



San Gabriel Valley Council of Governments
AGENDA AND NOTICE OF THE REGULAR MEETING OF THE
ENERGY, ENVIRONMENT AND NATURAL RESOURCES
(EENR) COMMITTEE

Wednesday, September 18, 2019 – 12:30 PM
Monrovia Community Center: Monroe Conference Room
119 W. Palm Avenue, Monrovia, CA 91016

Chair
Denis Bertone
City of San Dimas

Vice Chair
Liz Reilly
City of Duarte

Members
Claremont
Covina
Duarte
Rosemead
San Dimas
San Gabriel
Sierra Madre
West Covina
L.A. County District #1

Ex-Officio Member
Jeffrey Lee
City of Temple City's
Planning Commission

Thank you for participating in today's meeting. The EENR Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the EENR Committee are held on the third Wednesday of each month at 12:30 PM at the Monrovia Community Center, 119 W. Palm Avenue, Monrovia, CA 91016.* The EENR Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvcog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

PUBLIC PARTICIPATION: Your participation is welcomed and invited at all EENR Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane or disruptive remarks.

TO ADDRESS THE EENR COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The EENR Committee may not discuss or vote on items not listed on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the EENR Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the EENR Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

1. Call to Order
2. Roll Call
3. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)
4. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting (*It is anticipated that the EENR Committee may take action on the following matters*)

CONSENT CALENDAR (*It is anticipated that the EENR Committee may take action on the following matters*)

5. EENR Meeting Minutes – June 19, 2019 (**Page 1**)
Recommended Action: Approve.
6. EENR Meeting Notes – July 17, 2019 (**Page 7**)
Recommended Action: Receive and file.
7. Correspondence (**Page 9**)
Recommended Action: Receive and file.
8. EENR Committee Chair and Vice Chair Elections
Recommended Action: Elect Denis Bertone as Chair and Liz Reilly as Vice Chair of the EENR Committee for FY 2019-2020.

PRESENTATIONS (*It is anticipated that the EENR Committee may take action on the following matters*)

9. EV-Ready Communities Paper – Joshua Paul Torres, Senior Policy Advisor, Southern California Edison (**Page 13**)
Recommended Action: For information.
10. Claremont Locally Grown Power – Joe Lyons, Former Mayor and City Councilmember, City of Claremont (**Page 27**)
Recommended Action: For information.

DISCUSSION ITEMS (*It is anticipated that the EENR Committee may take action on the following matters*)

11. SGVCOG Representative to the San Gabriel Mountains Community Collaborative – Alexander Fung, Management Analyst, SGVCOG (**Page 29**)
Recommended Action: Discuss and provide direction to staff.

ACTION ITEMS (*It is anticipated that the EENR Committee may take action on the following matters*)

UPDATE ITEMS (*It is anticipated that the EENR Committee may take action on the following matters*)

12. Clean Power Alliance
Recommended Action: For information
13. San Gabriel Mountains Community Collaborative
Recommended Action: For information.
14. San Gabriel Valley Mosquito and Vector Control District
Recommended Action: For information.
15. Los Angeles County Parks and Recreation

- 16. Trust for Public Land
Recommended Action: For information.
- 17. San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
Recommended Action: For information.
- 18. Sanitation Districts of Los Angeles County
Recommended Action: For information.
- 19. Southern California Edison
Recommended Action: For information.
- 20. Southern California Gas Company
Recommended Action: For information.

COMMITTEE MEMBER ITEMS

- 21. Proposed New Committee Meeting Time
Recommended Action: For information.

STAFF ANNOUNCEMENTS

- 22. Potential Tour: SoCalGas Energy Resource Center
Recommended Action: For information.
- 23. Next Committee Meeting
Recommended Action: For information.

ANNOUNCEMENTS

ADJOURN



SGVCOG EENR Committee Unapproved Meeting Minutes

Date: June 19, 2019

Time: 12:30 PM

Location: Monrovia Community Center: Monroe Conference Room (119 West Palm Avenue, Monrovia, CA 91016)

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order at 12:36 p.m.
2. Roll Call

Members Present:

Claremont – J. Stark
Duarte – L. Reilly
Rosemead – M. Clark
San Dimas – D. Bertone
West Covina – T. Wu
L.A. County District #1 – H. Nguyen

Members Absent:

Covina
San Gabriel
Sierra Madre
Temple City (Ex-officio)

COG Staff:

P. Duyshart, Staff

3. Public Comment
R. Yeung of the South Coast Air Quality Management District (SCAQMD) provided Public Comment to the Committee. During this time, she talked about the SCAQMD's CLEANair Furnace Rebate Program, as well as the 31st Annual Clean Air Awards. She also mentioned that nominations for the Clean Air Awards are open from now through August 7th, and people can submit nominations at CleanAirAwards.com.

A member of the Committee asked Ms. Yeung which counties the SCAQMD covers. Yeung replied that the district covers the counties of: Orange, Los Angeles, Riverside, and San Bernardino.
4. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.
There were no changes to the Agenda.

CONSENT CALENDAR

5. EENR Meeting Minutes – April 17, 2019
Recommended Action: Approve.
6. Joint EENR Committee and Public Works Technical Advisory Committee Meeting Minutes – May 15, 2019
Recommended Action: Approve.
7. Correspondence

Recommended Action: Receive and file.

There was a motion made to approve the entire consent calendar. (L. Reilly/D. Bertone)

[Motion Passed]

AYES:	Claremont, Duarte, Rosemead, San Dimas
NOES:	
ABSTAIN:	
ABSENT:	Covina, LA County District 1, San Gabriel, Sierra Madre, West Covina

PRESENTATIONS

8. EV-Ready Communities Paper

The speaker for this agenda item was unable to attend this meeting. Thus, this item was not discussed, and the EENR Committee moved forward to Item 9.

9. Los Angeles Countywide Sustainability Plan Overview

Kristen Torres Pawling, a Sustainability Program Director with the LA County Chief Sustainability Office, gave a presentation on the OurCounty Los Angeles Countywide Sustainability Plan. This comprehensive and detailed plan covers a plethora of topics and goals, and she provided examples of goals, strategies, and actions related to EV charging, urban heat island strategies, and solar power.

Members of the EENR Committee were then able to ask Ms. Torres Pawling questions about the OurCounty Sustainability Plan.

Questions/Discussion:

- One EENR Committee member asked about the enforceability of the document, and if it is rather just a tool or a blueprint. This member also asked if the County is going to ask cities to adopt this plan, too.
 - Ms. Torres Pawling replied that, originally, the County did not plan on asking cities to adopt this plan, but now that they have received so many inquiries about this, the County is considering encouraging cities to adopt the goals of this plan.
- Another member of the EENR Committee stated that she is passionate about a balanced energy solution, as long as the energy is clean, and she then asked: is there anything in this document regarding balanced energy solutions? She also added that, if you move to only electricity, then energy costs for residents will increase.
 - Ms. Torres Pawling responded by stated that energy specificity is not specified, just that the County aims for carbon neutrality by 2045. However, one of the implementation steps for this project is to draft a new Climate Action Plan for unincorporated communities.

