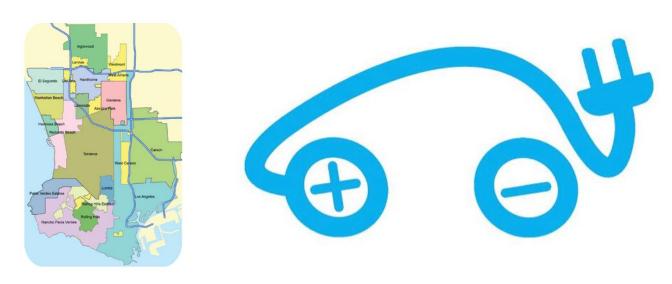


DRIVING THE FUTURE

Making the South Bay Sustainable



Battery Electric Vehicle Project
South Bay Cities Council of Governments
Board of Directors, September, 2015





SBCCOG Research & Demonstration Program

- Neighborhood research project, 2004-2009 (funded by SCAG)
- Sustainable South Bay Strategy (SSBS), 2010 (funded by Metro)
- SSBS adopted by SBCCOG Board, 2010
- SSBS "proof of concept" 2011(SCAG)
- SSBS "limits of concept" 2013 (SCAG)







SBCCOG R&D Program

- Neighborhood Electric Vehicle Demonstration, 2010 2013 (funded by AQMD)
- Battery Electric Vehicle Demonstration, 2012 2015 (funded by AQMD)
- Going forward
 - Multi-family EVCS demonstration, 2014-2016 (funded by CEC)
 - Land Use and Transportation chapters of city and sub-regional
 CAP, 2014 2017 (funded by SGC)









BEV Demonstration

- AQMD invested in both this and the NEV demonstration to accelerate ZEV markets and reduce pollutants from burning fossil fuels
- 2015 remains part of the Pioneer Days
- 49 households selected from several hundred applicants
 - Geographic and income balance
 - Data collected from GPS on all HH vehicles, interviews, surveys and focus groups







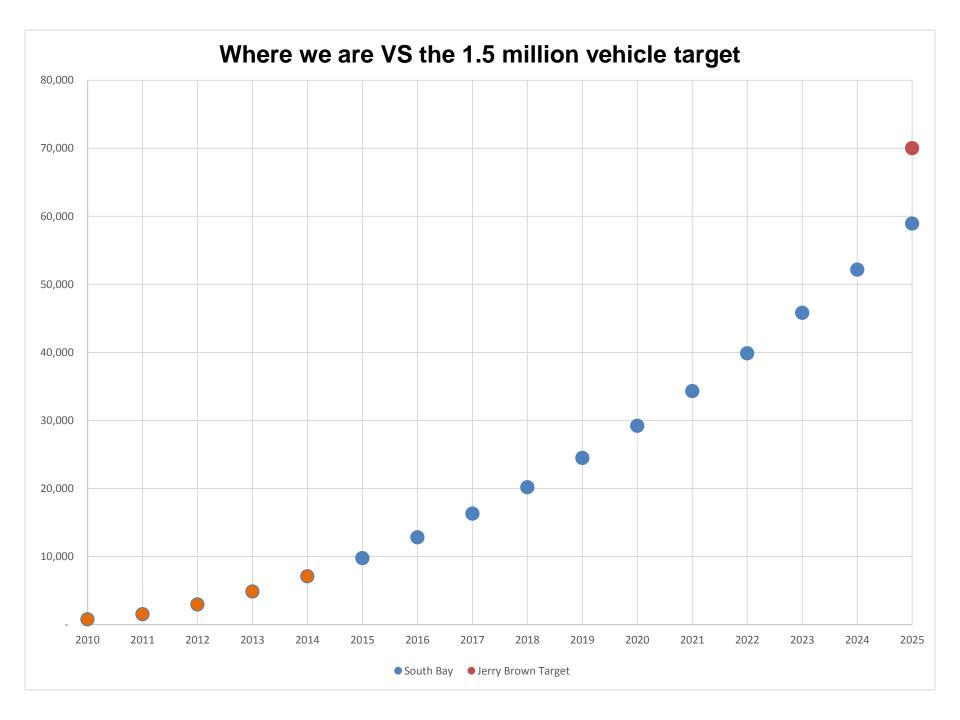
Is reducing petroleum consumption relevant to South Bay cities? – YES!

