



SHAKER HEIGHTS

**Sustainability Committee Agenda
Via Zoom Due to COVID-19
Public Health Emergency
Thursday, January 14, 2021 at 8:00 a.m.**

For the safety of staff and residents, in-person attendance is not permitted. Join the Zoom meeting online as a viewer or listener from a PC, Mac, iPad, iPhone or Android device at <https://zoom.us/j/95689437182?pwd=SUKyVjMvTWxBNDd6cWdKcG1QVi9VUT09>, Password: 33553400: Description: Sustainability Committee; or join by phone at 833-548-0282 (toll free); Webinar ID: [956 8943 7182](https://zoom.us/j/95689437182), Password: 33553400. International numbers available at <https://zoom.us/u/ahwKbeuA>.

1. Approval of the December 10, 2020 Meeting Minutes.

Documents:

[SUSTAINABILITY MIN 121020.PDF](#)

2. Discussion/Acceptance of NOPEC grant for EV Charging.

Documents:

[210114 NOPEC EV GRANT MEMO SUS.PDF](#)

3. Update on EV Charging Installation.
4. Demonstration of Tree Lawn Inventory in GIS.
5. Old Business/New Business.

To request an accommodation for a person with a disability, call the City's ADA Coordinator at 216-491-1440, or Ohio Relay Service at 711 for TTY users.



Sustainability Committee Minutes
Thursday, December 10, 2020
8:00 A.M.
Via Zoom Conference

Members Present: Anne Williams, Committee Chair, Council Member
Carmen Franks, Citizen Member
Sean P. Malone, Council Member
Nancy Moore, Council Member
Julianne Potter, Citizen Member
Norman Robbins, Citizen Member

Others Present: David Weiss, Mayor
Jeri Chaikin, Chief Administrative Officer
Brendan Kelley, Clean Fuels Ohio
Michael Peters, Sustainability Coordinator
John Barber, Friends of Lower Lake
Barbara Bradley, League of Women Voters
Aaron Feldman, Resident
Shanna Keown, Resident

The meeting was called to order by Committee Chair Anne Williams at 8:00 A.M.

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Approval of the November 12, 2020 Meeting Minutes

It was moved by Nancy Moore and seconded by Norman Robbins that the minutes of the November 12, 2020 meeting be approved as recorded; unanimously passed.

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Overview of Electric Vehicle Adoption and Policies in Ohio

Brendan Kelley of Clean Fuels Ohio and its Drive Electric Ohio program presented the current state of electric vehicles, both nationwide and in Ohio. Brendan presented an update on electric vehicles and EV charging, including:

- Clean Fuels Ohio (CFO) has an annual conference, the last one was in September 2020 and the conference sessions remain available through a free registration from the Clean Fuels Ohio website.
- CFO is the state's DOE Clean Cities Coalition, providing support for clean fuel deployment and education, including public and private fleet support, fueling (including EV charging), and support and education to the state's public officials.

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3400 Lee Road Shaker Heights, Ohio 44120 P 216.491.1400 F 216.491.1465 Ohio Relay Service 711
shakeronline.com www.shaker.life