- There was also a question about the last goal of the plan, related to coordinating funding and partnerships.
- A Committee member said how it is clear that the County wants to emphasize clean energy. This member then asked: what kinds of programs does the County want the cities to adopt so that cities can try to abide by and follow the County's sustainability plan? This member also stated how natural gas is cheaper than electricity, electricity infrastructure is sometimes not reliable, and energy infrastructure in general is very old.
 - Ms. Torres Pawling said that the County's Internal Services Dept. does have a property clean energy program. She also stated that cities You could also apply portions of the OurCounty Plan that could apply to cities as well as the County, if certain action items and goals work for cities. She also pointed out that the plan calls for more single-use generated power, such as solar panels on roof tops.
- Another Committee member said that we should think about how we produce some of our electricity right now. It's sometimes produced with gas and oil. This member also talked about how wind and solar are intermittent sometimes, and we need to have generation that's more reliable than that. The member added that we should also focus on clean energy and emissions in the transportation sector, too.
 - Ms. Torres Pawling reported that, yesterday, 83% of California's energy was from renewable resources. This shows how important energy storage is.
- A Committee member shared how this Committee recently went to CR&R in Perris, CA to take a tour of how they convert waste and organics into natural gas.

DISCUSSION ITEMS

10. Assembly Bill 1500 (Carrillo): Protecting Public Health from Hazardous Substances

Lauren Yokomizo, who is an Assistant Deputy for Los Angeles County Supervisor Janice Hahn's Office, led the discussion on this item. She explained how this bill would strengthen local authority to take immediate action against local threats to the public's health and safety, including the ability for local jurisdictions to direct a facility or a portion of a facility to temporarily discontinue the operations that caused an exposure.

Ms. Yokomizo also provided an example for how this bill could benefit public health and safety. This example was from 2016, when there was a fire related to magnesium metal that forced the evacuation of over 300 people. It was determined that a business on this site was operating without a proper CUPA permit, and was the cause of this fire. Despite them not having the permit, the business was not punished or penalized because there was no local authority to do so. Under this bill, local jurisdictions would be able to take immediate action.

She also pointed out that the LA County Board of Supervisors, including Supervisor Hahn, are in support of this bill. After Ms. Yokomizo's presentation on this bill, members of the EENR Committee were able to ask questions on this matter.

Questions/Discussion:

- A Committee member asked what authority CUPA has.
 - Ms. Yokomizo explained that CUPAs are local agencies that are certified by the CalEPA that enforce hazardous waste rules, but that they do not have strong penalty-making power.
- Another Committee member asked a question regarding clarification standards pertaining to current CUPA-related law, and if CUPA can actually enforce rules related to this.
- One Committee member asked: who would make the final decision on whether a business can re-open or not?
 - This is not quite clear yet, though it might be the Department of Toxic Substances Control.
- The following questions were also asked: how can it be proven that a business created an environmental and safety hazard? What could the procedure be here for a city? Can cities report problems related to this to the AQMD?
- A Committee member asked where this bill is in the legislature.
 - The bill recently passed in the Assembly on May 23 by a 49-0 vote. The bill will soon be heard in Senate committees.

There was a motion made to recommend that the SGVCOG Governing Board support AB 1500 (Carrillo). (L. Reilly/J. Stark)

[Motion Passed]

AYES:	Claremont, Duarte, Rosemead, San Dimas, West Covina, LA County District 1
NOES:	
ABSTAIN:	
ABSENT:	Covina, San Gabriel, Sierra Madre

ACTION ITEMS

There were no action items at this meeting.

UPDATE ITEMS

11. Clean Power Alliance

No report was given on this item.

12. San Gabriel Mountains Community Collaborative

L. Reilly announced that the San Gabriel Mountains Monument Plan has been recently approved and that it is available online. Four separate ad hoc committee are working on implementing this plan.

13. San Gabriel Valley Mosquito and Vector Control District

No report was given on this item.

14. Los Angeles County Parks and Recreation

L. Hancock of the LA County Department of Parks and Recreation announced that the County won its litigation case pertaining to Proposition A. Moving forward, there will no longer be language in the grant agreements pertaining to repayments. The County is also working on implementing a new grant management tracking system. Some new grants are now open for solicitation, too, such as for Development and Acquisition as well as Maintenance and Servicing. Online, you can see how much your City has been allocated annually. Funds replenish every year around September 15, and funds will increase year over year. Funds can be held and accumulated for up to five years. Cities can also collaborate together and share money. She then shared the annual funding allocations for a couple of these grants with Committee members.

15. Trust for Public Land

No report was given on this item.

16. San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy

S. Garcia and S. Gee both contributed to this update report. First, they mentioned how the Proposition 68 grant funding call for projects is now open, and the application deadline has been extended to July 15. They also announced that the RMC just recently funded a Prop. 1 grant program with Amigos de los Rios for the San Gabriel River Emerald Necklace. There is also a new park that is under construction in Pomona, and a new Duck Farm River Parkway project in La Puente. The RMC also plans to ask its Board to fund a San Gabriel River East Fork project near the Oaks Access Area. Additionally, there is still about \$9 million left in Prop. 1 funding for projects.

They also announced that the RMC is hosting an urban rivers summit on July 25 and July 26 in Downtown Los Angeles. The summit will feature river tours around the LA River. The RMC encourages city leaders to attend this summit.

RMC staff also quickly discussed AB 1694 (O'Donnell). This bill would expand the territory of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy to include the Dominguez Channel watershed and Santa Catalina Island. The bill is currently set to be heard in the Senate Committee on Natural Resources and Water. The RMC requested that the COG submit a support letter and adopt a resolution in support of this bill.

Members of the EENR Committee unanimously recommended that the Governing Board support this piece of legislation.

17. Southern California Edison

No report was given on this item.

18. Southern California Gas Company

H. Romero Shaw provided the SoCalGas update report. She gave an update on Energy Efficiency Programs. SoCalGas has invested half a million dollars into energy efficiency programs. She also announced that SGV cities saved over 8,000 Therms last year. Ms. Romero Shaw also mentioned how SoCalGas offers 0% on bill financing for EE projects related to gas. Through the Energy Wise Partnership, cities can receive more financial benefits, too. SoCalGas will continue this partnership into the next year.

COMMITTEE MEMBER ITEMS

M. Clark and L. Reilly asked for cities to spread the word about the citrus quarantine restrictions when traveling this summer in order to prevent the spread of a deadly citrus tree disease known as Huanglongbing (HLB). SGVCOG staff will send follow-up information on this matter to Committee members soon.

STAFF ANNOUNCEMENTS

19. Athens Services American Organics Recycling Facility Tour Logistics

P. Duyshart of the SGVCOG provided a quick update on this item. He announced that, in lieu of the July EENR Committee meeting, committee members will be touring the Athens Services American Organics Facility in Victorville, CA on Wednesday, July 17, 2019. He then provided the logistics and timing for this trip, and reminded Committee members to please RSVP for the tour, if they hadn't done so already.

20. Upcoming EENR Presentations and Meeting Dates

P. Duyshart of the SGVCOG announced that the EENR Committee will not be meeting in August if the Governing Board cancels its August meeting.

ADJOURN

D. Bertone adjourned the meeting at 2:00 p.m.



SGVCOG EENR Committee Meeting Notes

Date: July 17, 2019

Time: 12:30 PM

Location: Athens Services' American Organics Recycling Facility (20055 Shay Road, Victorville, CA 92394)

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order at 12:45pm.
2. Roll Call

Members Present:

Claremont – J. Stark
San Dimas – D. Bertone
San Gabriel – C. Liao

Members Absent:

Covina
Duarte
Rosemead
San Gabriel
Sierra Madre
L.A. County District #1
Temple City (Ex-officio)

COG Staff:

A.Fung, Staff

3. Public Comment
There were no public comments given at this meeting.
4. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.
There were no changes to the agenda.

