



San Gabriel Valley Council of Governments

REVISED AGENDA AND NOTICE OF THE MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE Monday, July 15, 2019 – 12:00 PM

Monrovia Community Center: 119 W. Palm Ave., Monrovia, CA 91016

Chair
Rene Guerrero
City of Pomona

Vice Chair
David Liu
City of Diamond Bar

Immediate Past Chair
Phil Doudar
L.A. County DPW

Members

Arcadia
Azusa
Claremont
Diamond Bar
El Monte
Glendora
Irwindale
Industry
La Verne
Monrovia
Monterey Park
Pomona
San Dimas
San Gabriel
San Marino
South El Monte
South Pasadena
Temple City
West Covina
L.A. County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to comment on agenda items.

MEETINGS: *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12:00 PM at the Monrovia Community Center – 119 W. Palm Ave., Monrovia, CA 91016.* The Public Works Technical Advisory 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.sgvkog.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.

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

TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY 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 Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the 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 Public Works Technical Advisory 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. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)

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

5. Review Public Works TAC Meeting Minutes: 06/17/2019 (**Page 1**)
Recommended Action: Review and approve.
6. Election of Chair and Vice Chair for FY 2019-2020
Recommended Action: Nominate and elect Rene Guerrero as the Chair and David Liu as the Vice Chair of the Public Works TAC for FY 2019-2020.

PRESENTATIONS

7. Southern California Edison EV-Ready Communities Paper – Joshua Paul Torres, Senior Policy Advisor, Southern California Edison (**Page 5**)
Recommended Action: For information.

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

8. Regionwide Swimming Pool Ordinance – Jared Dever, District Manager, San Gabriel Valley Mosquito and Vector Control District (**Page 19**)
Recommended Action: Discuss and provide direction to staff.

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

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

COMMITTEE MEMBER ITEMS

STAFF ANNOUNCEMENTS

9. City Staff Energy Work Group Meeting
Recommended Action: For information.
10. Upcoming Presentations and Meeting Dates
Recommended Action: For information.

ANNOUNCEMENTS

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: June 17, 2019

Time: 12:00 P.M.

Location: Monrovia Community Center
119 West Palm Avenue, Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order by P. Wray at 12:05pm.
2. Pledge of Allegiance
P. Wray led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call

Members Present

P. Wray; Arcadia
R. Delgadillo; Azusa
S. Mendez; El Monte
J. Nelson; Industry
R. Ramos; Irwindale
D. Keesey, A. Ciotti; La Verne
K. Patel, S. Barragan; San Dimas
A. Kaspenan, K. Courdy; South Pasadena
M. Forbes; Temple City
J. Lu, J. Yang; Los Angeles County DPW

Members Absent

Claremont
Diamond Bar
Glendora
Monrovia
Monterey Park
Pomona
San Gabriel
San Marino
South El Monte
West Covina

SGVCOG Staff

P. Duyshart

4. Public Comment

There was no public comment.

CONSENT CALENDAR

5. Review Public Works TAC Meeting Minutes: 04/15/2019
6. Review Special Joint Meeting of the EENR Committee and Public Works TAC Meeting Minutes: 05/15/2019
7. Election of Chair and Vice Chair for FY 2019-2020

Given that the nominees for Chair and Vice Chair are unable to attend this meeting, there was a motion to table item 7 until the next meeting and approve items 5 and 6. (M/S: D. Keesey/K. Patel)

[Motion Passed]

Ayes	Arcadia, Azusa, El Monte, Industry, Irwindale, La Verne, San Dimas, South Pasadena, Temple City, Los Angeles County DPW
Noes	
Abstain	
Absent	Claremont, Diamond Bar, Glendora, Monrovia, Monterey Park, Pomona, San Gabriel, San Marino, South El Monte, West Covina

PRESENTATIONS

8. OurCounty Sustainability Plan

Gary Gero, Los Angeles County’s Chief Sustainability Officer, provided a presentation on the overview of the sustainability plan. The plan, commonly known as “OurCounty,” is the first countywide sustainability plan that is drafted for the Los Angeles County. Mr. Gero covered the plan’s 12 primary goals and solicited feedback from committee members. The plan serves as an opportunity to shape the future of Los Angeles County and Mr. Gero encouraged committee members to share the plan with their colleagues and councilmembers and use the plan as a template for their own sustainability plans. It is expected that this plan will be formally adopted by the Los Angeles County Board of Supervisors in August.

