WRCOG); and South Bay Cities Council of Governments (SBCCOG). The purpose of the project is to develop two (2) complementary subregional plans in collaboration with WRCOG and SBCCOG. SCAG is the lead entity authorized by CEC to accept and administer the award.

SCAG's staff and research team members will summarize the results, and cover some of the key recommendations for encouraging electric vehicle supply equipment (EVSE) siting and installation. In addition the presentation will cover some the institutional and regulatory barriers remaining, and the legislative opportunities to remove those barriers in which members may participate.

The PEV Readiness Plan is comprised of 15 chapters covering the basics of PEV charging, developing outreach programs targeted to different audiences, and identifying methods for the proliferation of electric charging stations. The report contains a comprehensive set of recommendations that address such topics as

REPORT

streamlining permitting and inspection; cost recovery price strategies for both profit and non-profit generating installations; and encouraging charging equipment within work place and multi-unit dwelling structures. The PEV atlas contains 175 pages of maps, charts, and data at the subregional and Council of Government level that illustrate factors that influence demand for charging equipment at specific locations. An example of one of these set of maps will be presented at the EEC meeting today.

The scope of work under the CEC Regional Plans to support PEVs includes four interrelated components, which are as follows: 1) develop materials that describe the guidelines and best local and regional practices for PEV infrastructure permitting, installation, deployment, maintenance, and inspection as well as a plan for sharing such guidelines and best practices with the State; 2) plan and facilitate at least four EV 101 events throughout the region in collaboration with Clean Cities Coalitions; 3) develop subregional plans and atlases for WRCOG and SBCCOG; and 4) develop a catalogue of educational materials including presentations, brochures, and web content. It is anticipated that the outreach would build on the successful EV 101 workshops held in Southern California and increase public awareness about the benefits of PEVs.

FISCAL IMPACT:

Staff and consultant efforts are funded with grants under 13-225.SCG01641.03. Additional grants opportunities are being sought after state, federal, and private sources.

ATTACHMENT:

PowerPoint presentation entitled, “Electric Vehicle Readiness Plan and Atlas”

February 7, 2013

Southern California Plug-In Electric Vehicle (PEV) Readiness Plan and Atlas

Marco Anderson
Senior Regional Planner



Towards a Sustainable Future in Southern California



Background

- Complements the land use pattern in the RTP/SCS
- Southern CA is a key market for PEVs
- Effort supports SCAG's Economic Recovery and Job Creation Strategy



Regional PEV Infrastructure Planning

- So Cal PEV Coordinating Council
 - SCAQMD
 - SCE and public utilities
 - Subregions
 - Local Governments
 - Clean Cities Coalitions
 - Universities
 - Auto manufacturers
 - Charging infrastructure manufacturers
 - Installers
 - And more every day...



Regional PEV Infrastructure Planning

SCAG awarded two grants

- U.S. Department of Energy
 - Statewide application led by SCAQMD
 - Award = \$1 million statewide, \$300,000 for SCAG and Clean Cities Coalitions
 - Goal: complete six regional PEV infrastructure plans by December 2012
- California Energy Commission
 - Regional application co-led by SCAQMD & SCAG
 - Award = \$200,000
 - Goal: complete two subregional plans in the South Bay and Western Riverside Councils of Government
 - Timeframe: 24 months

Regional PEV Infrastructure Planning

- Speaking at forums and workshops
- Holding regular SoCalPEVCC meetings
- Clearinghouse for PEV Readiness Information



UCLA Luskin Center Contract: Regional PEV Readiness Plan

- Conduct literature review
- Research market forces
- Analyze driver behavioral information
- Develop a Regional Plan for charging infrastructure
- Develop in-depth subregional plans for SBCCOG and WRCOG
- Participate in meetings and workshops

Barriers to PEV Adoption

- Vehicle cost
- Accessibility of Charging Stations
- Workplace charging
- Multi-family dwelling units
- Range anxiety
- Marginal Cost of Energy

Types of Electric Vehicles

Battery Electric Vehicle

- Powered exclusively by the electricity from its on-board battery, which replenishes its battery by plugging-in to the grid, or charging
- Sometimes referred to as “pure” EVs

Extended Range Electric Vehicle

- Operates as a battery electric vehicle for a certain number of miles
- After the battery has been discharged, a gas engine powers an electric generator for several hundred miles of “extended-range” driving

Plug-in Hybrid Electric Vehicle

- Has a battery that can be charged off board by plugging into the grid and enables it to travel a certain number of miles solely on electricity
- Operates as a hybrid vehicle once electric-only range is exceeded

Fuel Cell Electric Vehicle

- Converts the chemical energy from a fuel (hydrogen) into electricity through a chemical reaction to drive an electric motor.
- Emits only heat and water

Hybrid Electric Vehicle

- Uses both electric motor and an internal combustion engine to propel the vehicle

Available PEVs

Model	Make	U.S. sales start	Electric fuel econ (mpge)	Electric range - EPA (mi)	Range, total (mi)	Base MSRP
LEAF	Nissan	11-Dec-10	99	73	73	\$35,200
Chevy Volt	GM	15-Dec-10	98	38	382	\$39,145
smart fortwo ed	Daimler	Jan-11	87	63	63	\$599/mo for 48 mo. + \$2,500
Karma	Fisker	18-Oct-11	52	32	232	\$102,000
i	Mitsubishi	13-Dec-11	112	62	62	\$29,125
Active E	BMW	22-Dec-11	102	94	94	\$499/mo. for 24 mo. + \$2,250
Focus Electric	Ford	Dec-11	105	76	76	\$39,200
Prius Plug-In	Toyota	Mar-12	95	11	540	\$32,000
Sedan	Coda	16-Mar-12	73	88	88	\$37,250
Model S	Tesla	22-Jun-12	89	265	265	\$97,900