CONSENT CALENDAR

5. EENR Meeting Minutes – June 19, 2019

A quorum was not present and this item was postponed until the next committee meeting for review and approval.

DISCUSSION ITEMS

6. Tour of the American Organics Recycling Facility
C. Warner, Athens Services' Vice President of Governing Affairs, provided a tour for committee members at the facility. The facility processes various types of organic materials, including food wastes, grass clippings, tree trimmings, brushes, and other green wastes. It also provides food waste collection and composting for municipalities and food service establishments throughout the Los Angeles, Riverside, and San Bernardino

counties. The resulting compost blends are suitable for municipal, industrial, commercial, agricultural, and residential uses.

ACTION ITEMS

There were no action items at this meeting.

DISCUSSION ITEMS

There were no discussion items at this meeting.

UPDATE ITEMS

There were no update items at this meeting.

COMMITTEE MEMBER ITEMS

There were no committee member items at this meeting.

STAFF ANNOUNCEMENTS

A. Fung provided an announcement that the committee will not be meeting in August. Regular meetings for the committee will resume beginning in September. The next meeting is scheduled for Wednesday, September 18, 2019 at 12:30pm at the Monrovia Community Center.

ADJOURN

D. Bertone adjourned the meeting at 4:10 p.m.

LA County adopts nation's most ambitious regional sustainability plan

County of Los Angeles/Newsroom – August 6, 2019

The Los Angeles County Board of Supervisors today unanimously adopted the OurCounty Sustainability Plan, the boldest, most comprehensive regional approach to sustainability ever issued by a county in the United States.

The plan, drafted over the course of two years with the help of nearly 1,000 community and expert stakeholders from every part of the County, sets forth an ambitious agenda that promises to transform the region in the years and decades ahead.

Recognizing the urgency of existing regional challenges and the climate crisis, the plan aims to uphold the Paris Climate Agreement by creating a fossil-fuel free Los Angeles County within the next three decades. It includes nearly 160 health-focused strategies centering on communities that have been disproportionately affected by environmental pollution for decades.

"At its heart, this plan is both a call to action and a commitment to future generations," said Supervisor Sheila Kuehl, who, with Supervisor Hilda L. Solis, sponsored the motion to create the County's Chief Sustainability Office, which led to development of the plan.

"This is our unequivocal statement that climate change is real, and that our County will not stand around waiting for the federal government to wake up and create the policies and programs needed to address it. By taking this leadership role, we are positioning the County to move our region into a greener future and advance the effort to reverse global warming," Kuehl said.

"Our most marginalized communities have suffered the brunt of impacts from pollution and greenhouse gas emissions for far too long. Today is a new beginning for a sustainable L.A. County," Solis said. "This plan takes a bold and broad approach to making the County not only more sustainable, but it will also expand economic mobility and improve health outcomes for workers, families and all County residents. We will work with our cities and other partners to

implement these goals so that we may realize a more equitable L.A. County for current and future generations.”

“The OurCounty Sustainability Plan charts a path forward to not only confront climate change and pollution, but to do so in ways that also address other challenges, like traffic, the housing affordability crisis, and longstanding inequality,” said Board of Supervisors Chair Janice Hahn. “We don’t have to choose between clean air and good jobs, or between investing in a greener economy and an economy that works for everyone, or even between preserving local ecosystems and building abundant housing that our residents can afford. These false choices force us to think small when the real solutions are so much bigger.”

“This Sustainability Plan takes a strategic approach to improving the health and quality of life in communities across Los Angeles County,” Supervisor Mark Ridley-Thomas said. “The demand for more affordable housing, well-paying jobs, healthier living, and clean and green transportation are all intertwined. Collectively, we must pursue bold and holistic strategies if we are serious about prioritizing the sustainability of our region.”

Unlike other sustainability plans, the OurCounty plan is unique in its regional focus as it moves to confront a wide range of environmental, social and economic challenges.

Overall, OurCounty proposes to make Los Angeles County a more equitable, prosperous and resilient region in the years ahead. The plan’s goals and milestones include:

- Powering unincorporated areas and County facilities with 100% renewable energy by 2025
- Increasing urban tree canopy coverage by 15% by 2035
- Diverting more than 95% of waste from landfills
- Developing land-use tools to limit new development in high climate-hazard areas

- Phasing out single-use plastic by 2025 to ensure a cleaner ocean and less landfill waste
- Cutting back on imported water by sourcing 80 percent of water locally by 2045
- Ensuring that all residents have safe and clean drinking water, and that rivers, lakes and the ocean meet federal water quality standards
- Leading efforts to make sure that at least 65% of new housing is built within 1/2 mile of high frequency transit by 2035
- Supporting construction of more than half a million affordable housing units by 2045 to improve public health and community sustainability

The County will not be making these changes alone, but in concert with the region's cities and residents.

"Our future depends not just on the County's actions, but also on the 88 cities of Los Angeles County stepping up to the plate to collectively help achieve the strategic plan's vision for sustainability," said Chief Executive Officer Sachi A. Hamai. "We look forward to building and growing these partnerships as we work toward common goals on behalf of all the communities we serve."

Gary Gero, the County's Chief Sustainability Officer, credited the many groups and individuals who brought unique perspectives to the plan.

"Before a word of the plan was written, we undertook an in-depth public engagement process that recruited groups who do not typically focus on environmental issues to fully participate as architects of the plan," Gero said. "The results were remarkable, and we are so grateful to all who participated. As a result of their efforts, Los Angeles County will be guided by an equity-centered document with nearly all the content born out of community ideas about what a sustainable region should be."

The County's Chief Sustainability Office is charged with overseeing implementation of the plan and will report annually on progress. Keep up with the progress or download a copy of the plan [here](#).

Follow us and engage: [@CSO_LACo](#) and [@CountyofLA](#) and use [#OurPlanYourPlanet](#) and [#OurCountyLA](#) hashtags

REPORT

DATE: September 18, 2019

TO: EENR Committee

FROM: Marisa Creter, Executive Director

RE: **SOUTHERN CALIFORNIA EDISON EV-READY COMMUNITIES PAPER**

RECOMMENDED ACTION

For information only.

ABOUT SOUTHERN CALIFORNIA EDISON

As one of United States' largest electric utility companies, Southern California Edison (SCE) delivers power to 15 million residents in a span of 50,000 square-miles across central, coastal, and Southern California, excluding the City of Los Angeles and several other cities. Currently, SCE serves a total of 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses. The company delivers power to all SGVCOG's member agencies except for the City of Azusa. More information regarding SCE can be found on www.sce.com.

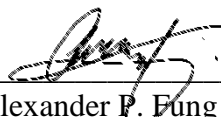
BACKGROUND

In February 2019, SCE published a paper to assist local governments in preparing for the increased adoption of electric vehicle (EV) technology by the residents and businesses within their jurisdictions. The paper includes six recommendations for local governments to consider in preparing for mass EV adoption:

1. Prioritize EV adoption and development of charging infrastructure in land use planning and policies.
2. Use zoning, building codes, parking and signage policy and a streamlined permitting process to encourage EV adoption and accessibility.
3. Make use of well-attended, frequently used and municipally-owned property — parking lots, street parking, city buildings and offices, civic centers, libraries, schools — for publicly available EV parking and charging.
4. Electrify city or regional fleets by replacing gasoline-powered vehicles with EVs.
5. Mobilize existing communication channels to engage and educate local residents and businesses.
6. Leverage existing grant opportunities and other funding sources for EV readiness planning efforts.

