



## MINUTES

**ELECTRIC VEHICLE SUBCOMMITTEE OF  
THE TASK FORCE ON THE ENVIRONMENT  
SPECIAL MEETING  
WEDNESDAY, MAY 23 2018  
MONTANA AVENUE BRANCH LIBRARY  
5:30PM-7:30PM**

### Call to Order

Staff Shannon Parry called the meeting to order at 5:39PM.

### Roll Call

**Subcommittee members in attendance:** Erik Neandross, Niten Kapadia, Judy Abdo, Paul Scott

**Subcommittee members absent:** Kielo Stevenson

**City Staff in attendance:** Shannon Parry, Ariana Vito, Garrett Wong, Drew Lowell-Britt

**Community members in attendance:** Laila Taslimi, David Lappen, Kelly Olsen, Kaysie Kent, Stephan Mundwiler, Sam Edwards, Charlotte Will

### 1. Special Agenda Items

- a. Swearing-In New Members
  - i. Members were distributed and read Oath of Allegiance for Public Office.
  - ii. All members present signed and returned the oath.
- b. Subcommittee Member Introductions
- c. Brown Act Introduction
  - i. Staff members Ariana Vito and Shannon Parry provided an overview on the establishment of the Brown Act, meeting types, public noticing rules, communication guidelines, and public comment.

### 2. New Business

- a. Discussion on EV Subcommittee roles and responsibilities (5 min)
  - i. Ariana Vito covered the general roles & responsibilities of the EV Subcommittee which will provide guidance and feedback to EV Action Plan implementation, outreach, policy, projects.
  - ii. The Chair or Vice Chair will be responsible for facilitating meetings, signing documents, reporting to the Task Force on the Environment.
- b. Presentation of EV Action Plan (20 min) – Attachment I (link to online EVAP)

- i. Ariana Vito provided an overview of the EV Action Plan, goals & objectives, strategic priorities and actions.
- ii. Judy Abdo inquired about requiring new and pending construction projects to add more EV charging stations. Staff suggested agendizing this topic at a future subcommittee meeting.
- c. Presentation and discussion on current, future, and ongoing projects, programs and policies (15 min)
  - i. Ariana Vito presented on the existing public charging network. The City Council approved a CIP application to fund the EV Action Plan.
  - ii. The subcommittee suggested that the portable EV charging station should be relocated from the Airport to an area with increased visibility and usage.
  - iii. Paul Scott requested an update on the Civic Center Parking Structure and an update on the permitting process.

**Motion was made by Erik to move 3e and 3f ahead of 3d. All in favor.**

- d. Consider the replacement of non-networked EV charging stations in parks with smart charging stations to facilitate user turnover and enforcement. (20 min) – Attachment 2 (Background Information) and Attachment 3 (Comments from Kelly Richard Olsen, Drive Clean Santa Monica)
  - i. Recommended action: Staff recommends the EV Subcommittee: 1) Recommend the replacement of non-networked charging stations at park facilities with networked (“smart”) charging stations and 2) Recommend that all new park stations be smart charging stations.
  - ii. Ariana Vito presented the issues related to enforcing a policy with dissimilar systems (dumb vs. smart charging stations).
  - iii. Kelly Richard-Olsen expressed concern over the use of funds to replace charging stations and not increasing the net number of charging stations.
  - iv. Removed charging stations could be moved to another public location, potentially Lot 9 or Lot 26.
  - v. **Motion by Erik Neandross to approve staff recommendation to replace chargers in parks so long as the removed stations are placed in new public locations. Niten seconded. The motion carried unanimously.**
- e. EV Subcommittee vote to select Chair (15 min)
  - i. **Motion by Paul Scott to nominate Judy Abdo as Chair and Erik Neandross as Vice-Chair. Seconded by Niten. The motion carried unanimously.**
- f. Set regular meeting time and location (10 min)

- i. The fourth Wednesday at 6-8 pm was established as regular time, bi-monthly starting June 27, 2018.
- ii. The committee selected the Virginia Ave Park Patio Room as the regular meeting location (pending availability).

**Motion by Paul Scott to extend meeting by 10 min. Niten seconded. The motion carried unanimously.**

### **3. Future Agenda Items**

- a. Suggested topics from Subcommittee members
  - i. EV permitting process
  - ii. Cost of parking at parking facilities, while charging
  - iii. CALeVIP incentive program
  - iv. Location of EV ARC

### **Adjournment**

Meeting adjourned at 7:40 PM.

## **Attachment 1**

*Item 3b. Santa Monica EV Action Plan:* <http://bit.ly/EVActionPlan>

## **Attachment 2**

*Background Information for Item 3d: Consider the replacement of non-networked EV charging stations in parks with smart charging stations to facilitate user turnover and enforcement*

On November 14, 2017, City Council adopted the EV Action Plan. Council directed staff to increase the total amount of charging ports to 300 by 2020, prioritizing new stations over upgrading existing stations to current standards.