Available PEVs



Prius PEV



Tesla S



Ford Focus PZEV



SMART fortwo EV

Upcoming PEV Releases

Model	Make	U.S. sales start*	Battery rated kWh	Electric range** ("mi")	Range, total ("mi")	Price indications
Model S variations	Tesla	2012	42	160+***	160+	\$57,400+
2012 smart fortwo ed	Daimler	2012	17.6	86	86	\$599/mo. lease only + \$2,500 at signing
e6	BYD	2012	60	150	150	\$35k, on sale in China for \$47.2k
Chevy Spark	GM	2012	20	100	100	?
Scion iQ	Toyota	2012	13?	50	50	?
RAV4EV	Toyota	2012	41.8	100	100	\$49,800 MSRP
C-Max Energi	Ford	Sep-12	10?	17	>500	?
Fusion Energi	Ford	Sep-12	8?	17	>500	?
Fit EV	Honda	2012	20	?	?	\$399/mo. lease only (based on \$36,625)
GCE	Amp	2012	37.6	80	80	\$57,400
Mile	Amp	2012	40	100	100	\$79,500
Accord PHV	Honda	2012	6.0	15	>400	?
F3DM	BYD	2012	13.2	60	>300	\$28,800
F6DM	BYD	2012	20	60	>300	~\$22k in China
500 Elettrica	Chrysler-Fiat	2012	22?	90	90	\$45,000
i3	BMW	Sep-13	22	75	75	\$35,000
Cadillac ELR	GM	2013	16.5?	38?	>300	~\$50-57k
Golf twinDRIVE	VW	2013	13.2	35	55	?
Sonata Plug-in Hybrid	Hyundai	2013	?	?	>300	?
Outlander Sport PHV	Mitsubishi	2013	?	?	>200	?
A-class E-Cell	Daimler	2013	?	?	?	?
PX-MIEV	Mitsubishi	31-Dec-13	12	30	>500	?
Model X	Tesla	2013	60	160+?	160+?	?
E-Golf	VW	2013	?	35	35	?
i8	BMW	2014	?	20	>200	\$132,600
Atlantic	Fisker	2014	?	50?	282?	~\$45-60k
A4 e-quattro	Audi	2014	?	37	>300	?
Infinity LE	Nissan	2014	24	100	100	?
A3 e-tron	Audi	2014	12	31?	>200	?

Upcoming PEV Releases



2012 BYD F6DM



2012 Honda Accord PHV

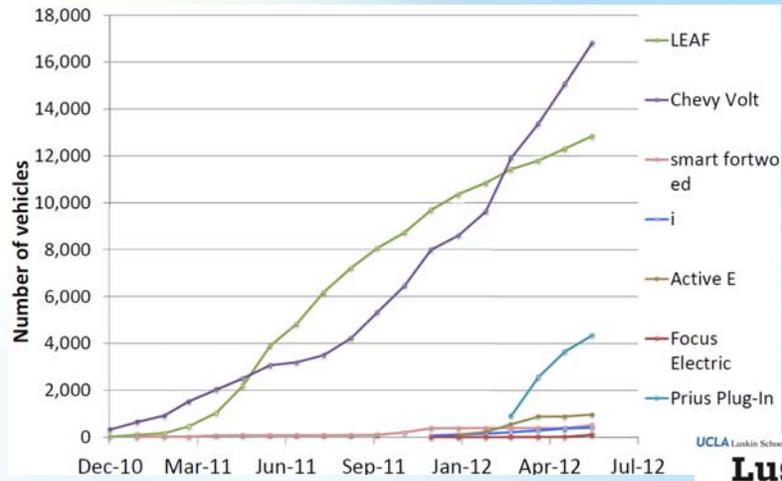


2013 Sonata Plug-in Hybrid



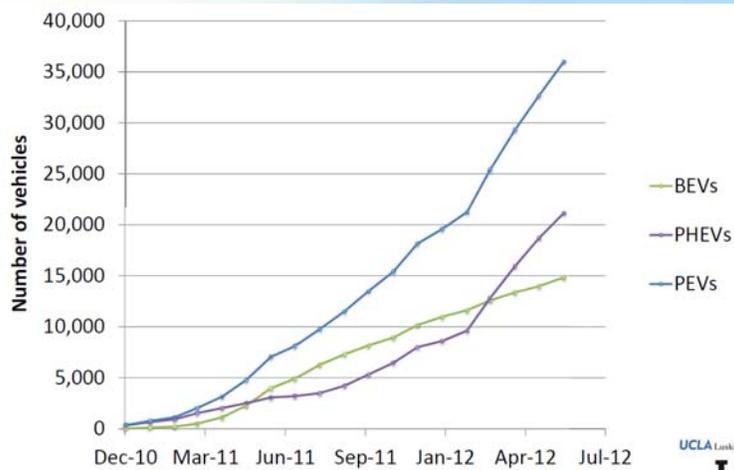
2014 Audi A3 eTron

Cumulative US Sales by PEV model (through June 2012)



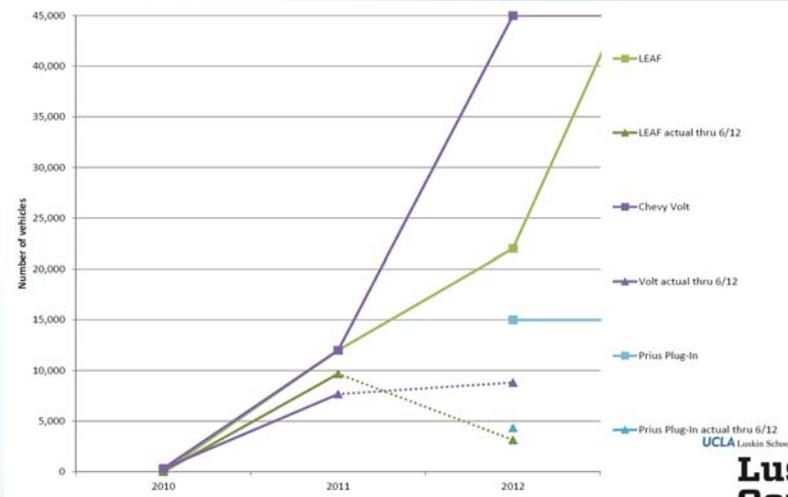
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Cumulative US Sales by PEV type (through June 2012)