Questions/Discussions:

- A committee member inquired about how cities can incorporate the OurCounty plan into their own ordinances and policy documents given that the discussion draft is presented in PDF and animation formats on the website. Mr. Gero offered to send the OurCounty plan in the form of a Microsoft Word document.
- Another committee member inquired about how does the OurCounty plan tie in with Los Angeles County’s Envision Program. Mr. Gero responded that OurCounty is meant to be a visionary document and does not serve as an actual ordinance or climate action plan.

9. Region-wide Swimming Pool Ordinance

Jared Dever, San Gabriel Valley Mosquito and Vector Control District’s (SGVMVCD) District Manager, provided a presentation on the region-wide swimming pool ordinance. The presentation included an overview of the district’s pool surveillance program and a unified pool ordinance resolution for unmaintained swimming pools. Mr. Dever reported that around 95% of the residents began to maintain their swimming pools again after receiving the first notice. For the remaining 5% of residents that are not complying with maintaining their swimming pools, Mr. Dever recommended cities to adopt an ordinance stating that out-of-service swimming pools are in violation of city code. In the most recent aerial surveillance patrol, 2,000 green pools and 2,200 new empty swimming pools were recorded in the San Gabriel Valley. There were no questions or discussions from committee members on this item.

10. LA County’s Countywide Trails Program

Michelle O’Connor, Los Angeles County Department of Parks and Recreation’s Trails Planning Section Head, provided a presentation on Los Angeles County’s recent efforts to enhance its Countywide Trails Program. Ms. O’Connor discussed the County’s outreach efforts regarding the new website update and opportunities for member agencies to provide

feedback and input. She requested member agencies to assist with identifying trails across the County and encouraged cities to utilize the County's new trail website and mobile application.

Questions/Discussions:

- A member inquired about how cities can work with the County to update information on trails. Ms. O'Connor responded that cities can be given access to update information on their respective trails.
- Another member inquired about whether the website includes a trail's information, such as parking situations. Ms. O'Connor responded that the website includes information on trails' difficulty levels, elevation climbs, parking situations, and many other useful information.

EXECUTIVE DIRECTOR'S COMMENTS

11. California Natural Resources Agency (CNRA) Upcoming Grant Opportunities

Peter Duyshart of the SGVCOG provided an update on upcoming CNRA grant opportunities. Members are encouraged to apply for funding in programs that can be found on <http://resources.ca.gov/grants/2019/01/program-overviews/>.

ANNOUNCEMENTS

The next committee meeting is scheduled for Monday, July 15, 2019 at 12:00pm at the Monrovia Community Center's Monroe Conference Room.

ADJOURN

The meeting adjourned at 1:17pm.

DATE: July 15, 2019

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

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

RECOMMENDED ACTION

For information only.

ABOUT SOUTHERN CALIFORNIA EDISON

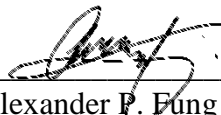
As one of United States' largest electric utility companies, Southern California Edison (SCE) delivers power to 15 million residents in a span of 50,000 square-miles across central, coastal, and Southern California, excluding the City of Los Angeles and several other cities. Currently, SCE serves a total 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.

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.

