



**CITY OF SANTA MONICA
MEETING MINUTES
ELECTRIC VEHICLE SUBCOMMITTEE OF
THE TASK FORCE ON THE ENVIRONMENT**

**VIRGINIA AVENUE PARK
THE ANNEX ROOM
2201 PICO BLVD
SANTA MONICA, CA 90405**

WEDNESDAY, MAY 15, 2019

5:30PM-7:30PM

Call to Order 5:30PM

Roll Call

Members: Judy Abdo, Paul Scott, Kielo Stevenson

Staff: Ariana Vito, Garrett Wong

Public: Paul Rosenstein, Mark Galenty, Jack Galenty

(Please note that Agenda Items may be reordered during the meeting at the discretion of the body.)

1. Special Agenda Items

2. Reports of Staff/Members

- a. Staff update on Advanced Water Treatment Facility and EV charging – Attachment 1 (10 min)
 - a. *DC Fast Charging stations are proposed to replace the level 2 Clipper Creek EV charging stations during construction*
 - b. *Paul Scott asked if we could add the removed level 2 stations to the Civic Center Parking Structure.*
- b. Staff update on DC Fast Charging RFP (10 min)
 - a. *Paul Scott will participate in evaluation committee*
 - b. *Vendor selection scheduled for June*
- c. Staff update on Reach Code Workshop and EV-Readiness Update – Attachment 2 (10 min)
 - a. *Proposal to require conduit and wiring between every other space*
 - b. *Kielo suggest keeping it simple and requiring conduit only for smaller units to keep costs low; suggested NEMA plug vs. hard-wired*

3. **Public Input:**

Public input is permitted only on items not on the agenda that are within the subject matter jurisdiction of the body. State law prohibits the body from taking any action on items not listed on the agenda, including issues raised under this agenda item. Presentations may be followed by clarifying questions, public comment, and discussion.

Paul Rosenstein noted that ADA library chargers should be designated in the ChargePoint app.

Mark Galanty inquired about whether there are available 110v plug for e-motorcycles

Paul Scott asked if it was possible to convert blank outlet plates into usable plugs in parking garages.

Judy Abdo noted that Le Meridien now has charging stations, including Tesla chargers.

4. **Consent Calendar** - Approval of Minutes from March 27th meeting (3 min)

Paul motioned, Kielo seconded, all in favor.

5. **New Business**

- a. Discussion and recommendation on a location for a new EV ARC solar-powered charging station – Attachment 3 (10 min)

Paul Scott expressed concern about fiscal responsibility. Mark G. Expressed concern over user experience, has not used since initial session. Judy supports Memorial Park. Kielo motioned to install the EV ARC at Memorial Park.

- b. Discussion and recommendation on criteria and outreach for phase two of the MUD EV Rebate Program – Attachment 4 (15 min)

Mark Galanty asked if there was an incentive for used vehicles.

Kielo suggested a \$1000 cap on the rebate amount or a percentage cap for equipment with greater functionality.

- c. Discussion and recommendation regarding additional MUD-serving locations for the Southern California Edison Charge Ready Program – Attachment 5 (15 min)

The committee agreed with the staff site suggestions: 12th St between Pico and Michigan, Beach Lot 3 South, and Lot 10.

Paul also suggested the DMV lot.

- d. Discussion and recommendation on EV Overstay Rate outreach (10 min)

Ariana presented the following outreach strategies, including e-newsletters, social media, station signage and, PlugShare.

- e. Selection of July EV Subcommittee Meeting date (5 min)
July 17th selected

6. Future Agenda Items

- a. Existing building EV-readiness retrofits
- b. How other cities are incentivizing residents to drive EVs
- c. AltCar programming and outreach
- d. Local EV incentives for TNC drivers
- e. MUD Pilot Rebate Program debrief
- f. Future of mobility (e-mobility hubs, charging for TNCs)

Adjournment

STANDARDS OF BEHAVIOR THAT PROMOTE CIVILITY AT ALL PUBLIC MEETINGS:

- Treat everyone courteously;
- Listen to others respectfully;
- Exercise self-control;
- Give open-minded consideration to all viewpoints;
- Focus on the issues and avoid personalizing debate;
- Embrace respectful disagreement and dissent as democratic rights, inherent components of an inclusive public process, and tools for forging sound decisions

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This agenda is subject to change up to 72 hours prior to a regular meeting. Please check the agenda prior to the meeting for changes.