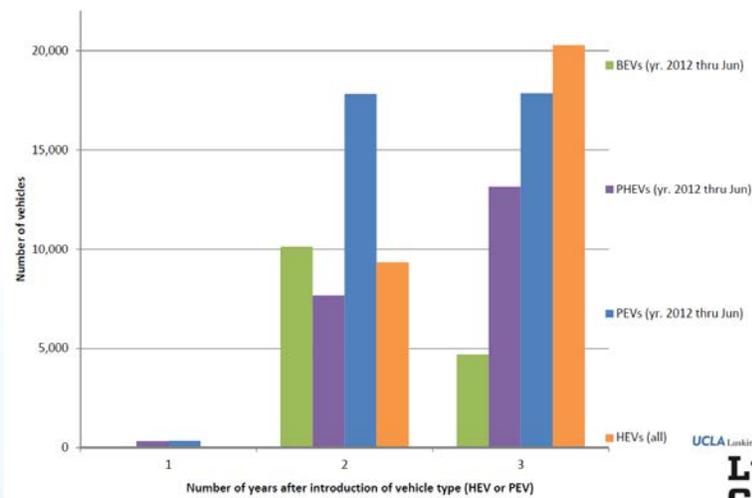
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Announced & Actual Sales



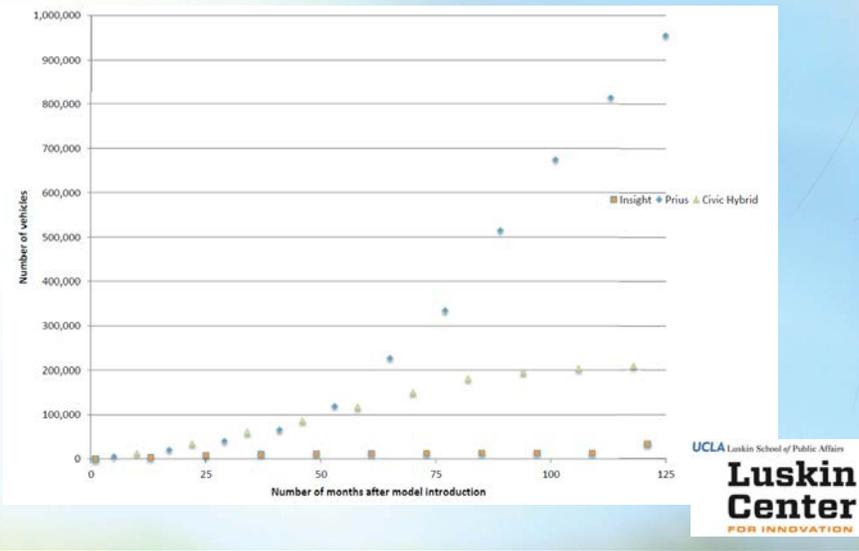
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Initial Hybrid & PEV Annual US Sales

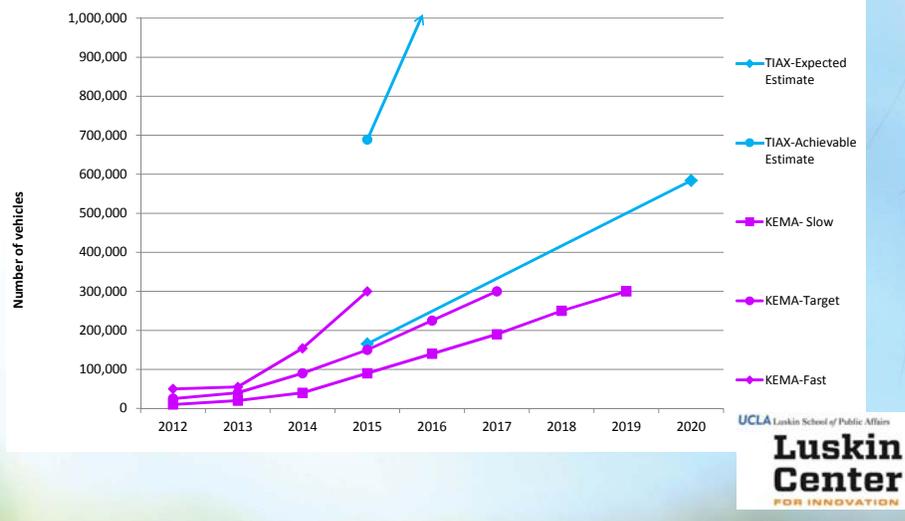


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Middle Market Hybrid Sales

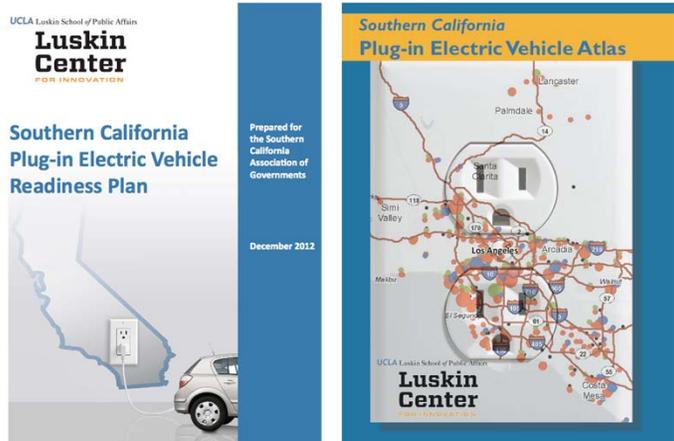


Cumulative CA PEV Forecasts



Thank you!

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Southern California PEV Readiness Plan and Atlas: Key Insights

Ayala Ben-Yehuda
Project Manager, Plug-in Electric Vehicle Readiness
UCLA Luskin Center for Innovation
January 29, 2013

Why plan for plug-in electric vehicles?