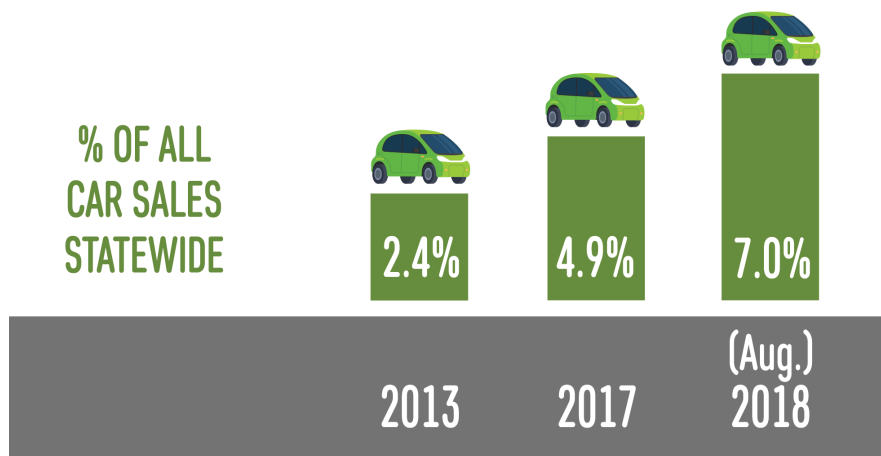
Published in November 2017, the Pathway is an integrated approach to reducing GHG emissions and air pollution by taking action in three major California economic sectors: electricity, transportation and buildings. It also represents a more cost-effective and feasible path among those being considered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

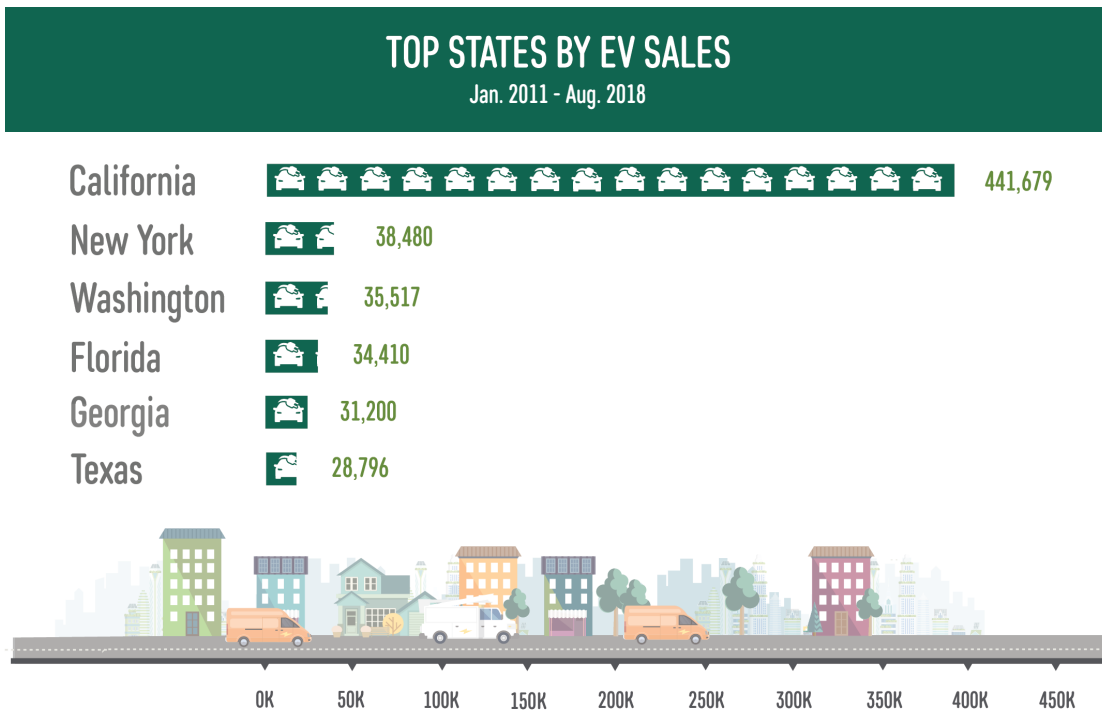
Incorporating an EV readiness strategy into your jurisdiction’s general plan, or local mobility, sustainability and climate action plans, is a foundational step, setting the stage for everything that follows. The city of Santa Monica’s Electric Vehicle Action Plan⁷ is frequently cited as a model.