The paper includes additional details on how local governments can carry out these recommendations. Joshua Torres, SCE's Senior Policy Advisor, will provide a brief presentation regarding EV-Ready Communities Paper at this meeting. A copy of this paper can also be found in Attachment A.

REPORT

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – SCE’s EV-Ready Communities Paper

EV-READY COMMUNITIES

Paving the way for electric vehicles

February 2019

OVERVIEW: *The purpose of this paper is to serve as a tool to help local governments prepare for increased adoption of electric vehicle (EV) technology by their residents, businesses and visitors to their jurisdictions. This paper is also meant to advance the ongoing partnership between local governments and Southern California Edison.*

With more than 500,000 plug-in electric vehicles (PEVs) and plug-in hybrid electric vehicles (PHEVs) on California's roads,¹ and millions more to come, many local officials understand that getting their communities EV-ready is not only a sustainability best practice but also an economic development opportunity.

California is leading the EV adoption trend within the United States, with approximately half of all EVs on the road in the U.S. registered here.² As residents and businesses across the state purchase EVs in ever-greater numbers, electric infrastructure will need to support EV charging for EV drivers wherever they choose to live, work and play.

They'll be traveling through cities and counties other than their own — contributing to reduced greenhouse gas (GHG) emissions, improved air quality and reduced noise pollution. They'll be fueling their vehicles with domestically produced clean energy. They'll also seek places to park and charge their EVs as they work, shop and visit attractions.

By tapping into the economic, environmental, public health and quality-of-life benefits of zero-emission vehicles, local governments that are making their cities and counties EV-ready are meeting the needs of their residents, and can gain a competitive edge in attracting new (and retaining existing) residents and businesses.

Action and leadership at the local level is crucial to making transportation electrification a statewide reality. Recognizing very real resource constraints affecting many local governments in California, there is a spectrum of low-cost, high-value actions they can take to accelerate EV readiness and adoption inside and outside of their boundaries.



CALIFORNIA'S EV LANDSCAPE

Bloomberg New Energy Finance's latest forecast shows sales of EVs increasing from a record 1.1 million worldwide in 2017 to 11 million in 2025 and then surging to 30 million in 2030. Specific to California, in 2013, EVs made up 2.4 percent of all new car sales statewide; in 2017, that number jumped to 4.9 percent and to 7.0 percent as of August 2018.³

Electrification of California's transportation sector across all vehicle segments is essential to fighting climate change and air pollution. The transportation sector accounts for 41 percent of the state's GHG emissions and more than 80 percent of its air pollution.⁴

In January 2018, shortly after SCE called for 7 million electric vehicles in California by 2030 (see sidebar, below), Gov. Jerry Brown issued an executive order with a target of 5 million zero-emission vehicles in

California by that same year.⁵ In June 2018, the California Public Utilities Commission approved nearly \$768 million in electric utility programs over the next five years to expand a network of EV charging stations and increase EV adoption,⁶ supporting the governor's vision.

Local governments can be leaders in this statewide effort precisely because of their local expertise — their unique knowledge of the vital transportation routes and arteries within their boundaries and surrounding regions, and of how to best plan for infrastructure in alignment with local land use patterns.

They play a key role in managing the siting and deployment of charging infrastructure needed to support growing EV adoption. Multiple studies have shown the strong correlation between the availability of public charging infrastructure and EV adoption.

SCE's Clean Power and Electrification Pathway

Electrification of cars, buses, trucks and industrial vehicles is one of the central aspects of Southern California Edison's *Clean Power and Electrification Pathway*, a blueprint for how California can realistically achieve its ambitious goals for reducing emissions and air pollution while preserving reliability and affordability for customers.

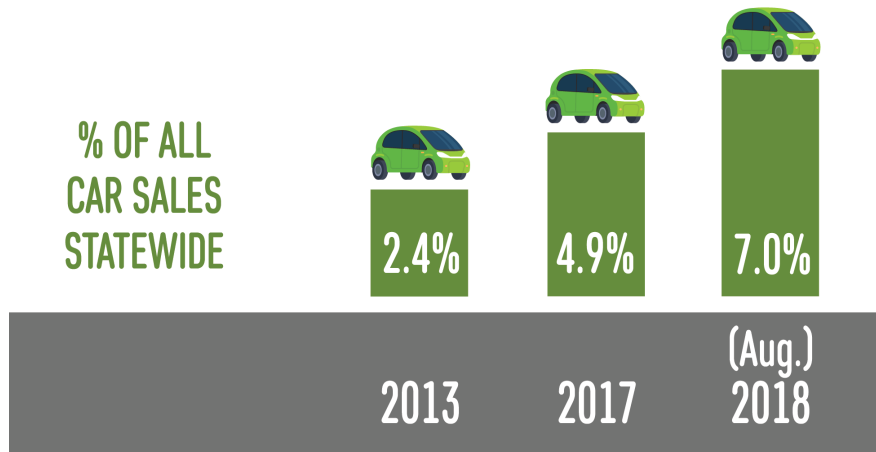
Published in November 2017, the Pathway is an integrated approach to reducing GHG emissions and air pollution by taking action in three major California economic sectors: electricity, transportation and buildings. It also represents a more cost-effective and feasible path among those being considered for addressing the state's clean energy and environmental goals.

Gov. Brown's executive order of January 2018 echoed a central plank of SCE's Pathway, which calls for 7 million electrified passenger vehicles and light-duty trucks by 2030. The Pathway also calls for electrifying more than 200,000 medium- and heavy-duty vehicles within the same timeframe.

While the targets differ slightly, the vision remains the same; a cleaner and healthier environment driven by widespread electric transportation.

EV SALES IN CALIFORNIA

Source: Auto Alliance's
Advanced Technology
Vehicle Sales Dashboard
(ATV Market Share, CA
only, BEV and PHEV only);
accessed November 2018



TAKE ACTION

Preparing for mass EV adoption will take contributions from both the private and public sector and collaboration across the region. The recommendations that follow can position local governments and their residents for success in this arena.

ACTION STEPS FOR LOCAL GOVERNMENTS

- #1 Prioritize EV adoption and development of charging infrastructure in land use planning and policies.
- #2 Use zoning, building codes, parking and signage policy and a streamlined permitting process to encourage EV adoption and accessibility.
- #3 Make use of well-attended, frequently used and municipally-owned property — parking lots, street parking, city buildings and offices, civic centers, libraries, schools — for publicly available EV parking and charging.
- #4 Electrify city or regional fleets by replacing gasoline-powered vehicles with EVs.
- #5 Mobilize existing communication channels to engage and educate local residents and businesses.
- #6 Leverage existing grant opportunities and other funding sources for EV readiness planning efforts.

#1: Prioritize EV adoption and development of charging infrastructure in land use planning and policies.