- More PEVs on the road (high gasoline prices, fuel economy and emissions standards, improved battery technology)
- Benefits include lower fuel costs, energy security, improved air quality and greenhouse gas emissions reductions
- Lack of knowledge about PEVs by drivers, property owners and potential charge station hosts
- Barriers to charging can be reformed at local level (permitting, building codes, incentives, zoning and parking policies)

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Implementation steps: municipal

Informational support

- Website/handouts from Building & Safety, Planning, and/or utility

Prioritize planning reforms according to dominant land uses

- PEV demand assessment (using Atlas)
- Land use/parking analysis
- Zoning, building codes, permit streamlining, parking policies

Targeted outreach/workshops for workplaces, MUDs, single-family

- PEV demand assessment (using Atlas)
- Land use/parking analysis

Demonstration projects

- Rank parcels according to PEV density, employees/sales, number of units, age of building, assessed value, household income

Implementation steps: COG

1. Assess potential PEV readiness needs of COG
 - COG-level land use analysis

2. Target high-demand cities for technical assistance
 - Consult subregional maps in Southern California PEV Atlas
 - Planning reforms based on absolute numbers of single-family units, MUDs, and employees
 - Or tailor to relative concentrations of PEV parking/charging opportunities
 - Demonstration projects

How do the PEV Plan & Atlas support these efforts?

- Planning guidance in the Southern California PEV Readiness Plan

- Maps and projections in the Southern California PEV Atlas

- Sample maps: San Gabriel Valley Council of Governments

- Key recommendations, insights and implementation steps

PEV Readiness Planning Guidance

- Where PEVs are being driven across the region and how many more will be on local roads in order to prioritize and target planning efforts
- Designing and providing technical assistance to commercial property owners, employers and owners of multi-unit dwellings (MUDs)
- Designing supportive utility policies
- Developing outreach to prospective PEV drivers and charge station site hosts

PEV Readiness Planning Guidance (con't)

- Permitting and inspecting PEV charging equipment cost-effectively
- Making building and zoning codes PEV-ready
- Regulating parking and signage for PEV charging
- Incentivizing new development to provide wiring and/or hardware for PEV charging
- Siting and pricing charging stations on public property

Southern California PEV Atlas

COG-level resources:

1. A table and graph forecasting PEV growth to 2022
2. A map of neighborhood PEV registration density as of 2012
3. A map of PEV morning travel to work, providing spatial daytime PEV density
4. A map of employment centers identified by numbers of employees
5. A map overlaying employment centers on daytime PEV density

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Southern California PEV Atlas

COG-level resources:

6. A map of publicly-accessible charging locations, identified by power level and number of stations per location
7. A map of multi-unit residences by number of units and density
8. A map of retail destinations, from older strip development to regional centers
9. A map overlaying retail centers on PEV mid-day travel, providing spatial retail PEV density
10. A map of stand-alone parking facilities

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Southern California PEV Atlas

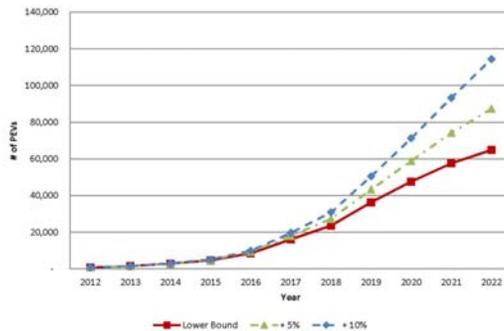
Sample Projections and Maps: San Gabriel Valley Council of Governments

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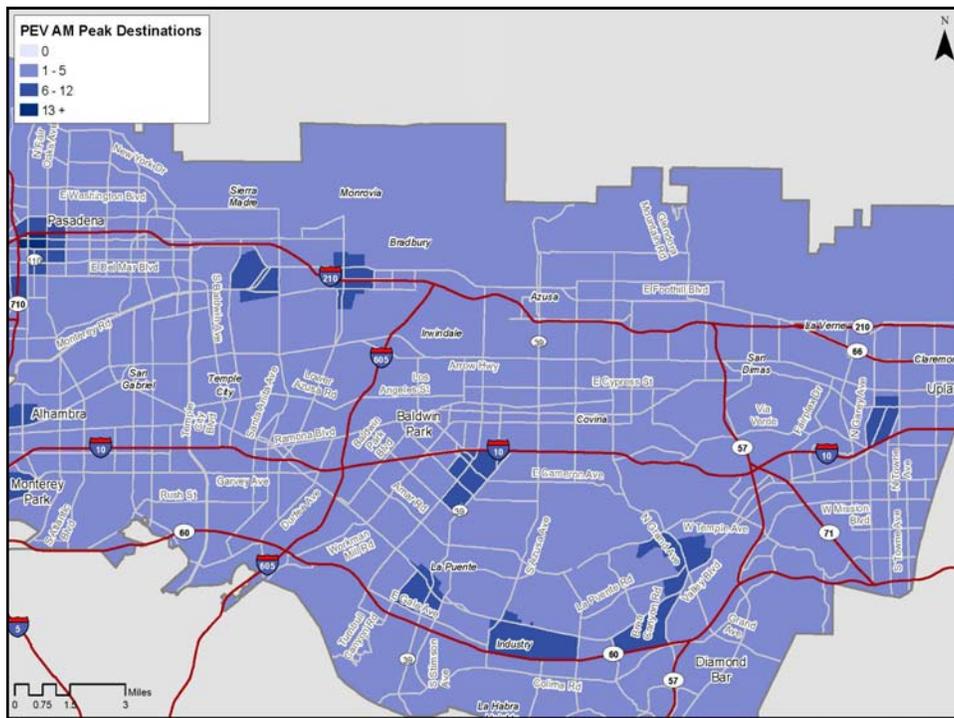
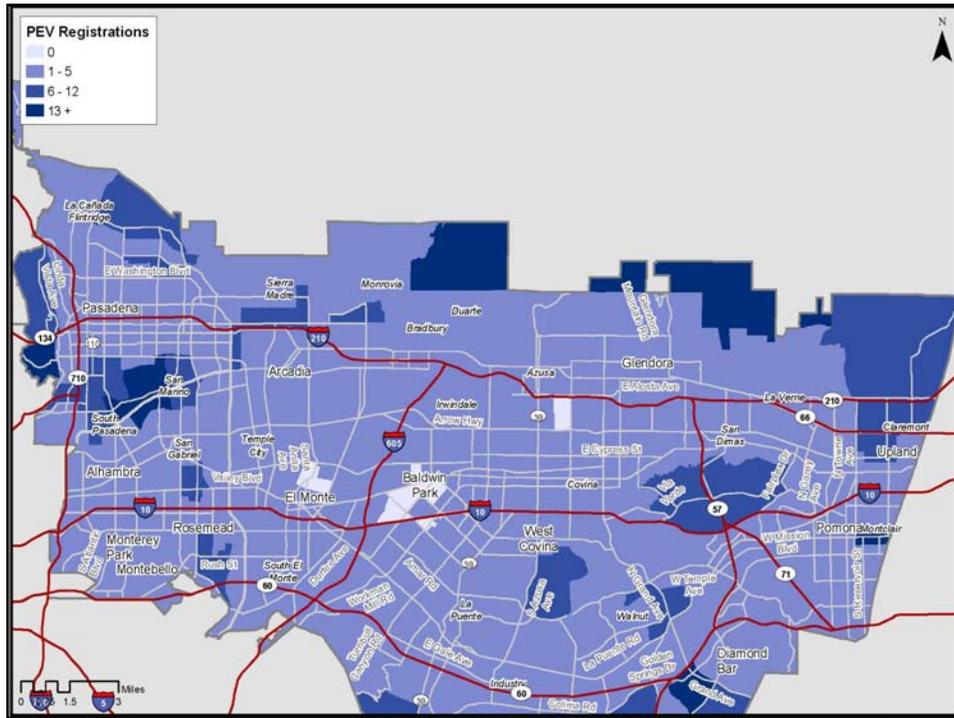
San Gabriel Valley Subregion: PEV counts, 2012-2022