Carrots

- \$1 billion annual gasoline cost to consumers
- Cap and trade pool of money available to reduce carbon emissions; plus regional funds for "sustainable" projects

Sticks

- Federal and state EV mandates
- State could require General Plans to conform to the regional SCS





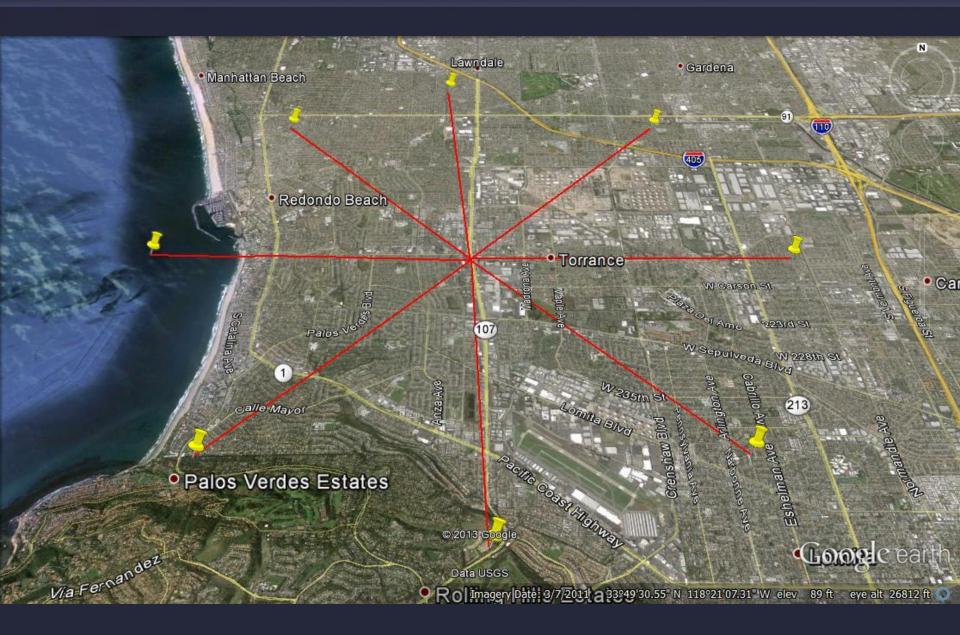


Data collected and analyzed

- Ping every 30 seconds = over 1 million data points
- Destinations by fuel type, distance from home
- Routes, speeds, dwell times
- Charging locations and times

- VMT per HH before and after BEV, by building type and driver age
- Hot spots
- BEV vs NEV vs ICE
- Emissions reductions
- New vehicle registrations by ZIP
- OEM price and performance data