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).

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DATE: July 15, 2019

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **REGIONWIDE SWIMMING POOL ORDINANCE**

RECOMMENDED ACTION

Discuss and provide direction to staff.

ABOUT SAN GABRIEL VALLEY MOSQUITO AND VECTOR CONTROL DISTRICT

The San Gabriel Valley Mosquito and Vector Control District (SGVMVCD) is a special district public health agency that was formed in 1989 to provide consistent mosquito and vector control for residents and cities of the San Gabriel Valley. The agency aims to protect residents from vector-borne diseases, educate residents regarding important health information, and combat outbreaks of mosquito-borne illnesses. SGVMVCD provides services to 26 cities in the San Gabriel Valley, as well as several unincorporated communities of Los Angeles County that are located within the region.

BACKGROUND

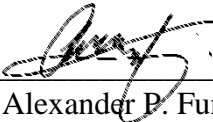
SGVMVCD conducted an initiative to identify non-functional swimming pools through aerial surveillance for the past year. The purpose is to pinpoint non-compliant swimming pools that pose health risks within the region and issue notices for the residents to address their unmaintained swimming pools. These swimming pools serve as breeding grounds for mosquitoes and pose an extremely harmful public health to the residents of the San Gabriel Valley.

The aerial surveillance conducted in April 2018 discovered 6,715 properties that included potential unmaintained and non-functional swimming pools. Of these properties, 2,000 of them included pools that deemed likely to be breeding grounds for mosquitoes. Homeowners of these properties were mailed violation notices and required the residents to return their swimming pools to functional status. These notices received an outstanding response rate from the residents as only 5% of the notified residents failed to respond. For these residents, SGVMVCD suggested to pursue a collaborative regional swimming pool code enforcement ordinance for the cities to have formalized administrative procedures that can lead to the abatement and decrease of improperly-maintained residential swimming pools.

SGVMVCD recently completed its 2019 aerial surveillance and is planning for a regionwide pool code enforcement ordinance. The agency would like to work with cities to distribute comprehensive lists of out-of-service swimming pools in their respective jurisdictions for the cities to assist in these code enforcement efforts.

At the previous Public Works TAC meeting, SGVMVCD provided a presentation on efforts to confront owners of the residential unmaintained swimming pools. Committee members discussed the regionwide swimming pool ordinance and raised concerns regarding the difficulty of having a unified, cohesive, and collaborative regionwide ordinance in a region of cities with different variations of existing pool codes and ordinances.

Jared Dever, SGVMVCD's District Manager, will be providing a brief presentation at this meeting to address some of the issues and concerns that were previously raised by committee members.

Prepared by: 

Alexander P. Fung
Management Analyst

Approved by: 

Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Draft Pool Maintenance Ordinance Template

Chapter ____ - POOL MAINTENANCE

8.29.010 - Title.

This chapter shall be known as the city of _____ Pool Maintenance ordinance.

(Ord. No. ____, § _____)

8.29.020 - Findings and purpose.

The city council finds and declares as follows:

- A. Stagnant sources of water create breeding grounds for mosquitoes, which are capable of transmitting the causative agents of human diseases.
- B. Inadequately maintained swimming pools are a significant source of stagnant or standing bodies of water within the city.
- C. It is the purpose and intent of this chapter to protect public health, safety and welfare by developing regulations that will promote the maintenance of swimming pools in the city in a healthful, sanitary and safe condition.
- D. It is further the purpose and intent of this chapter to establish administrative procedures to cause the swift abatement of inadequately maintained swimming pools.

(Ord. No. ____, § _____)

8.29.030 - Definitions.

"City" means the city of _____.

"Code" means the _____ Municipal Code, and laws incorporated therein by reference, as well as any adopted and uncodified ordinances.