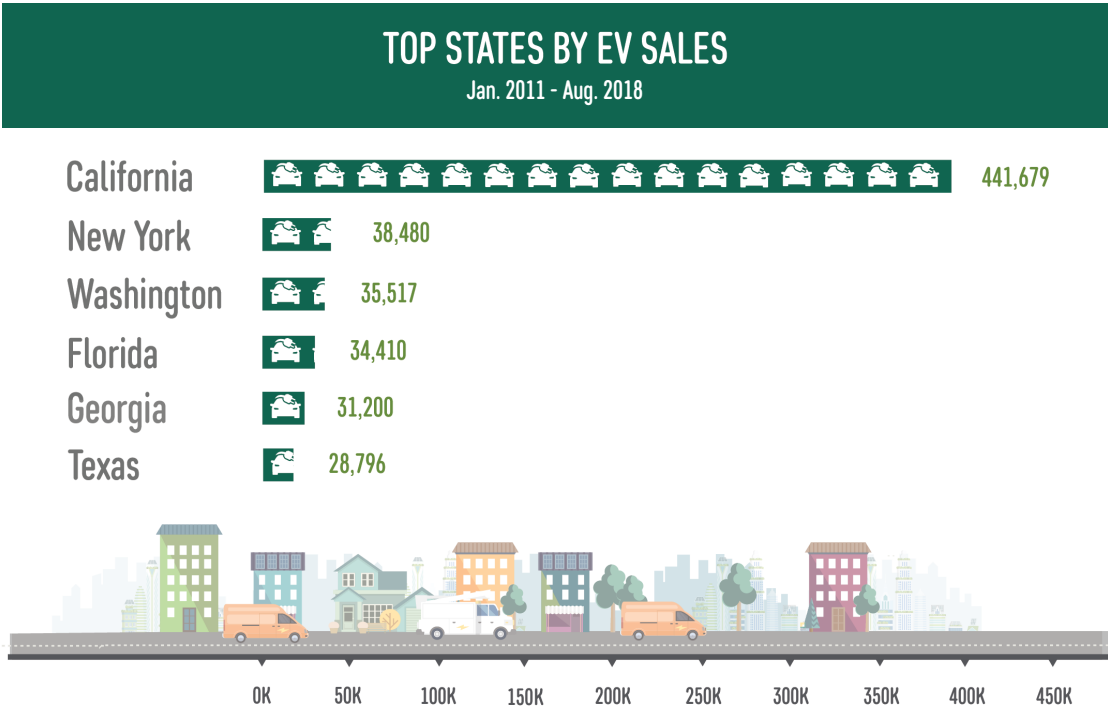
Incorporating an EV readiness strategy into your jurisdiction’s general plan, or local mobility, sustainability and climate action plans, is a foundational step, setting the stage for everything that follows. The city of Santa Monica’s Electric Vehicle Action Plan⁷ is frequently cited as a model.

Parking-oriented land use analysis is vital to this process; understanding the distribution of parking spaces across land uses helps planners identify potential charging sites within their jurisdiction, and where the high-value charging opportunities may be located. It also enables them to anticipate the most popular daytime or nighttime hours for charging at these locations.

This will help utilities track changes in the electrical load over space and time to continue providing reliable service.⁸

Sub-regional planning organizations such as regional transportation planning agencies (RTPAs) and councils of government (COGs) can be valuable assets in these processes, especially in cases where no dedicated staff is available at the local level, by extending EV planning across groups of neighboring cities.⁹

One example is the collaboration between the San Bernardino Council of Governments and the San Bernardino County Transit Association, in jointly hiring a consultant to develop a county-wide Zero Emission Vehicle Readiness and Implementation Plan. The plan is being funded by a grant from the California Energy Commission (CEC).¹⁰



Source: Auto Alliance’s Advanced Technology Vehicle Sales Dashboard (ATV Market Sales, CA only, BEV and PHEV only); accessed December 2018



The city of Lynwood was the first to take part in SCE's Charge Ready program, having six EV charge ports installed for the city's new EV fleet. Photo: Jean Anderson

#2: Use zoning, building codes, parking and signage policy and streamlined permitting process to encourage EV adoption and accessibility.

Zoning is one of the most powerful tools that local governments can use to encourage certain types of development, and perhaps the most achievable among low-cost, high-value options for promoting EV readiness.

The goal of zoning for EVs should be to ensure that charging is an allowed land use (such as an accessory or a principal use) in as many types of zoning classifications as possible, including multifamily housing, commercial facilities and mixed-use development. Planners can also consider reducing parking requirements in exchange for installation of EV charging stations, or allowing EV charging spaces to count toward minimum parking requirements.¹¹

Building codes can encourage EV adoption, as recognized in the latest version of the Title 24 CalGreen Code. Cities also have the option of going above and beyond these requirements. By adopting more forward-looking building codes that require EV-ready wiring in new construction, jurisdictions can help meet future demand for charging, and reduce or eliminate the costs associated with future retrofitting.

EV-readiness building codes can also be used to ensure access to charging for multifamily building residents and people with disabilities. Requiring developers to run conduit, and to plan for and provide space for future electrical panels and/or transformers, is a relatively inexpensive way to ensure low-cost upgrades as the number of EVs grows.

The city of Lancaster has added requirements for electric vehicle charging stations into its building codes for new multifamily residential developments.

For example, for projects of 10 units or less, 20 percent of the total required parking spaces must be outfitted to allow for the future installation of charging stations; for projects of 10 units or more, the requirement applies to 10 percent of total required parking spaces. In both cases, charging stations must be provided in parking spaces for people with disabilities, in accordance with state requirements.¹²

Permitting can be a challenging process for property owners seeking to install EV charging infrastructure. State law requires that local governments take steps to expedite the permitting process.¹³ One way cities can expedite the process is by publishing a flyer that details their EV-specific design standards, especially local standards that may conflict with, or augment, state or national code requirements. This will help customers streamline the design and permitting process. Planning requirements could be relaxed to allow for electrical equipment placement in parking areas visible from public rights-of-way.

Some cities have designated a single point of contact to help permit applicants seeking to install EV chargers to navigate the process from end to end. This point of contact is knowledgeable on each step of the permitting process and can function as an ombudsman for the applicant. This helps both staff responsible for permit review as well as the applicant since this point of contact has a line of sight to the entire process. This person need not necessarily be a dedicated full-time employee. By expediting the permitting process, cities can remove a significant barrier to adoption for charging infrastructure.



Through the Charge Ready program, the city of Ontario installed more than 45 EV chargers throughout the city, including at the Ontario Convention Center (pictured). Photo: Paul Griffo

Also, local jurisdictions can use parking and signage policies to prompt timely turnover at charging stations, make stations more visible and easy to locate, and increase accessibility for drivers with disabilities.¹⁴

#3: Make use of well-attended, frequently used and municipally-owned property (parking lots, street parking, city buildings and offices, civic centers, libraries, and schools) for publicly available EV parking and charging.

This tactic is popular among local governments in SCE's service area. For example, the city of Lynwood was the first site in SCE's Charge Ready program, which helps public and private organizations within the utility's service area install electric vehicle charging stations. SCE installed six EV charging stations at Lynwood's city complex to accommodate a new EV fleet, and another eight stations in its civic center public parking lot for public use.¹⁵

Through the Charge Ready program, the city of Ontario installed more than 45 new EV chargers at seven key locations throughout the city, including the Ontario Convention Center, City Hall and the police station.¹⁶

Public transit parking lots can provide a convenient location for EV charging stations, allowing drivers to charge their vehicles while using public transportation for commuting or other travel. The city of Thousand Oaks partnered with the Ventura County Air Pollution Control District to fund and install the first DC Fast Charger in Ventura County at the Thousand Oaks Transportation Center. The center is a local transit hub for the Ventura-L.A. County region.¹⁷

Localities should also explore partnerships with businesses and organizations in high-density neighborhoods that are home to long-dwell parking locations, such as churches, gyms, shopping centers and movie theaters; both the public and private spaces are prime opportunities for making off-hours and overnight charging available to nearby residents.