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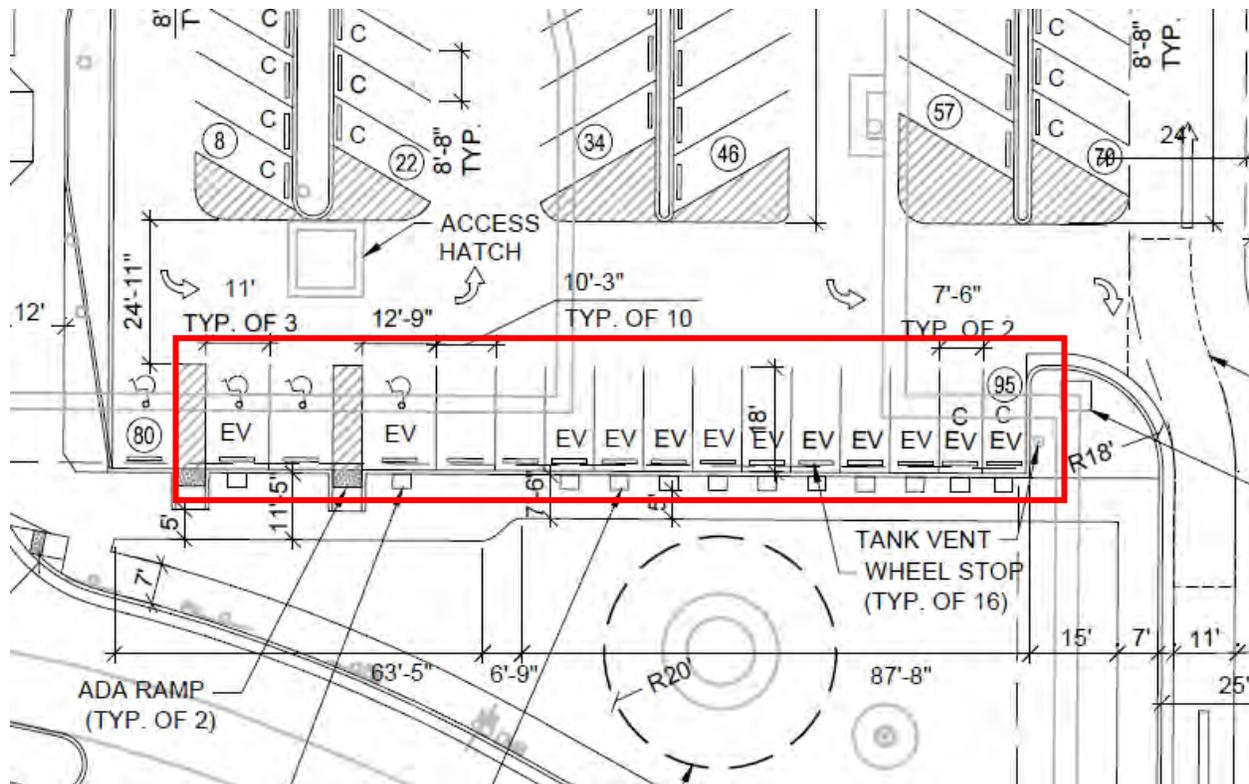
Attachment 1) EV Charging at Civic Lot

The Civic Center parking lot will be undergoing major construction beginning late summer/early fall 2019 for the Advanced Water Treatment Facility (AWTF). The project is a component of the City's Sustainable Water Master Plan, which aims to reduce demand for imported water, in part by capturing and reusing local supplies.