"City manager" means the _____ City Manager and/or his or her authorized designee(s).

"Owner" means and includes any person having legal title to any real property in the city, including all persons shown as owners on the last equalized assessment roll of the county assessor's office. Owner also includes any person with powers of attorney, executors of estates, trustees, or who are court appointed administrators, conservators, guardians or receivers.

"Person," for purposes of this chapter, means and includes any individual, partnership of any kind, corporation, limited liability company, association, joint venture or other organization or entity, however formed, as well as trustees, heirs, executors, administrators, assigns and any public entity or agency that acts as an owner in the city.

"Pool" means any swimming pool, whether above-ground or in-ground. For purposes of this chapter, "pool" also includes any above-ground or in-ground hot tub or spa, ornamental pond, fountain, bird bath, or any other man-made structure or fixture capable of collecting water.

"Property" or "premises" means any privately-owned real property in the city on which a pool, as defined in this chapter, is present.

"Responsible person" means any person, whether an owner as defined in this chapter, or a person who leases, rents, occupies or has charge, control or possession of property, who allows, causes, creates, maintains, suffers or permits the presence of a pool that is not maintained in compliance with the provisions

of this chapter, by any act or the omission of an act or duty. The actions or inactions of a responsible person's agent, employee, representative or contractor may be attributed to that responsible person.

(Ord. No.____, §_____)

8.29.040 - Enforcement; administration.

- A. The city manager is hereby authorized and directed to enforce the provisions of this chapter.
- B. The city manager is authorized to designate certain city personnel to assist in the enforcement of this chapter. The designees shall have such enforcement powers as are delegated by the city manager.
- C. The city manager is authorized to promulgate rules, regulations, policies and procedures to implement the provisions of this chapter, including, but not limited to, administrative policies and procedures for the city's use, independently and/or in conjunction with the Orange County Mosquito and Vector Control District, to investigate, identify and abate pools that are not maintained in compliance with the provisions of this chapter.

(Ord. No.____, §_____)

8.29.050 - Inspections; right of entry.

- A. The city manager is authorized to make such inspections and take such actions as may be required to enforce the provisions of this chapter. Authorized inspections shall be limited to exterior portions of premises.
- B. When it is necessary to make an inspection to enforce the provisions of this chapter, or when the city manager has reasonable cause to believe that there exists on a premises a pool that is not maintained in compliance with the provisions of this chapter, the city manager may enter the premises at reasonable times to inspect.
 - 1. If the property is occupied, the city manager shall, before entering the premises, present proper credentials and request entry, explaining his or her reasons for the inspection.
 - 2. If the property is unoccupied, the city manager shall first make a reasonable effort to locate the owner or other responsible person, as defined in this chapter, and request entry, explaining his or her reasons for the inspection.
 - 3. If consent to entry is refused or otherwise cannot be obtained, the city manager shall have recourse to every remedy provided by law to secure lawful entry and inspect the premises, including, but not limited to, securing an inspection warrant pursuant to California Code of Civil Procedure Sections 1822.50 through 1822.57.
 - 4. Notwithstanding the foregoing, if the city manager has reasonable cause to believe that a pool is in such a condition as to pose an imminent hazard to public health and safety, the city manager shall have the right to immediately enter and inspect the premises, and may use any reasonable means required to effectuate the entry and inspection.

(Ord. No.____, §_____)

8.29.060 - Pool maintenance required; maintenance standards; owners' responsibility.

- A. Owners, as defined in this chapter, shall, at all times, regularly and continuously maintain a pool in one of the following manners:
 - 1. The pool shall be filtered and treated so the water remains clear and circulating;

2. The pool shall be fully drained and kept dry at all times.
- B. Any pool that is not maintained in conformance with subsection A. shall be deemed an "unmaintained pool."
- C. Notwithstanding any provision of a lease or rental agreement, or other occupancy contract or agreement, which assigns pool maintenance duties to a lessee, tenant or occupant, an owner shall be deemed responsible for the regular and continuous maintenance of his or her pool in accordance with subsection A.