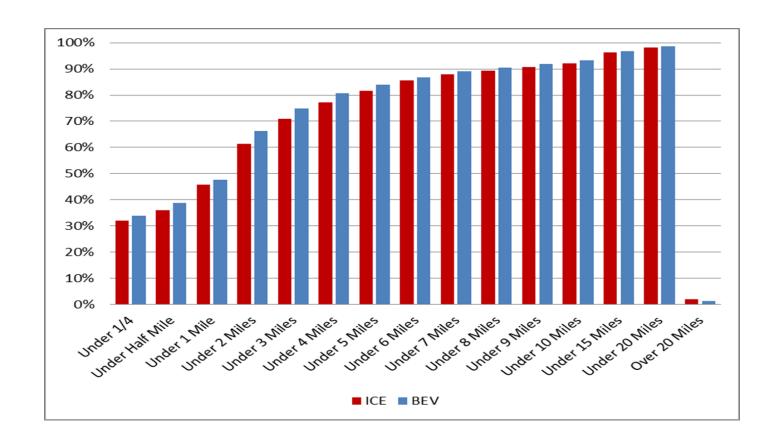




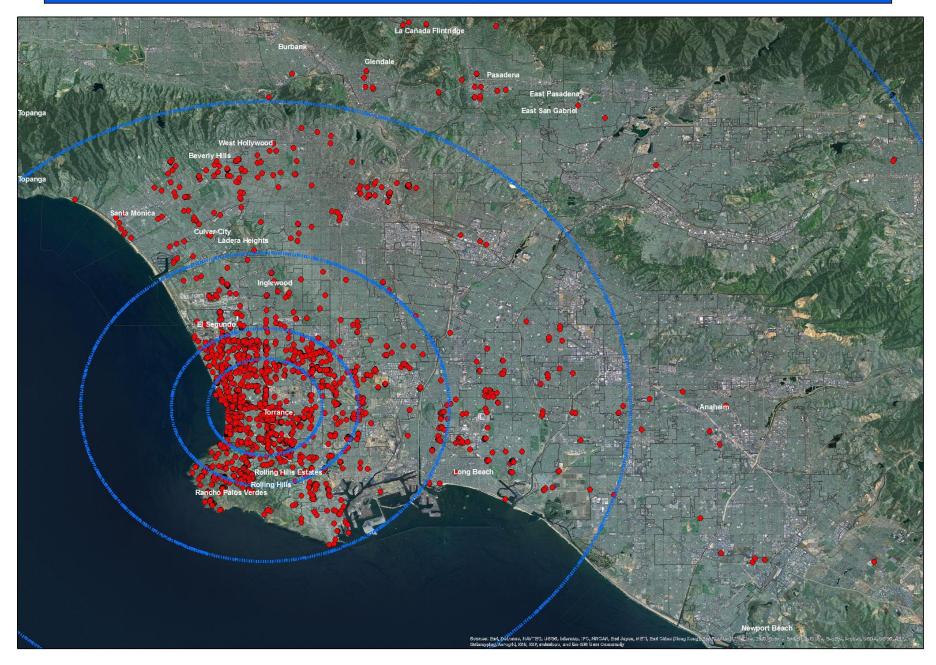


The Good

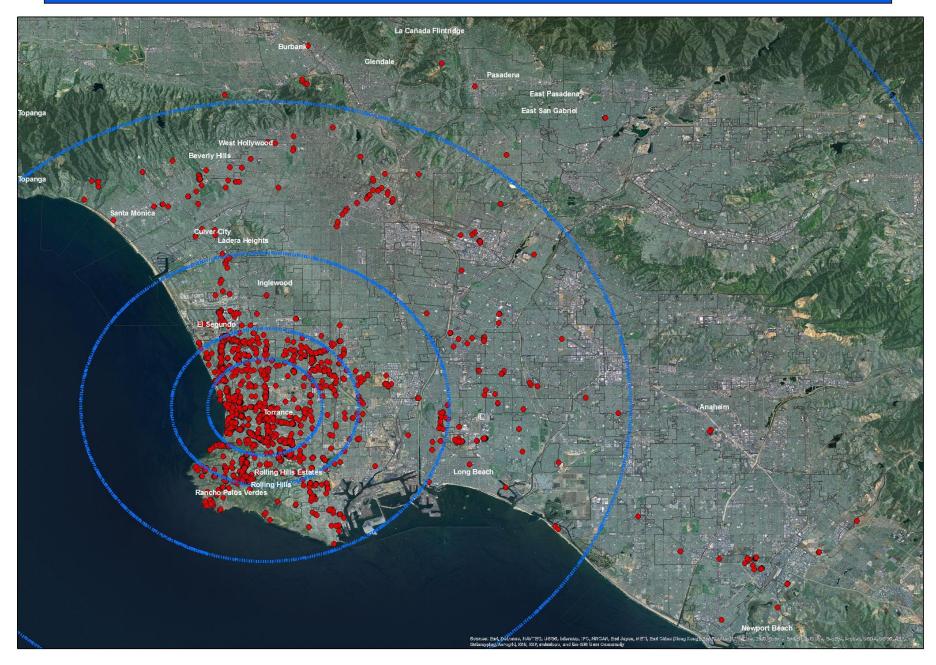
BEVs were used as a complete substitute for ICE



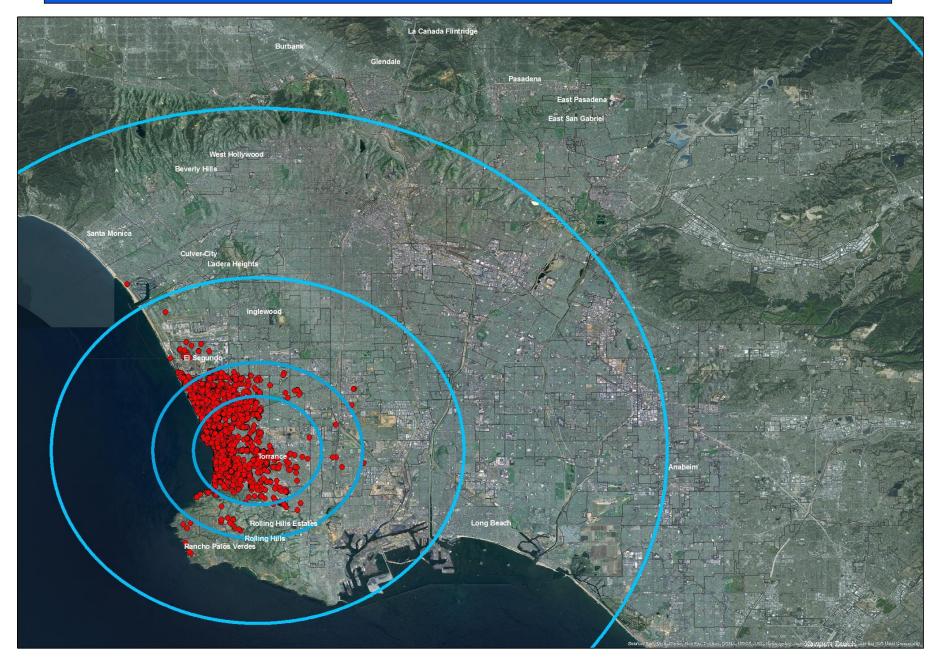
ICE Destinations at 3, 5, 10, 20 and 40-Mile Radii