To date, SCE's Charge Ready program, with its customers and partners, has installed more than 1,000 EV charging ports at more than 60 different sites, including workplaces, public parking lots, hospitals, destination centers and apartment and condominium complexes. Half of the charging stations are in communities that are most heavily impacted by the combined effects of economic, environmental and public health burdens (defined as "disadvantaged communities" by the state).



UPS aims to "lead the charge on electrification of medium-duty vehicles over the next five years," according to its 2017 Corporate Sustainability Progress Report. Photo: UPS

#4: Electrify city or regional fleets by replacing gasoline-powered vehicles with EVs.

For local governments that operate their own vehicle fleets, electrifying public and private fleets can help get residents and businesses interested in also making the shift. Fleet conversions can be included as medium- to long-term policy priorities as they will take time and resources.

Procurement decisions today, however, will impact California for generations to come, and it is therefore important that cities and municipalities plan for the shift to electric accordingly, and in partnership with electric utilities. This is critical to planning for infrastructure projects that can accommodate your long-term fleet plans.

Medium- and heavy-duty vehicles are the largest mobile sources of air pollution. Electrifying these classes of fleet vehicles is one method for making greater gains in air pollution reduction. Achieving the 2030 electrification goals for medium- and

heavy-duty vehicles as described in SCE's *Clean Power and Electrification Pathway* could reduce NOx emissions by a cumulative 6.7 tons per day.¹⁸

To manage upfront costs, some jurisdictions and transit agencies take phased approaches to fleet conversions, starting with passenger vehicles and working their way up to medium-duty vehicles like public works trucks. Cities are also looking at hybrid options like utility trucks with battery-powered onboard systems and equipment. In addition, some cities are pooling their purchasing power in order to negotiate better pricing with vehicle manufacturers.¹⁹

One example is the Climate Mayors Electric Vehicle Purchasing Collaborative, comprised of 17 U.S. cities (including Los Angeles, Long Beach, Santa Monica, San Diego and Chula Vista) and two counties.

Cities can look to the private sector for cues; private companies like UPS are creating a blueprint for fleet conversion, signing contracts with vendors such as Tesla, Workhorse and Thor Trucks as they aim to “lead the charge on electrification of medium-duty vehicles over the next five years.”²⁰

EV manufacturer Build Your Dreams (BYD) is successfully demonstrating electric forklifts, garbage trucks and big rigs to public agencies in California, with plans to introduce additional electric fleet vehicles in the near future, like electric street sweepers.

As fleet purchases are a recurring item in a city or county's budget, EV options could be considered a minor-to-moderate incremental cost. In assessing cost-effectiveness, EVs routinely offer lower lifetime operating costs than their diesel counterparts, based on lower fuel and maintenance expenses.



Foothill Transit established the first fast-charge electric bus line in the U.S. in 2014 and plans to complete fleet electrification by 2030. Photo: Foothill Transit

One of California's most successful examples of green bus fleets is Foothill Transit, serving an area that stretches from downtown Los Angeles to the San Gabriel and Pomona valleys to southwest San Bernardino County. In 2014, Foothill Transit established the first fast-charge electric bus line in the United States. To date, 10 percent of its fleet is electrified, and the agency plans for complete fleet electrification by 2030.²¹

Local governments across the nation are turning to electric buses to confront air quality issues and reduce fleet operating costs. Options such as battery leasing, joint procurement and bus sharing are emerging to make upfront costs for electric buses more manageable.²²

#5: Mobilize existing communication channels to engage and educate local residents and businesses.

Local jurisdictions can provide information to their constituents on vehicle types, potential cost savings from EV driving, electrical service and the charging equipment installation process, using such simple tools as a website and/or handouts from utilities or the Building Department.

They can also host workshops for general or targeted audiences such as drivers, homeowner associations (HOAs), property owners/managers and renters for residential charging; or for employees, employers, fleet managers or retailers for non-residential charging. The workshops can address all of the major EV readiness elements such as permitting and inspection, zoning and parking and building codes.



Actively engaging large employers or property owners in the decision-making process or providing information specific to their needs can facilitate the installation of charging stations and use of EVs at their site as the market matures.

Plug In Santa Barbara is a useful example of local consumer outreach in Santa Barbara County. Supported by a group of cities, businesses and utilities, Plug In Santa Barbara is a one-stop resource for local plug-in electric car buyers, with information on all the new models, home charging, charging rates, government incentives, permitting requirements and the benefits of connecting solar electric systems into charging facilities.²³

#6: Leverage existing grant opportunities and other funding sources for EV readiness planning.

Agencies like the U.S. Department of Energy and the California Energy Commission have made funding available for local and regional EV readiness planning efforts.



Charging stations in South El Monte. To date, SCE's Charge Ready program, with its customers and partners, has installed more than 1,000 EV charging ports at more than 60 different sites. Photo: Maria Hedrick.

Tracking and applying for these grant opportunities can help local government entities proactively plan for the deployment of charging infrastructure.

In May 2018, the CEC awarded nine cities and organizations nearly \$1.8 million through its Alternative and Renewable Fuel and Vehicle Technology Program. This program develops strategic plans outlining an approach to expand electric vehicle charging access.

In Southern California, the award recipients included the city of Long Beach Harbor Department, the County of Los Angeles, and the Ventura County Regional Energy Alliance. These three local efforts will focus on developing a blueprint for building out the region's EV charging infrastructure, and will be better positioned for funding of shovel-ready demonstration programs and pilots.²⁴

Here's an added benefit of incorporating an EV readiness strategy into local planning; the results of due diligence will often come in handy when applying for transportation grants. Instead of starting from scratch, the content of an EV readiness strategy will be valuable in completing those grant applications in a timely manner, with a reduced impact on staff resources.

WORKING TOGETHER

Local governments know their communities better than any other stakeholder group. It is important for jurisdictions to share their insights with state-level policymakers to help ensure that statewide policies and programs meet the needs of diverse communities. Those who share this vision of a healthier, clean energy future should unite their voices to share support for these policies and principles:

Fund vehicle charging infrastructure pilots and deployments: California will need more than 250,000 away-from-home charging ports by 2025 to sufficiently support EV growth to reach 5-7 million EVs on the road by 2030.²⁵ Funding is needed to enable utilities and charging companies to rapidly deploy more infrastructure and chargers, including adequate charging infrastructure for medium and heavy-duty trucks.

- *Use your voice to support public and private investment*, including utility programs, to build and expand vehicle charging and fueling infrastructure for workplaces, public spaces and residences, including multi-unit dwellings, especially in disadvantaged communities.

Support the extension of rebates and incentives: Federal, state and local rebates and tax credits should be extended to make EVs accessible to people of all income levels. For example, the state offers a rebate of up to \$2,500 to new EV purchasers with low and moderate incomes;²⁶ however, these rebates often have waiting lists because they use an inconsistent annual funding source. SCE's Clean Fuel Rewards program offers \$1,000 rebates on new and used EVs purchased or leased after Jan. 1, 2019 (\$450 for new and used EVs purchased or leased before then); the rebates are funded by California's Low Carbon Fuel Standard program.²⁷

- *Support durable, predictable incentives* for the state rebate and federal tax credit that lower EV purchase prices and encourage buyers to choose EVs at the end of their gasoline-powered vehicles' 11-year life cycles. Healthier incentives are also needed to encourage businesses to switch to electricity as a fuel for buses and intermodal trucks with 18-year average life spans.