- CFO has seven pillars:
 - organizing grassroots driven consumer education (the Drive Electric Ohio program),
 - providing local, state, and federal policymaker education,
 - working with electric utilities, co-ops, and regulators,
 - assisting with charging infrastructure development,
 - working with EV dealers and manufacturers,
 - consulting on fleet electrification, and
 - insuring equity and access.
- When referring to EVs, CFO is focused on plug-in hybrids (PHEVs) and all-electric battery electric vehicles (BEVs).
- The significant benefits of EVs include public and environmental health (especially air quality), low carbon local energy sources, reduced operating and maintenance costs, more stable fuel costs (versus petroleum), and setting the stage for smart transportation such as autonomous vehicles.
- EV adoption: across the income spectrum, 2/3rds of prospective buyers considering an EV in the future, 96% of EV owners say they would buy or lease an EV as their next vehicle (78% of EV owners also have a gasoline vehicle but use their EV primarily), EV sales growing exponentially.
- In Ohio, several different programs accelerating adoption, such as Smart Columbus, the Ohio EPA charging grants, and Columbus and Cincinnati are adopting EVs as part of their Bloomberg Cities programs.
- Many more public charging stations throughout the state (including 85 fast charging stations) with several utilities planning additional funding: Duke, AEP, and Dayton Power and Light all have 2021 programs, along with NOACA and the second round of Ohio EPA grants.
- The state legislature has several EV-friendly bills expected in the 2021 General Assembly.
- The auto industry is quickly moving towards EVs with over \$340 billion in announced investments, including several Ohio manufacturers and parts suppliers. EV adoption supports Ohio jobs.
- Local governments in Ohio are leading the way for EV charging and adoption. Code and policy updates, electrifying fleets, public charging, planning, and convening stakeholders are all happening around the state. *Power a Clean Future Ohio* is a non-profit that is helping local governments in this effort; nine communities have joined to date (locally including Lakewood and Euclid). Benefits include fleet analysis by CFO.
- Codes and policies that can help accelerate EV adoption include: an EV-first policy for fleet replacement vehicles (if a suitable option exists it would be chosen), building codes that mandate EV-ready wiring for charging (retrofitting about seven times more), free public parking for EV drivers, parking bonuses for developers based on EV charging, and making EV charging permitted in all zoning classifications.
- Fleet electrification: EVs save money when total cost of ownership is calculated – lower fuel and maintenance costs are well documented (also Alternative Fuels Data Center has calculator). Bexley Police, City of Dublin, etc. have EVs in their municipal fleets.
- Charging options: Level 1 (120V) provides about 4 miles of range per hour of charging, Level 2 (240V) increases to about 25 miles per hour of charging, and DC Fast Charge (480V) often provides 80% of the battery capacity in 30 to 40 minutes (and this is getting shorter with new innovations).

Questions included:

- Mayor Weiss, who is on his third personal electric vehicle, offered to conduct outreach to state legislators and the administration in support of electric vehicles and the current and expected EV legislation. The Mayor asked what some upcoming “game changers” might be, to which Brendan responded: more public charging (especially fast chargers that are being funded in 2021) will make a big impact, the costs of batteries is continuing to decline therefore reducing the costs of BEVs making them the same cost by 2024-2026 (already BEVs are cheaper when looking at total cost of ownership), more used BEVs on the market will help adoption, and there are a number of medium and heavy duty trucks that will be commercially viable in next few years.
- Sean Malone asked about the potential strain on the electrical grid. Brendan replied that capacity is generally good although there may need to be some modernization. However, the new load is flexible and can be shifted through incentives (like time of use rates) to actually increase the health of the grid and can lower the rates for all consumers as this new load is well-managed.
- Julianne Potter mentioned the impact on climate change and the potential transition risk if we don’t take steps now to get ahead of the exponential adoption curve – missing out on new business opportunities, savings, or the added costs to be reactive later. Brendan mentioned that we can either prepare or be swamped later, plus there are “missing out” risks, and benefits to starting now with programs and spending a little each year rather than having to make a large investment later to catch up.

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Subcommittee Updates

- Stormwater & Greenspace (Carmen Franks)
 - Continuing work on consolidating information regarding the stormwater and greenspace resources for city website; working with Public Works and Doan Brook Watershed Partnership.
 - Subcommittee discussed several areas that could be “no mow” pilots; follow up with administration suggested.
 - The Doan Brook Watershed Partnership offered to review the City’s draft stormwater policies in light of the new state MS4 permit draft expected shortly.
 - Also continuing work with The Nature Center on a residential lawn certification program.
- Renewable Energy (Norman Robbins)
 - The subcommittee is continuing its work on residential solar outreach and is welcoming two new citizen members, both with an interest in residential solar.
 - Several suggested pieces of content were created for the City’s social media campaigns, including one that informs residents that they can switch to 100% renewable electricity for approximately \$10 per year over the default 13% renewable program.
 - The next meeting of the subcommittee will be held next week.
- High School Advisory Group (Julianne Potter)
 - No December meeting to allow for the students’ final exams and holidays.