The underground stormwater infrastructure will be capable of treating up to one million gallons of water per day, including municipal wastewater and stormwater for immediate non-potable reuse. Advanced treated water from the facility will be distributed via the City's existing purple pipe system. The AWTF will also improve beach water quality by significantly reducing stormwater discharges to the Santa Monica Bay.

Due to the nature of the project, including total renovation of the parking facility and underground electrical work, this presented a good opportunity to replace the existing level 2 charging stations with high-powered DC fast charging stations. Twelve 50 KW DC fast chargers will be installed by the vendor awarded the pending RFP. The solar canopy location is to be determined.

Draft AWTF Plan Excerpt:



Attachment 2) EV-Readiness Proposal

Objective: Facilitate EV charging during new construction

Definitions:

- EV-ready: Full circuit installations with 208/240V 40-amp panel capacity, conduit, wiring, receptacle, and overprotection devices.
- EV-capable: conduit-only installed

Current Requirements: 1 EV charging station per 25-49 parking spaces; plus one for each additional 50 spaces

Proposed Requirements

Building Type	EV-Ready Spaces Required
Single-Family Unit/Duplex	1 per garage
MUD	5 units or less: 1 per unit >5 units: 50% EV-ready spaces; conduit b/w every other space (wiring not required) Provide guidance document for billing
Commercial/Non-residential	20% EV-ready spaces or DCFC equivalent

EV-Readiness Policies in Other Cities:

City	Single-Family	Multi-Family	Non-Residential
Seattle	1 outlet (EV-ready) per garage/carport/parking area	1-6 spaces: 1 outlet (EV-ready) per space 7-25 spaces: 6 outlets >25 spaces: Outlets for 20% of spaces	Outlets for 10% of spaces
West Hollywood	NA	<i>MF = 10 or more units</i> 1 parking space: 1 EV-ready 2-10 spaces: 2 EV-ready 11-15 spaces: 2 EV-ready, 1 EV-capable 16-20 spaces: 2-EV ready, 2 EV-capable >20 spaces: 10% EV-ready spaces, remaining 90% of spaces EV-capable	1 parking space: 1 EV-ready 2-10 spaces: 2 EV-ready 11-15 spaces: 2 EV-ready, 1 EV-capable 16-20 spaces: 2-EV ready, 2 EV-capable >20 spaces: 10% EV-ready spaces, 10% EV-capable spaces
San Francisco	100% EV-ready	10% EV-ready	10% EV-ready
Vancouver	100% EV-ready	100% EV-ready	10% EV-ready
Atlanta	100% EV-ready	20% EV-ready	20% EV-ready

Attachment 3) EV ARC – Proposed Location



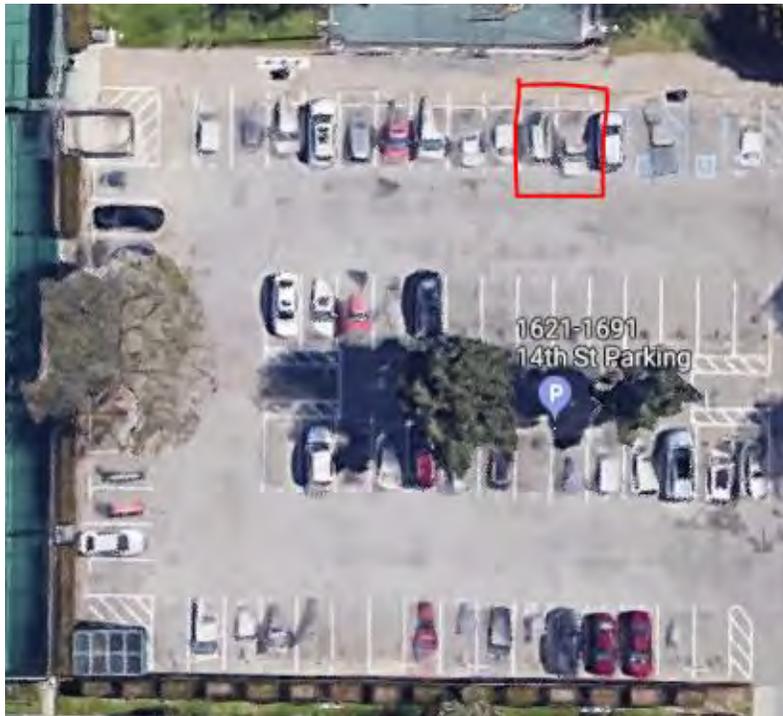
The EV ARC is a solar-powered EV charging station that comes with battery storage, is transportable, self-sustaining, and does not require any construction. The City currently has one of the earlier models located at the Santa Monica Airport. Previous issues of low charge rates in the morning can be mitigated by increasing the battery storage size and/or limiting charging at night.

