



## Land Use & Natural Resources Committee

## Item #13-8-6 Information

July 25, 2013

### Electric Vehicle Charging Infrastructure Scenarios and Policies

**Issue:** SACOG staff desires input from the committee on four drafted Plug-In Electric Vehicle (PEV) charging infrastructure scenarios and supporting policies.

**Recommendation:** None, this item is for information only.

**Discussion:** To support the Governor's Executive Order of having 1.5 million zero emission vehicles on California's roads by 2025, SACOG has been working on the PEV Readiness project. The project has four main goals:

- 1) Prepare the region's jurisdictions for an increased adoption of PEVs by creating a Readiness Plan that includes best practice guides for more efficient charging at home, work, and in the public;
- 2) Create a regional charging infrastructure plan that meets forecasted demand of PEV charging;
- 3) Identify funds for implementing the PEV charging plan;
- 4) Support the goals of the Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS).

The first goal is largely complete as SACOG has been working with local planners on implementing PEV readiness measures around the region by sharing the best practice guides created in the initial phase of the project. Now staff is working with planners and other stakeholders to create a charging infrastructure plan that best implements the Executive Order.

SACOG staff has drafted four regional charging scenarios that approach charging based on driver behavior and helps implement the MTP/SCS. The scenarios focus charging, one each, on charging at home, at work, or in public, and includes one scenario that balances charging between all three locations. Each scenario includes a set of metrics that are used to measure the impact of the scenario. These measures include: impacts on the grid, the public costs to provide charging, the efficiency of the network, and the impact to vehicle miles traveled.

In order to support these scenarios, a set of recommended policies has been drafted. These policies are aimed at making the scenario function more efficiently, further reducing the impact of the plan on the various measures indicated above, as well as promoting the goals of the MTP/SCS. The policies look at parking for PEVs, pricing for parking and electricity, interoperability between PEVs and transit, and possible funding mechanisms for transportation related infrastructure.

Staff will present the scenarios and policies to the committee in order to solicit feedback on a preferred method of providing charging to PEVs in the region. Staff will be coming back to the committee for additional input on the plan, with final adoption in December.

Approved by:

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