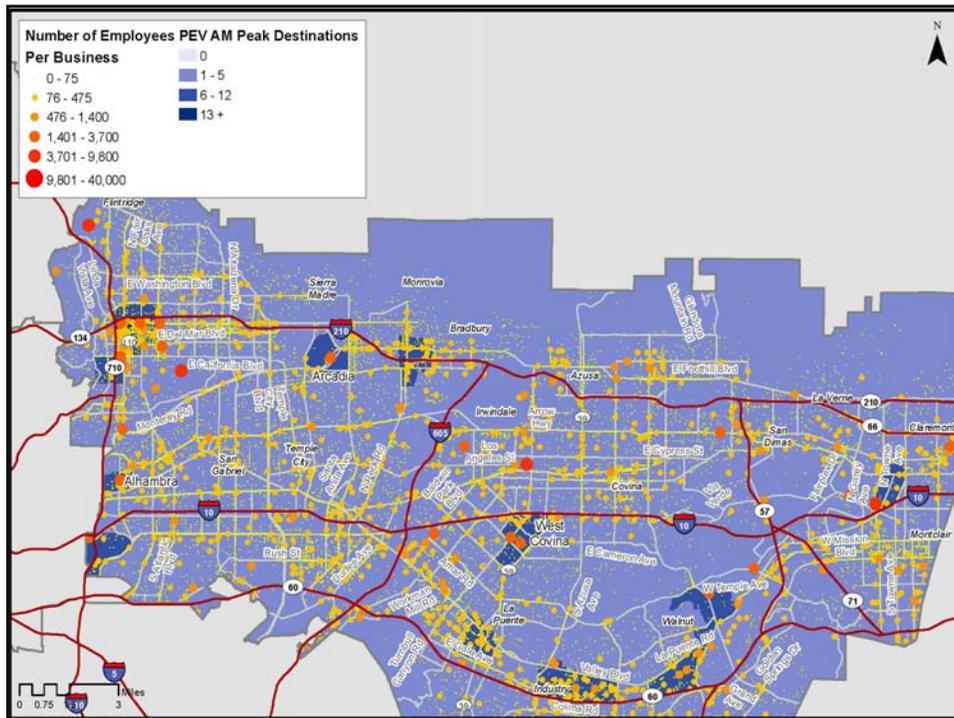
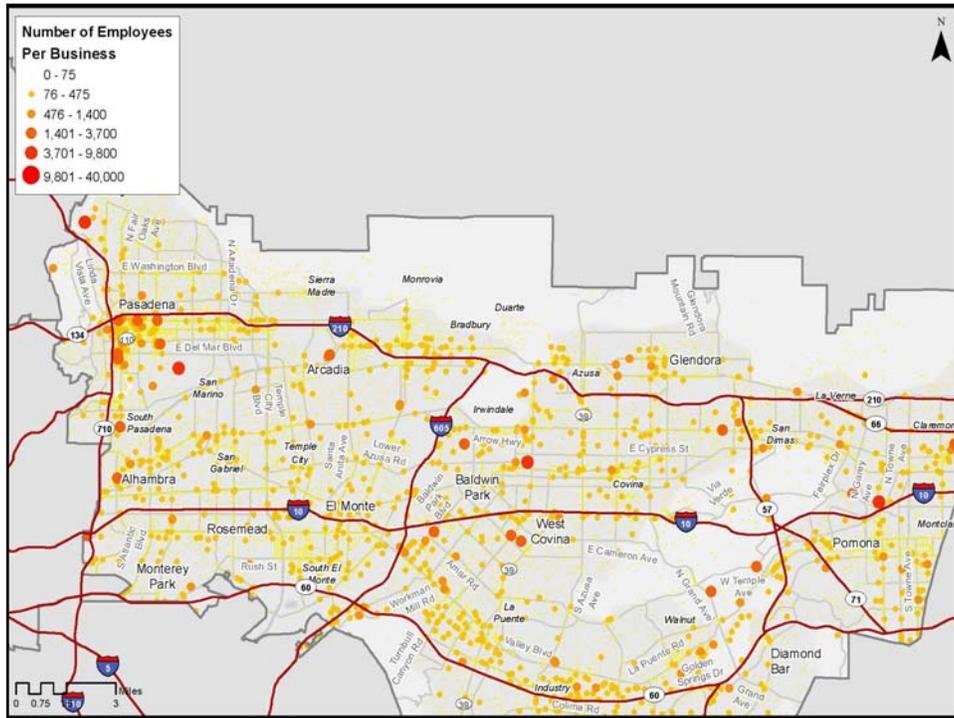
Year	Cumulative PEV registrations*		
	Lower Bound	+ 5%	+ 10%
2012	753	753	753
2013	1,506	1,506	1,506
2014	2,908	2,984	3,012
2015	4,629	4,898	5,095
2016	8,490	9,229	9,855
2017	16,082	17,942	19,652
2018	23,612	27,240	30,819
2019	36,310	43,251	50,474
2020	47,591	58,851	71,203
2021	57,560	74,121	93,238
2022	64,875	87,248	114,413