(Ord. No. ____, § _____)

8.29.070 - Violation; public nuisance; penalty.

- A. The city council finds and declares that it is unlawful for any responsible person, as defined in this chapter, to allow, cause, create, suffer or permit the presence of an unmaintained pool on his or her property.
- B. The city council finds and declares that an unmaintained pool constitutes a public nuisance subject to abatement.
- C. Any person violating the provisions of this chapter is subject to the penalty provisions set forth in chapter 1.12.

(Ord. No. ____, § _____)

8.29.080 - Abatement; emergency abatement of an imminently hazardous unmaintained pool.

- A. The city manager may cause an unmaintained pool to be abated, in accordance with the procedures set forth in chapter 8.28.
- B. The city manager may utilize the procedures set forth in section 8.28.170 for the emergency abatement of an unmaintained pool if it is determined that the pool creates an imminent hazard to public health, safety or welfare. Evidence of an imminently hazardous pool shall include, but not be limited to, the presence of mosquitoes, mosquito larvae, bacterial growth or algae, or water which is unclear, murky, clouded, green or discolored.

(Ord. No. ____, § _____)

8.29.090 - Fees; costs.

- ~~A. The city shall be entitled to recover, and collect, its costs and fees for the abatement of an unmaintained pool, in accordance with and as provided in chapter 8.28.~~
- ~~B. A responsible person who causes, allows, suffers or permits the presence of an unmaintained pool shall be charged fees by the city to defray its costs of code enforcement actions, which shall be recoverable in conjunction with any administrative, civil, equitable or criminal action to abate or cause the abatement of an unmaintained Pool, in accordance with and as provided in chapter 8.28.~~
- ~~C. A prevailing party in any administrative, civil or equitable judicial action to abate or cause the abatement of an unmaintained Pool, or in any appeal or other judicial action arising therefrom, may recover reasonable attorney's fees, expert witness fees and costs, in accordance with and as provided in section 8.28.250.~~

(Ord. No. ____, § _____)

8.29.100 - Administrative citations.

- A. The city manager may issue an administrative citation to a responsible person who causes, allows, suffers or permits the presence of an unmaintained pool. Issuance of a citation shall be in accordance with and as provided in chapter 1.16.
- B. Notwithstanding any other provisions in this code, the penalty amount of an administrative citation issued for a violation of this chapter shall be assessed as follows:
 - 1. For the first administrative citation, the penalty shall be five hundred dollars (\$500.00).
 - 2. For the second administrative citation, the penalty shall be one thousand dollars (\$1,000.00).
 - 3. For the third administrative citation, the penalty shall be one thousand five hundred dollars (\$1,500.00).

(Ord. No. ____, § _____)

8.29.110 - Remedies not exclusive.

Any administrative citation pursuant to this chapter shall not prejudice or adversely affect any other civil, administrative or criminal action that may be brought to abate an unmaintained pool or to seek compensation for damages suffered. A civil or criminal action may be brought concurrently with any other process regarding the same violation.

(Ord. No. ____, § _____)

8.29.120 - Applicability of other laws.

This chapter is not the exclusive regulation of pool maintenance or penalty for allowing, causing, creating or permitting the presence of an unmaintained pool. It supplements, and is in addition to, other regulatory codes, statutes and ordinances heretofore or hereafter enacted by the city, Orange County Mosquito and Vector Control District, state or any other legal entity or agency having jurisdiction, including but not limited to the provisions of Division 3 of the Health and Safety Code (Section 2000, et seq.), as well as administrative regulations adopted pursuant to those laws.

(Ord. No. ____, § _____)

8.29.130 - Severability.

If any section, subsection, paragraph, sentence, clause or phrase of this chapter is declared by a court of competent jurisdiction to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions of this chapter. The city council declares that it would have adopted this chapter, and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, phrases, or portions be declared invalid or unconstitutional.

(Ord. No. ____, § _____)