New features:

- Larger battery storage: 32-40 kWh
- Emergency Power Panel



Potential location: Memorial Park



Location selection criteria:

- No nearby charging stations
- Multi-family neighborhood
- Resiliency feature for Memorial Park – future emergency shelter
- High-visibility (promote EV charging and solar)

Recommendations for other sites?

Attachment 4) MUD EV Rebate Program – Phase Two

The 2018 City Multi-Unit Dwelling (EV) EV rebate pilot program allocated funding for EV charging projects in five MUDs to help offset the equipment and installation costs for residents. Three rebates have been awarded and two projects are pending.

Once all projects are complete, the first phase of the rebate program will have funded nine EV charging ports for residents of MUDs who otherwise may not have installed a home charging station. The permit application for EV charging stations was updated to clarify the permitting process for future applicants.

Phase two of the rebate program will incorporate lessons learned during phase one. The proposed decrease in funding for phase two accounts for the increased vehicle rebate provided by SCE's Clean Fuel Reward Program, and will enable the program to support more residents. The [Clean Fuel Reward Program](#) offers \$1,000 to SCE customers that purchased or leased their EV on or after January 1, 2019. EV drivers that purchased or leased their vehicle before 2019 are eligible for a \$450 rebate.

2018-2019 Phase One City Pilot Recap

Total Funding: \$15,000 pilot

- Up to \$500 for 1 station and \$800 for 2 stations
- 75% of installation costs up to \$3,000 for installation costs; 100% for low-income applicants up to \$3,000
- Max: \$3,800 per applicant
- Average installation costs for previous projects: \$2,500
 - Cost range: \$2,100-\$3,000

2019 Phase Two Recommendations

- Up to \$30,000 in funding (~12 projects)
- Up to \$500 for 1-2 stations
- Up to \$2,000 for installations costs; up to \$2,500 for low-income applicants

Attachment 5) SCE Charge Ready Program – Additional Locations serving Multi-Unit Dwellings

Under phase one of the Southern California Edison Charge Ready Program, SCE designs and installs EV charging stations that can serve residents of multi-unit dwellings (MUD) at locations that meet the criteria below. The minimum requirement for dedicated EV-charging spaces was reduced from 10 to 5 for these MUD locations compared to workplace and other non-residential locations.

This reduced requirement is still prohibitive for most MUDs in Santa Monica, many of which are small (5 units or less), and do not have sufficient parking facilities to meet program requirements. In order to accommodate more MUD residents, SCE is also willing to consider public parking locations that are accessible to MUDs, therefore the City is proposing to identify additional options for residents to benefit from the program.

Qualifying criteria:

- Located in a city zone with high MUD density within walking distance of the lot
- Dedicated residential parking for a period of the 24 hour cycle. (can be overnight)
- Minimum of 20-25 total parking stalls
- Minimum of 5 parking stalls that can be converted to EV parking
- Ability for the design to accommodate EVSE ADA code compliance. (This may require the loss of stalls to create the ADA unloading zone and path of travel.)

Potential Locations:

- Lot 10: 111 Hill St.
- 12th St & Michigan Ave
- Lot 3 South: 1750 Appian Way
- Other recommendations?

Note: Residents with Overnight Resident Beach Parking permits would be eligible to use charging stations in the beach lots overnight.