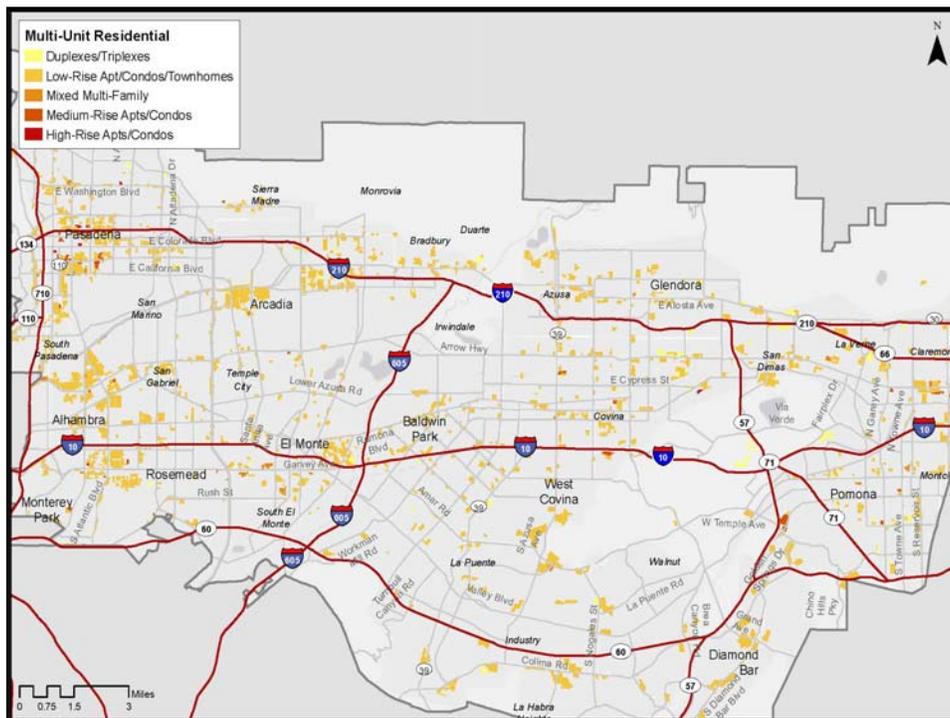
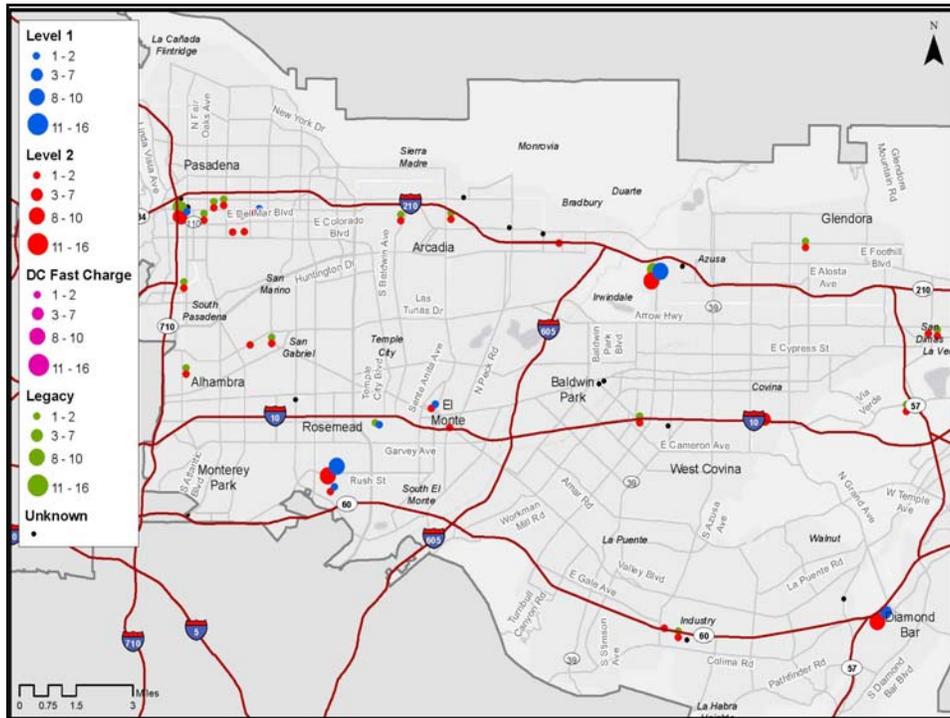