- Recycling (Anne Williams)
 - No Report

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Other Discussion Items

- City Utility Costs:
 - The Fire Department Citizen Emergency Response Team has agreed to assist with the GIS mapping of streetlights. It was suggested by Sean Malone that residents may be interested in volunteering and by Julianne Potter that the students from the High School Advisory Group may also be interested in volunteering.
- Alternative Fuel Vehicles Update:
 - NOPEC EV charger grant reimbursement request was submitted and purchase orders have been issued and the contract with the electrician signed. Waiting on shipment date for equipment.
- LEED for Cities Update:
 - Initial review of application by US Green Building Council staff indicated a few minor additions to data, which is being actively collected.
- New Business
 - Norman Robbins suggested that the City may be well served by converting to electrified lawn equipment, given the noise and pollution generated by traditional equipment. The Stormwater & Green Space Subcommittee has had similar discussions and will coordinate. Julianne Potter suggested that Davey Tree has researched this topic and may be a resource for data.
 - Carmen Franks congratulated the city on its Diversity Equity & Inclusion program and announcement of a staff position. It was suggested that person be included in the work of the Sustainability Committee.

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There being no further business, the meeting was adjourned at 8:59 A.M. The next meeting is scheduled for January 14, 2021 at 8:00am.

Michael Peters
Sustainability Coordinator



SHAKER HEIGHTS

MEMORANDUM

TO: Members of the Sustainability Committee

FROM: Michael Peters, Sustainability Coordinator

CC: Mayor David E. Weiss
Jeri E. Chaikin, Chief Administrative Officer

DATE: January 14, 2021

RE: **Northeast Ohio Public Energy Council (NOPEC)**
Electric Vehicle Charging Grant Acceptance

The City is a member of the Northeast Ohio Public Energy Council (NOPEC), a regional council of governments formed under Chapter 167 of the Ohio Revised Code to administer electric and/or gas aggregation programs for communities. NOPEC currently serves over 200 communities who have been authorized by ballot to purchase electricity or gas on behalf of their citizens.

Shaker Heights offers its residents electric aggregation through NOPEC but currently administers our own gas aggregation program approved by a vote of our residents.

In 2020, NOPEC informed the City it was eligible for a special, one-time grant of up to \$35,000 for electric vehicle charging equipment. This was the estimated cost to provide charging at City Hall and Thornton Park. These locations were identified based on the expected need to provide charging for electric vehicles (EVs) as they are added to the City fleet over the upcoming years, as well as to accelerate the adoption of EVs by residents.

The relatively compact physical geography of the city and the short distances are ideally suited for electric vehicles. These short trips and multiple starts and stops wear more heavily on internal combustion (gasoline) vehicles, whereas EVs excel in this environment due to the nature of the electric motor, its efficiency, and the lack of components such as starters, alternators, and transmissions (EVs typically have no transmission as the motors can reach much higher RPMs than gasoline engines). EVs also have no tailpipe emissions, reducing local particulate matter and air pollution and, because the City contracts for 100% renewable electric power, no upstream emissions either. Additionally, EVs save the City money through lower fuel costs per mile (electricity is \$0.03 to \$0.04 per mile versus \$0.09 to \$0.12 per mile for gasoline) and lower maintenance costs (there are no oil changes, spark plugs, etc. and few moving parts overall).

The original budget allowed for four charging “ports” at two locations; however, adapting the installation plan will allow for seven ports at four locations for a total of \$34,816. The original estimate included an electrical upgrade at Thornton Park, which does not have the additional capacity for 240 volt, single-phase power that the chargers require. To bring power from the Ice Rink mechanical room would require a new transformer and panel. Instead, the power will come directly from a FirstEnergy pole adjacent to the Ice Rink where a new meter and panel will be

installed. These savings allowed for the additional chargers that will be installed in the City parking lot at Larchmere Boulevard and Kendall Road and replace an old and no longer fully functional charger at The Dealership.

We have received \$34,816 in grant funds that were deposited in Fund 401, the General Capital Fund, to offset the City funds used for to this project as part of the City Facilities Repair and Renovation account.

The Committee is requested to recommend both the acceptance of the grant from NOPEC in the amount of \$34,816 for the electric vehicle charging project and the additional appropriation of the funds in the City Facilities Repair and Renovation account in order to send this request to the Finance Committee and City Council for final approval.