Council also directed staff to specifically address the conflict between the need for EV charging overnight at public facilities, such as parks, and the closure of those facilities. There are four operational charging stations located at Virginia Avenue Park (two in the Pico Ave parking lot and two in the Virginia Ave lot). Staff plan to add chargers at Clover Park and Gandara Park in 2018, and several other parks in the following years. Currently, Santa Monica park facilities, including parking lots, are closed between 11pm-6am, which prevent public use of chargers during these hours.

After conferring internally with various City divisions, staff believe it is necessary to replace existing chargers with smart chargers and to install smart charging stations at all park facilities in order to provide uniform enforcement across all parks.

Smart charging stations have the ability to notify drivers when their vehicle is fully charged or their time limit is approaching. These stations can also charge drivers a fee for exceeding the allotted time limit. These capabilities are crucial to facilitate user turnover of stations and allow more residents to utilize the stations.

Once these smart charging stations are in place, staff would be able to modify the park closure rules to allow overnight charging in parks.

There are three stations that have already been approved for replacement at Virginia Avenue Park, the Santa Monica Pier, and the Civic Solar Port. They are old paddle charging stations that are no longer useful to most EV drivers because they are incompatible with EV models produced after the early-2000s.

Staff recommend replacing the chargers at both Virginia Avenue Park lots with dual-port smart charging stations (one at each location). (See Exhibit A).

At Clover Park and Gandara Park, three dual-port non-networked ("dumb") BTC Power charging stations were purchased through a separate contract (two for Clover Park and one for Gandara Park). Staff recommend that these stations be reallocated to non-park facilities and smart chargers be installed at these parks.

Exhibit A – Virginia Avenue Park chargers

Pico Ave Lot



Virginia Ave Lot



**Attachment 3 – Comments on Item 3-d from Kelly Richard Olsen, Drive Clean Santa Monica (below)**

EV-Subcommittee members,

Drive Clean Santa Monica has severe reservations about item 3-d on the Committee's May 23<sup>rd</sup> agenda.

It is our recommendation that the committee reject the request to replace any existing chargers in the City with networked chargers and abide by the agreement made by the City Manager with Drive Clean Santa Monica and ratified by the City Council on November 14<sup>th</sup>, 2017.

As background, the original draft of the Santa Monica EV Action Plan called for the replacement of all existing non-networked (sometimes referred to as "dumb chargers") in the City at a cost of approximately \$250,000.

Drive Clean Santa Monica argued that the expenditure of that much money with a zero-net increase in chargers was not prudent and the funds should be applied to install new chargers.

The City Manager agreed with this position and instructed Staff to drop that part of the Plan and move the replacement of current chargers down to the bottom of the list of priorities and focus funds and efforts on installing new chargers.

Again, this is the plan which was adopted by the City Council.

The City Council also asked Staff to pursue Drive Clean Santa Monica's request to allow overnight charging at all City facilities, including at Virginia Avenue Park, which, until about 2014 or 2015, had been the practice for more than a dozen years.

While we understand Staff believes it is necessary to replace the existing chargers with networked chargers to allow overnight charging in parks, we feel that this is not the case.

Replacing existing chargers goes against the agreement with Drive Clean Santa Monica made by the City Manager and is in violation of the EV Action Plan adopted by the City Council.

The City Council made it clear. No funds are to be spent on replacing existing chargers until the City has a critical mass of chargers.

Replacing current working chargers with new networked chargers at Virginia Avenue Park may seem a minor thing and only a couple of chargers, but it is potentially the proverbial camel's nose under the tent.

There is the possibility that other reasons will be found for taking other perfectly working chargers out of service and replaced with networked chargers.

Staff's position is that the networked chargers are needed to allow overnight charging in Virginia Avenue Park to resume.

We disagree with this claim, and will explain why below, but if Staff really thinks this is the case, there is at least one local company which will convert current non-networked chargers to "smart" networked chargers at a lower cost.

We feel that this should be pursued before ripping out working chargers and spending money on new chargers.

We feel that there really is no urgency or even a need to have networked chargers in order to resume overnight charging in Virginia Avenue Park or any other location.

As mentioned before, overnight charging has taken place for at least ten years with no issues and no networked chargers.

I personally have used the chargers at Virginia Avenue Park from around midnight until 2 and 3 a.m. over 150 times with no issues.

Other residents have done the same for many years as well.

There were never any restrictions on parking or charging in the park.

The park closure law, which went into effect in 1993, was initiated by me when I was a City Councilman to address drug dealers which had infiltrated Palisades Park.