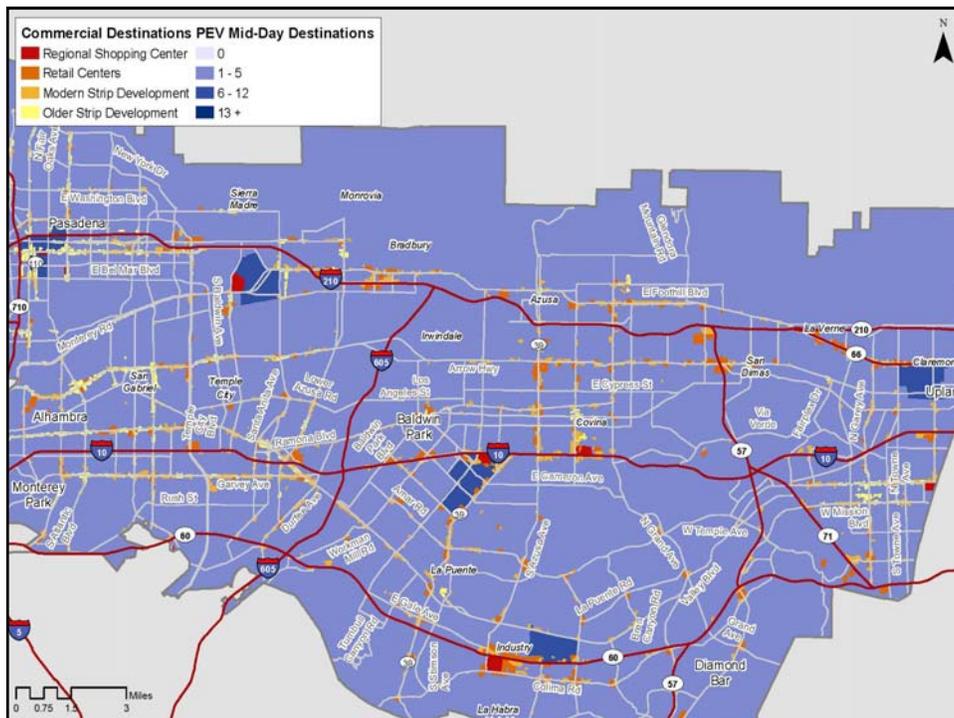
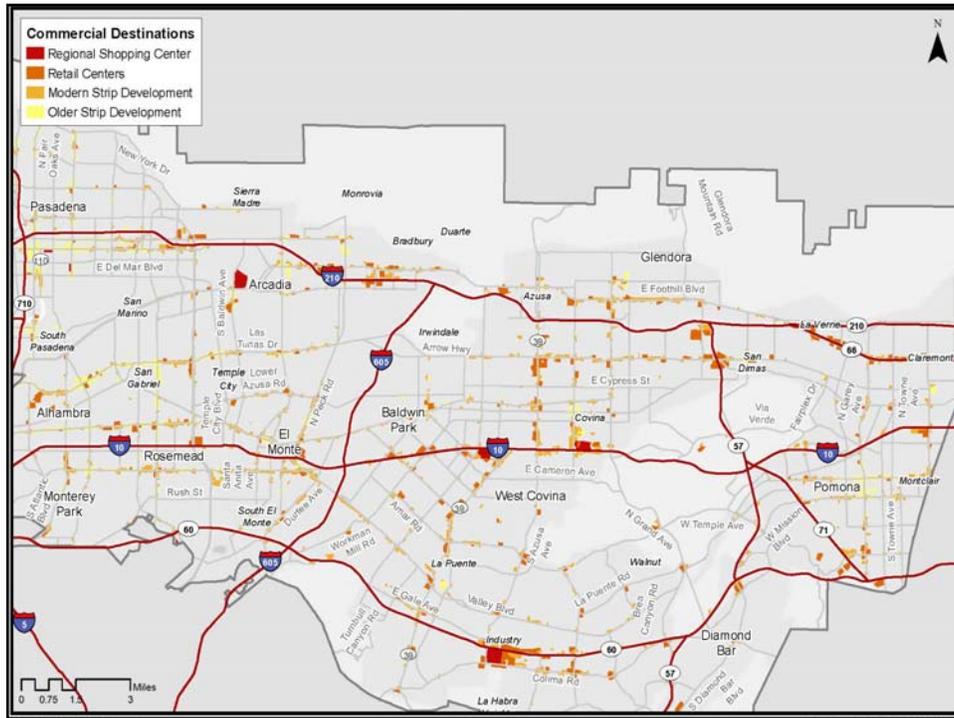
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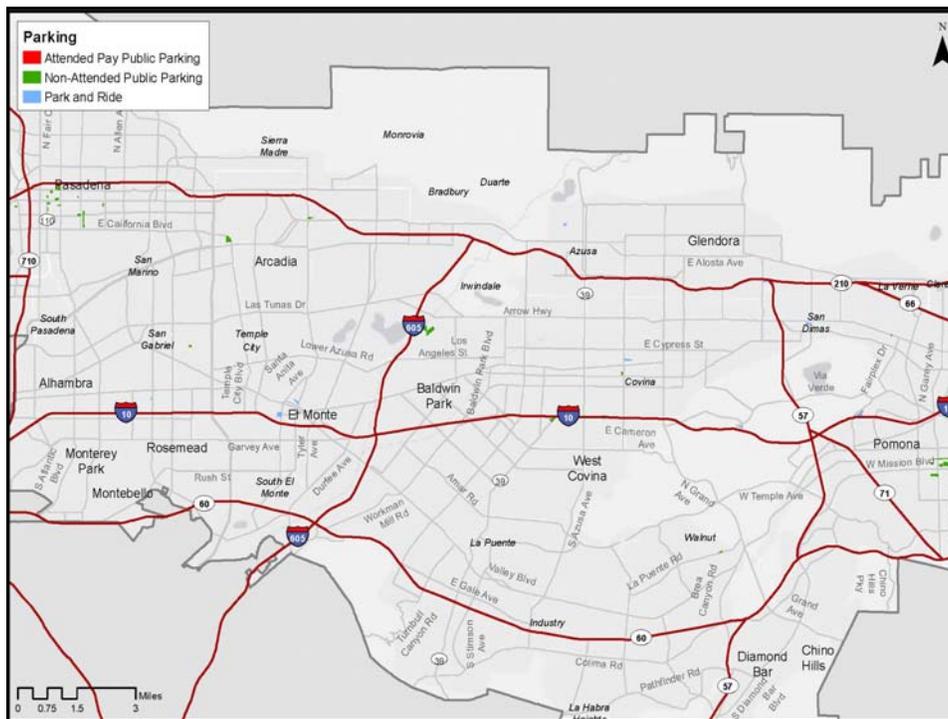
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Key recommendations

- Municipal PEV readiness efforts should reflect local land use opportunities
- Planning for PEV readiness should vary across cities based on actual demand for charging; one size does not fit all: prioritize
- Pricing for use of charging stations should cover costs of site host without overpricing compared to residential

Key insights

- MUDs and workplaces offer the greatest opportunities for PEV charging due to potential economies of scale
- Public charging infrastructure often poorly sited to take advantage of lowest-cost, highest-demand locations
- PEV planning reforms may be challenged by availability of municipal and COG staff to create and implement changes