Keep electricity affordable: Customer adoption of electrified solutions depends on electricity remaining an affordable alternative to fossil fuels. The cost of supplying clean energy should be allocated fairly across all customer groups. Policies that ensure this fairness will help to keep electricity affordable.

- *Support California's GHG cap-and-trade program:* This market-based program helps ensure that electricity remains affordable and competitive with fossil fuels during the transition to the clean energy future.
- *Ensure that the cleanest available technologies benefit all communities*, including low-income and other disadvantaged communities, which are among the most impacted by pollution.²⁸

Encourage collaboration among stakeholders: Widespread electrification of transportation will rely on sustainable policies and collaboration between vehicle manufacturers, charging companies, policymakers and electric utilities on issues such as charging standards and consumer awareness.²⁹

- *Support these and even broader collaboration efforts* among utilities, state and local regulators and legislators, renewable energy providers, public health advocates, community, environmental, and ratepayer advocacy groups, business organizations, consumers and more.

SCE can assist with reviewing potential sites for EV charging, conducting an initial fleet analysis, or help with EV options, benefits and funding opportunities.

Please call your SCE Account Manager or 1-800-990-7788. Find more information at [sce.com/TE](https://www.sce.com/TE).

REFERENCES

1. Veloz.org, November 2018 Sales Dashboard, accessed Dec. 19, 2018. http://www.veloz.org/wp-content/uploads/2018/12/11_nov_2018_Dashboard_PEV_Sales_veloz.pdf. Data aggregated from www.hybridcars.com and www.insideevs.com.
2. Alliance of Auto Manufacturers, Advanced Technology Vehicles Sales Dashboard | Data compiled by Alliance of Auto Manufacturers using information provided by IHS Markit, accessed Nov. 28, 2018, via <http://evadoption.com/ev-market-share/ev-market-share-state/>.
3. Alliance of Auto Manufacturers, Advanced Technology Vehicles Sales Dashboard, accessed Nov. 26, 2018 (ATV Market Share, CA only, BEV and PHEV only).
4. California Air Resources Board, California Greenhouse Gas Emission Inventory, 2018 Edition webpage, last reviewed July 11, 2018, accessed Dec. 3, 2018 (see chart titled "Emissions by Economic Sector"). <https://www.arb.ca.gov/cc/inventory/data/data.htm>
5. Edmund G. Brown, Executive Order B-48-18, issued Jan. 26, 2018; accessed Nov. 26, 2018. <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>
6. California Public Utilities Commission, "Summary of Decision on Transportation Electrification Program Proposals from the Investor-Owned Utilities, May 31, 2018," accessed Nov. 26, 2018. <http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442457607>
7. Garrett Wong, Sr., Ariana Vito, City of Santa Monica; Santa Monica Electric Vehicle Action Plan, adopted Nov. 17, 2017, accessed Dec. 4, 2018. https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
8. Ben Rubin OPR, State of California's Office of Planning and Research; Zero-Emission Vehicles in California: Community Readiness Guidebook, 2013, Pg. 32. http://opr.ca.gov/docs/ZEV_Guidebook.pdf
9. J.R. DeShazo, Ayala Ben-Yehuda, Norman Wong, Alex Turek, UCLA Luskin Center for Innovation; South Bay Cities Plug-In Electric Vehicle Deployment Plan, prepared for the Southern California Association of Governments, June 2013. Pg. 2. <http://innovation.luskin.ucla.edu/sites/default/files/South%20Bay%20Plan.pdf>
10. California Energy Commission, Notice of Proposed Awards (Revised), Alternative and Renewable Fuel and Vehicle Technology Program Grant Solicitation, GFO-16-601, Zero Emission Vehicle Regional Readiness and Planning Solicitation, March 8, 2017. https://www.energy.ca.gov/contracts/GFO-16-601_NOPA_Revised.pdf
11. Zero-Emission Vehicles in California: Community Readiness Guidebook, 2013 (see above), Pg. 129.
12. City of Lancaster (CA), Code of Ordinances; Article V, Solar, Wind and Alternative Energy Uses; 17.08.330 - Electric Vehicle Charging Stations (Ord. No. 989, § 1, 4-9-2013); accessed Nov. 28, 2018. https://library.municode.com/ca/lanaster/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.08REZO_ARTVSOWIALENUS_17.08.330ELVECHST
13. David Chiu, member, California State Assembly; Assembly Bill No. 1236, Chapter 598, Item 2g, 2015. https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1236
14. "South Bay Cities Plug-In Electric Vehicle Deployment Plan," June 2013, (see above), Pg. 6. <http://innovation.luskin.ucla.edu/sites/default/files/South%20Bay%20Plan.pdf>
15. Paul Griffo, Southern California Edison, "SCE Files Plan to Expand Charge Ready EV Charging Program," June 26, 2018. <https://energized.edison.com/stories/sce-files-plan-to-expand-charge-ready-ev-charging-program>
16. Paul Griffo, Southern California Edison, "Charge Ready: Ontario Gets Charged Up in Time for National Drive Electric Week," Sep. 11, 2017. <https://energized.edison.com/stories/charge-ready-ontario-gets-charged-up-in-time-for-national-drive-electric-week>
17. Zero-Emission Vehicles in California: Community Readiness Guidebook, 2013 (see above), Pg. 54. http://opr.ca.gov/docs/ZEV_Guidebook.pdf
18. California Transportation Electrification Assessment, Phase 1: Final Report, supra, light-duty (Table 37, p. 69); heavy-duty (Table 49, p. 80), and upstream fuel emission factors (Table 32, p. 65). The analysis compares net NOx reductions per megajoule from electrifying a light-duty vehicle and heavy-duty vehicle with the NOx reductions per megajoule from the addition of zero-emission renewable energy or energy efficiency. The heavy-duty NOx reductions can vary widely by the type of vehicle (e.g., small truck, large truck, transit bus) and efficiency. These NOx numbers are conservative because they include out-of-basin NOx emissions from power plants. http://www.caletc.com/wp-content/uploads/2016/08/CalETC_TEA_Phase_1-FINAL_Updated_092014.pdf
19. Electrification Coalition, "EC Launches Climate Mayors Electric Vehicle Purchasing Collaborative," Sep. 11, 2018. <https://www.electrificationcoalition.org/electrification-coalition/>
20. Greenbiz, "2018 Verge Vanguard Awards: Logistics Leader, UPS Atlanta," Sep. 17, 2018. <https://www.greenbiz.com/article/2018-verge-vanguard-awards>. Also, UPS, "On the Leading Edge: UPS 2017 Corporate Sustainability Progress Report," p. 56. <https://sustainability.ups.com/media/ups-pdf-interactive-2017/index.html>
21. Foothill Transit web site, "Electric Program" page. <http://foothilltransit.org/news/sustainability/electric-program/>
22. C40 Cities, "C40 Blog: C40 Cities Work Together to Invest in Clean Buses," May 11, 2017. https://www.c40.org/blog_posts/c40-cities-work-together-to-invest-in-clean-buses
23. Zero-Emission Vehicles in California: Community Readiness Guidebook, 2013 (see above), Pg. 76. http://opr.ca.gov/docs/ZEV_Guidebook.pdf
24. Skip Descant, Future Structure, "California Cities Receive Funding to Develop EV Charging Infrastructure Plans," June 1, 2018. <http://www.govtech.com/fs/California-Cities-Recieve-Funding-to-Develop-EV-Charging-Infrastructure-Plans.html>
25. California Energy Commission, "California Plug-In Electric Vehicle Infrastructure Projections: 2017-2025", March 2018, accessed Dec. 3, 2018. <https://www.nrel.gov/docs/fy18osti/70893.pdf>
26. California Clean Vehicle Rebate Project, administered by the Center for Sustainable Energy for the California Air Resources Board, "For Public Fleets" web page, accessed Dec. 4, 2018. <https://cleanvehiclerebate.org/eng/fleet>
27. Julia Roether, Southern California Edison, "Driving an Electric Vehicle is More Affordable than Ever," Nov. 29, 2018. <https://energized.edison.com/stories/driving-an-electric-vehicle-is-more-affordable-than-ever>
28. California's Office of Environmental Health Hazard Assessment (OEHHA), "SB 535 Disadvantaged Communities." <https://oehha.ca.gov/calenviroscreen/sb535>
29. Southern California Edison, "Transportation Electrification: Reducing Emissions, Driving Innovation," pp. 8-9, last modified January 2017, accessed Oct. 12, 2017. https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20189/201701-transportation-electrification-reducing-emissions-driving%20innovation.pdf