The law simply gave officers probable cause to approach a person in the park that they suspected of selling drugs.

However, there was never any enforcement of the law where there was no issue, such as Virginia Avenue Park or Stewart Park (renamed Gandara Park).

Further, the park closure law was never intended to address the parking area of the park where the chargers are located.

This is why there were never any overnight parking restrictions for more than 20 years at Virginia Avenue Park or Stewart Park for any vehicles.

Also, there is an exemption in the law which allows activities approved by the City. Charging overnight was always considered one of those activities.

For some reason in 2014, Staff restricted parking at Virginia Avenue Park from 3 a.m. until 5 a.m.

This was a clear indication that there was no link between the park closure law and the parking lot area since the closure of the park begins at 11 p.m., not 3 a.m.

Charging and general parking in the lot was still allowed, except between 3 a.m. and 5 a.m.

In 2015, Staff changed the restrictions again at Virginia Avenue Park and restricted parking from 11 p.m. until 6 a.m. and stopped overnight charging.

In order to follow the City Council's direction and resume charging in the park, all staff has to do is put up signs that charging of EVs is allowed 24 hours a day with the same length of time charging restriction which is in place now at all City facilities where there are chargers.

Everything would simply resume as it was for over 10 years.

EV drivers would be allowed to charge overnight as long as they obeyed the time restrictions.

Staff contends that there is a need to ensure turn over of chargers.

We concur with this position, but disagree that the only way to do this is by installing networked chargers.

Virginia Avenue Park has a time restriction for any vehicle during the day. There is 2 hour parking from 8 a.m. until 3 p.m. After those hours there is no restriction until 11 p.m.

The EV spaces have 3 hour parking from 8 a.m. until 6 p.m.

After 6 p.m., an EV can park for 5 hours until 11 p.m.

Again, Staff contends that the only way to get people to not stay in a space longer than a certain period of time is to have a networked charger so it can contact the driver that the car is about to be fully charged or is fully charged.

Virtually every EV has an ability to convey this information at any charger regardless if it is networked or not.

The car will tell a person through their smart phone exactly what percentage the battery is at and what time the car will be full.

A smart charger has no more advantage than a modern EV and an iPhone or any other brand phone.

Staff contends that there needs to be the ability to impose fines if a car stays longer that the posted signs or after a car is full.

We have a very strong and well-tested way of enforcing laws or rules about staying too long in a parking spot.

It's called Santa Monica Parking Enforcement.

We all have at one time or another been notified that we have overstayed our welcome and do our best to not have a repeat of the occurrence.

Throughout the City, we have parking spaces where there are restrictions. My neighborhood has a two-hour limit. If you park over the two hours you get a ticket.

All Staff has to do is ask Parking Enforcement to do the same thing at Virginia Avenue Park that they do one street away and all of the other streets where there are parking restrictions or even in the park where they enforce parking restrictions for “regular” vehicles.

Right now, Parking Enforcement is 24 hours a day and officers regularly patrol restricted parking locations.

Another issue is the timing.

Overnight charging needs to be resumed immediately. The amount of chargers in the City is not keeping up with the amount of people who are acquiring EVs.

Waiting until chargers can be procured and and bids put out for contractors could take years.

As an example, Bid #4148 was for 22 chargers. It was awarded in 2014. It took three years to just get to the bidding process.

The bid required that all chargers were supposed to be installed and in operation in the spring of 2015.

It is almost the summer of 2018 and the chargers are not yet all installed and operational.

If overnight charging in Virginia Avenue Park is tied to the installation of new networked chargers, it could be years before the chargers are in place and no overnight charging taking place.

The chargers in the park sitting dormant at a time when they are desperately needed is unacceptable and should not be tied to the installation of new chargers or networked chargers.

In conclusion, Drive Clean Santa Monica requests that the 4 non-networked chargers in Virginia Avenue Park be allowed to remain in place and the 2 new added chargers be networked chargers.

If the Committee thinks that there is value in having the current chargers in Virginia Avenue Park networked, we ask that Staff is directed to look into retrofitting the existing 4 chargers to networked chargers.

Should the Committee decide to go ahead with the full Staff recommendation, we request that the Committee make a statement that this is not in keeping with the City Council direction and will not be a precedent and that no other working chargers will be replaced with networked chargers until the City has in place 300 publically accessible chargers.

No matter what the Committee decides, the Committee should request that the chargers at Virginia Avenue Park, and all other chargers which may have night time restrictions, will be allowed to be used 24 hours a day commencing no later than 30 days from the date of this meeting and not be contingent on the installation of other chargers.

Thank you for your consideration.

Kelly Richard Olsen  
Chair, Drive Clean Santa Monica