BEV Destinations at 3, 5, 10, 20 and 40-Mile Radii



NEV Destinations at 3, 5, 10, 20 and 40-Mile Radii







Emissions Reductions

Emission Type	Average % of HH Reductions	Total Reductions
Carbon Monoxide	40%	175Kg
Nitrogen Oxide	40%	17.9Kg
Particulate Matter 10	44%	1.8Kg
Particulate Matter 2.5	40%	.9Kg
Sodium Oxide	46%	.2Kg
Carbon Dioxide	40%	18.5 Tons
Total Organic Gases (TOGs)	40%	10Kg
Methane	40%	1.3Kg
GHG (CO ₂ equivalent)	40%	18.5 Tons
Gasoline Consumption	38%	2,181 Gallons





More Good

- Average HH VMT around 42, almost 20 VMT driven in a BEV
- Charging Level 1 (110v) at home is adequate
- Public charging with a mix of L1 and L2 at work sites and schools; some at malls and entertainment centers





The Bad

- Relatively expensive, even with the state subsidy and federal rebate
- Range and speed conflict
 - Travelling on freeways without congestion will reduce the range by 20% to 25%
- "Fuel gauge" (remaining charge) not always accurate
 - anxiety on way home, especially PVP





The Ugly

- Expectations were a problem for both NEV and BEV
- The GEM looks different and generated lower expectations with resulting greater satisfaction







More Ugly (& really difficult)

- Household averages but no average households
- No patterns in driving volumes not age or location
- Driver personality matters
 - equivocate
 - engage
 - Embrace
- No one understands what they <u>need</u>





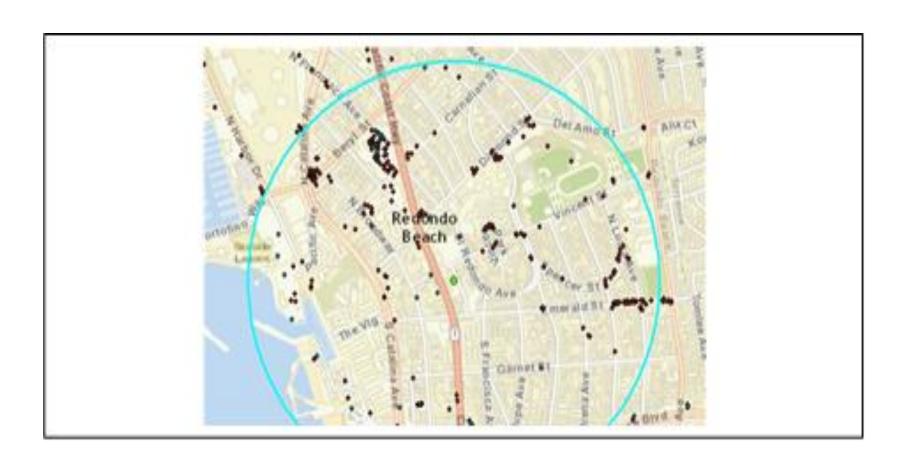
One cause of congestion - Dispersed destinations

 Walking requires large number of businesses and broad range of business types at one compact location





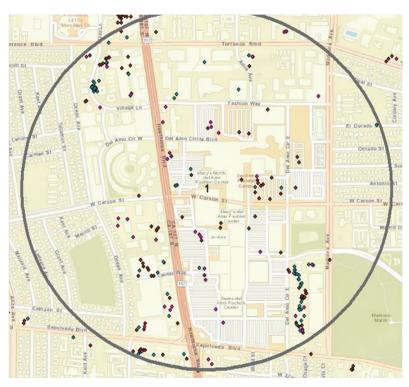
Beach and Inland Hot Spot 1 Hottest of all hot spots