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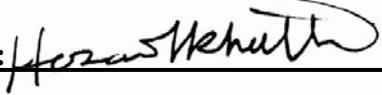
Thank You

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DATE: February 7, 2012
TO: Energy and Environment Committee (EEC)
FROM: Jeffrey S. Dunn, Legislative Analyst, (213)-236-1880, Dunn@scag.ca.gov
SUBJECT: Proposition 39 Provisions and Governor's AmeriCorps Planning Grant Initiative

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
At the January 3, 2013, EEC meeting, Councilmember David Pollock, Moorpark, VCOG, requested that a report on Proposition 39 provisions be presented to the Committee.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:
In 2009, the California State Legislature approved a budget that included an option for how out-of-state companies calculated their tax bill. Companies could choose the "three-factor" method or the "single-sales" factor method. The single-sales factor uses in-state sales to determine a company's tax obligation while the three-factor method, companies use a combination of sales, employees, and property to calculate their taxes. For out-of-state companies with no physical presence in the state, the three-factor method offers a large savings. Thus, out-of-state businesses overwhelmingly choose the three-factor method.

After several failed legislative bills to reverse the preferential tax treatment made available to out-of-state businesses, including Assembly Bill (AB) 1500 authored by Speaker Perez, Proposition 39, an Income Tax Increase for Multistate Businesses Initiative, qualified for the November ballot on June 20, 2012, with the principal backing of philanthropist, businessman, and co-chair of the Californians for Clean Energy and Jobs group, Tom Steyer, who purportedly spent almost \$30 million to qualify and pass the Proposition. The Initiative was passed by voters at the November 6, 2012 General Election by 61%-39% margin. Similar laws have been passed in New Jersey, Illinois, and Texas.

Provisions and Impacts
Proposition 39 requires out-of-state businesses to calculate their California income tax liability based on the percentage of their sales in California, thus repealing the prior law giving out-of-state businesses an option to choose the three-factor tax liability formula providing favorable tax treatment for businesses with property and payroll outside California. Proposition 39 dedicates \$550 million annually for five years from the initiative's anticipated increase in revenue in order to fund projects that "create energy efficiency and clean energy jobs" in California. Initially, this extra revenue will fund "green" energy projects.

The non-partisan Legislative Analyst's Office (LAO) and Director of Finance estimates that Proposition 39 will raise approximately \$1 billion in additional annual state revenues—growing over time—from eliminating the ability of out-of-state businesses to choose how their California taxable income is determined. This would result in some out-of-state businesses paying more state taxes. Of the revenue raised by this measure over the next five years, from 2013-14 thru 2017-18, approximately one-half of the estimated increased revenues, approximately \$500 million to \$550 million per year, would be dedicated to energy efficiency and alternative energy projects. Of the remaining revenues, a significant portion likely would be spent on public schools and community colleges, estimated to increase the minimum guarantee by at least \$200 million for the 2012–13 thru 2017–18 period and, in some years during this period, the minimum guarantee could be significantly higher.

Energy Efficiency/Alternative Energy Project Funding

Proposition 39 establishes a new state fund, the Clean Energy Job Creation Fund, to support projects intended to improve energy efficiency and expand the use of alternative energy. The measure states that the fund could be used to support:

1. Energy efficiency retrofits and alternative energy projects in public schools, colleges, universities, and other public facilities;
2. Financial and technical assistance for energy retrofits; and
3. Job training and workforce development programs related to energy efficiency and alternative energy.

The Proposition does not specifically designate an entity to select eligible projects. It directs that the Legislature will determine allocation of spending from the fund and is required to use the monies for cost-effective projects run by agencies with expertise in managing energy projects. The measure also specifies that all funded projects must be coordinated with the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC), and it creates a new nine-member oversight board to annually review and evaluate spending from the fund.

Implementation

It is anticipated that numerous legislative bills will be introduced to allocate portions of Proposition 39 revenues. Currently, AB 39 has been introduced by Speaker Perez and Assemblymember Skinner that would direct how the monies from the Clean Energy Job Creation Fund would be allocated, including to fund public school projects that conserve energy or utilize cleaner energy technologies, as well as setting forth criteria to be used to prioritize projects to be funded from moneys in the Job Creation fund. There likely will be other legislation seeking to define project eligibility and/or prioritize allocation of funding to other types of projects, including transportation/Transit Oriented Development and/or Sustainable Communities Strategies implementation projects under Prop 39's umbrella mandate to create clean energy and energy-efficiency jobs.

Governor's Initiative

The Governor's Office of Planning and Research (OPR) has recently conducted a series of statewide stakeholder meetings, including in Los Angeles in December 2012 attended by SCAG staff and Executive Director Hasan Ikhata, to assess specific local government needs related to climate change, transportation and energy, to direct the activities of the Governor's AmeriCorps Initiative planning grant to help reduce at the local level energy use and greenhouse gas emissions pursuant to the goals of AB 32 and SB 375. The Governor's Initiative is a potential candidate for Proposition 39 funds, and SCAG will continue to

REPORT

participate with OPR to identify programmatic uses throughout the region for which these grant funds might be used.

Proposed Use of Prop. 39 Funds in Governor's Budget

The Governor released his proposed 2013-14 budget on January 10, 2013. As part of this budget, the Administration projects that Proposition 39 will increase state revenue by \$440 million in 2012-13 and \$900 million in 2013-14. The proposed budget includes all such revenue in the calculation of the Proposition 98 minimum guarantee to education. Proposition 98 funds K-12 education, the California Community Colleges (CCC), preschool, and various other state education programs; the proposed 2013-14 budget increases total Proposition 98 funding by \$2.7 billion—a 5 percent increase from the revised current-year level. By including all revenue raised by Proposition 39 in Proposition 98 calculations, the Governor's budget has the effect of increasing the Proposition 98 minimum guarantee by \$426 million in 2012-13 and an additional \$94 million for a total increase of \$520 million in 2013-14. In addition, Proposition 39 requires that half of the new revenues fund energy efficiency programs through 2017-18, and the budget proposes to use that funding for projects at schools and community colleges.

ATTACHMENT:

None