REPORT

DATE: September 18, 2019
TO: EENR Committee
FROM: Marisa Creter, Executive Director
RE: **CLAREMONT LOCALLY GROWN POWER**

RECOMMENDED ACTION

For information only.

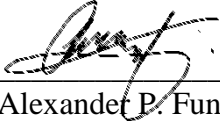
ABOUT LOCALLY GROWN POWER

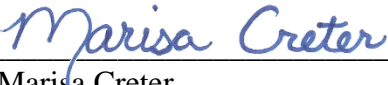
Locally Grown Power (LGP), a program that is managed by the Community Home Energy Retrofit Project (CHERP), Inc., is a group of dedicated Claremont and Pomona residents, community organizations, and students working to create clean energy job opportunities, address local issues of environmental justice, and help the buildings and structures in Claremont and Pomona reach zero net energy consumption.

Founded by Devon Hartman, LGP aims to prove the possibility of every city creating its own energy by combining radically-simplified solar technology with a nonprofit business model. LGP is also striving to create the model for becoming the first nonprofit to operate a solar panel assembly factory in the world. According to LGP, this model can provide the following benefits:

- Creates 150+ direct middle-class manufacturing and construction jobs and a total of 550+ jobs;
- Increases the energy efficiency and air quality of a community;
- Allows for local control and energy independence; and,
- Increases the residents' disposable income to enhance a city's quality of life.

More information regarding LGP can be found on www.cherplgp.org. Former Claremont Mayor Joe Lyons will provide a brief presentation regarding LGP at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

DATE: September 18, 2019

TO: EENR Committee

FROM: Marisa Creter, Executive Director

RE: **SGVCOG REPRESENTATIVE TO THE SAN GABRIEL MOUNTAINS
COMMUNITY COLLABORATIVE**

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

The National Forest Foundation (NFF), which serves as one of the nonprofit partners of the United States Forest Service, offers neutral facilitation services for collaborative efforts that benefit the lands of the National Forest System. The NFF plays a unique role that enables community organizations and agencies to work closely with the Angeles National Forest to bring residents and communities together to promote the health and enjoyment of the San Gabriel Mountains National Monument.

The San Gabriel Mountains Community Collaborative (SGMCC) is facilitated by the NFF to represent the general public by integrating diverse perspectives to identify, analyze, prioritize, and advocate for values, resources, investments, management objectives, and implementation practices that sustainably benefit all communities throughout the San Gabriel Valley region, the Angeles National Forest, and the San Gabriel Mountains National Monument.


The Collaborative also works with the United States Forest Service to achieve the following goals for the Angeles National Forest and the San Gabriel Mountains National Monument:

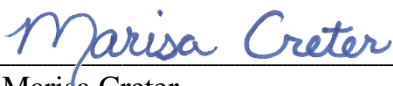
- Identify and prioritize sustainable opportunities;
- Maintain an open line of communication and relationship with the United States Forest Service;
- Provide a forum for different communities and individuals to express their views and identify areas of agreement to inform Forest Service decisions and activities; and,
- Actively engage the broader community.

SGMCC meets on the fourth Thursday of every other month from 9:00am to 1:00pm at the Altadena Community Center unless stated otherwise. One of the representatives of the Collaborative must be appointed by the San Gabriel Valley Council of Governments (SGVCOG). The appointed representative must be an existing Governing Board delegate, alternate, or a city councilmember from a SGVCOG member agency. The membership structure of the SGMCC can be found in Attachment A.

Mr. Joe Lyons, who served as the SGVCOG delegate to the SGMCC and former Mayor of the City of Claremont, recently retired from the Claremont City Council. As a result, the EENR Committee was provided with the opportunity to recommend the SGVCOG Governing Board to appoint a committee member to serve as the SGVCOG delegate on the Collaborative.

SGVCOG Management Analyst, Alexander Fung, will provide a brief presentation on the background and duties of the SGMCC at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – SGMCC Membership Structure

San Gabriel Mountains Community Collaborative

Members

Claire Robinson, Amigos de los Rios
Irma "Kelly" Carle, Antelope Valley Unit, Backcountry Horseman of California
Tim Brick, Arroyo Seco Foundation
Jacqueline Emanuel, Association of Rural Town Councils (Antelope Valley) and Acton Town Council
Henry Herrera, CalFire
Dale Benson, California Department of Transportation, District 7
Rick Travis, California Rifle and Pistol Association
Robert Garcia, City Project
Dianne Erskine-Hellrigel, Community Hiking Club
Dan Rosenfeld, Community Partners, Trust for Public Land
Steve Messer, Concerned Off-Road Bicyclists Association (CORBA)
Omar Gomez, Consejo de Federaciones Mexicanas en Norteamérica (COFEM)
Jeff Seymour, El Monte City School District, El Monte Promise Foundation
William (Bill) Reeves, Fisheries Resource Volunteer Corps (FRVC)
Jack Sahl, Friends of the Angeles National Forest
Andrew Salas, Gabrieleno Band of Mission Indians - Kizh Nation
Brent Tercero, Gateway Council of Governments
Grace J. Kast, Gateway Water Management Authority
Gary Boyer, Glendora
Richard Guttenberg, John Minch & Associates
Javier Hernandez, LA County Board of Supervisors – 1st District (Solis)
Sandra Maravilla, LA County Board of Supervisors – 5th District (Barger)
Julian Juarez, Los Angeles County Department of Public Works
Ben Smith, Mountain High
Ron Ellingson, Mt. Baldy Lodge
Chuck Myers, National Forest Homeowners
William Estrada, Natural History Museum of Los Angeles County
Belinda Faustinos, Nature for All
Judy Shay, Palmdale Water District
Jean Flores, REI
Joseph Gonzalez, Rivers & Mountains Conservancy
Josh Candelaria, San Bernardino County Board of Supervisors (Rutherford)
Ann Croissant, San Gabriel Mountains Regional Conservancy
Daniel Oaxaca, San Gabriel Valley Conservation Corps
Liz Reilly, San Gabriel Valley Council of Governments
Cliff Hamlow, San Gabriel Valley Legislative Coalition of Chambers
Kelly Gardner, San Gabriel Valley Water Association
Javiera Cartagena, Southern California Association of Districts
Michelle Nuttall, Southern California Edison
Roberto Morales, The Sierra Club
Daniel Rossman, The Wilderness Society
Deborah Enos, Watershed Conservation Authority (WCA)