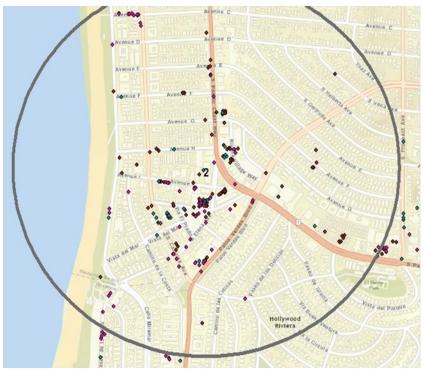






PVP, Beach and Inland 1 and 2

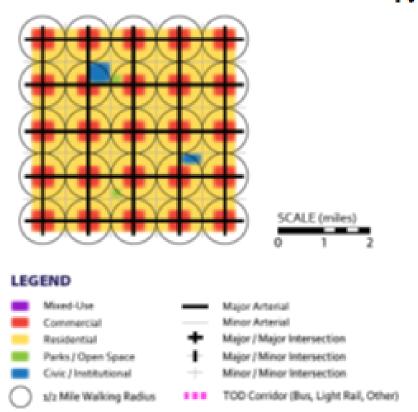








Neighborhood Development Model



- Intersections serve the commercial needs of their neighborhoods
- Commercial along corridors converts to residential further supporting intersections
- Potential to achieve 25 walking neighborhoods
- Investment focused throughout grid as opposed to along one corridor
- Supportive of local use vehicles (LUV) – destinations within 4 miles





What South Bay Cities Can Do

- Success is related to the private market, but cities can play a significant support role
 - Disseminate PEV information
 - Strategically deploy public charging stations
 - Become PEV ready electric permits, policies on remodels and new construction
 - Electrify municipal fleets





More for cities...

- Use parking policies to support PEVs
- Facilitate network transportation services
- Promote multi-modal options, for example develop multimodal routes for slow speed vehicles
- Adopt and implement the land use and transportation chapters of the Climate Action Plans (LUTCAP) when completed





Role for SBCCOG

- Provide information and other resources to South Bay cities; in general, help facilitate city roles
- Continue to acquire and analyze PEV market data
- Continue to pursue grants for projects of strategic importance to South Bay cities
- Adopt and implement the land use and transportation chapters of the sub-regional CAP





Role for SCAG

- Continue to purchase PEV market data
- Recognize the SSBS on same basis as transit- density strategy
 - Incorporate PEVs into the SCS since land use must be compact enough to support range-limited vehicles
- Support PEV projects through the sustainability grant programs
- Share the NEV and BEV findings with policy committees





R1 Fund strategic initiatives

- Develop and demonstrate an <u>online decision tool</u>.
 - Help households assess their actual mobility needs
 - guide them through a set of scenarios by which those needs could be met
 - connect them with vendors who can deliver the vehicles and services identified in the chosen scenario
- Conduct increasingly more high profile demonstration projects
 - 1,000 NEVs, MSEV, neighborhood oriented development





R2 Improve the value proposition of BEVs – real and perceived

- Industry -- OEMs are working to increase range; reducing cost may be better idea (7 Honda Civics less than \$20,000)
- State -- Increase subsidies offered through the Clean Vehicle Rebate Program (\$2,500 for largest batteries today)
- Industry and State -- Characterize home fueling as a significant convenience and a benefit by reducing dependence on gasoline and its price instability. It's not a burden.





R3 Expand markets for BEVs

- Provide subsidies for used BEVs
- Provide subsidies to middle and low income consumers
- Develop new types of consumers community based organizations can purchase and share vehicles; large apartment complexes can do the same





R4 Increase BEV Options

- Is the current vehicle the right product?
- OEMs and consumers alike want a PEV to replicate the ICE to avoid change
 - This attitude fails to take advantage of compact development pattern of a mature suburban region
- Add medium speed electric vehicles (MSEV) to mix of vehicle options





Take-Aways

- Environmental and economic future is in the hands of consumers
- South Bay Trips are too long to walk, too short for transit and perfect for NEVs and range-limited BEVs
- Existing land use and travel patterns mean that the SB vehicle fleet can be 100% electric with minimal changes in travel behavior







