

## West Seattle Transportation Coalition

Meeting Minutes for October 25, 2018

In attendance:

Board: Michael Taylor-Judd, Victoria Nelson, Marty Westerman, Kate Wells, Deb Barker, Chas Redmond, Jon Wright

Guests: David Hancock, Jacob Orenberg, Victor Couto

1. Meeting called to order at 6:35pm by Michael Taylor-Judd
2. Introductions
3. Minutes were approved once Chas Redmond's attendance is added
4. Victor Orenberg from Seattle City Light introduced the city's plan to build 20 fast DC electric car charging stations in the Seattle City Light area and presented some background on electric vehicles and their benefits. Currently, the city has a goal of zero net carbon emissions by 2050. In the US as a whole, 26% of emissions are attributable to transportation. In Seattle it is 65%, so electrification of vehicles will be critical in reaching our climate goals. Electric cars produce 85% less greenhouse gasses than gas-powered cars. Other benefits include lower maintenance costs and better air quality. EVs are getting better and less expensive as the technology matures, used vehicles are becoming more common and federal rebates are still available.

Seattle City Light is running a pilot project to add 20 public fast DC chargers to the area and eventually install 200 residential chargers in order to make electric vehicle ownership more attainable. The public stations under discussion use direct current (DC) and can charge a vehicle approximately 10x faster than a 240v charger and 40x faster than a Level 1 charger. Charging a 2016 Nissan Leaf to a 100 mile range would take 30 minutes. Users will pay more than the base electricity rates to help offset the cost of the stations.

Jacob Couto then spoke more specifically about how Seattle City Light is determining locations for these stations and where in West Seattle they might be placed. Ideal locations are near amenities, dense populations, and transit, and benefit historically underserved communities. They also are trying to find locations not being served by the private sector (private stations exist at SCCC and on Beacon Hill now). Safety, visibility, easy access, electrical service and adequate infrastructure space are required.

Sites studied in West Seattle included Alki, Youngstown, Alaska Junction and Don Armeni Boat Ramp. Of these, only Don Armeni met the qualifications. At this point Jacob asked for WSTC's input on the Don Armeni site, which would include two charging stations. A few questions followed, including why locate stations near transit if users will arrive and leave by car? The answer is that the city expects ride hailing services to use these chargers, and pick up fares at transit hubs. Why in underserved communities? As EVs become more affordable and available they will exist in more neighborhoods than today.

Other locations were suggested, including the future park expansion in the Morgan Junction, the Delridge Community Center/Park, and the City Light substation NE of Avalon the 35th Ave SW. Maybe the parks department can help with infrastructure costs if needed. Also mentioned were shelter (perhaps solar) for users in poor weather and a plea for

stations to be equipped to supply electricity for events.

5. Michael Taylor-Judd recapped the Feet First Sound Transit station walk from October 16. The walk was well-attended and attendees got to hear from and ask questions of Joe McDermott, Lisa Herbold, and various Sound Transit and SDOT employees. Some points brought up:

Can a weekend walk be planned? Maybe an early December walk with Feet First and neighborhood groups.

Some residents and businesses aren't apprised of the ST3 project due to landlords not passing information on. Maybe canvassing door to door would spread the word better.

6. David Hancock was elected to position 7 on the WSTC Board.
7. November meeting has been moved to the 29th (the 5th Thursday).
8. Meeting adjourned at approximately 8:20pm

Minutes compiled by Kate Wells.