

BREAKOUT

SESSION 1

HOST-FACILITATOR:

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RECORDER:

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SESSION AGENDA

- **STANDARDIZATION**
 - USER STANDARDIZATION AND/OR VENDOR STANDARDIZATION
 - DESIRABLE?
 - HOW ACHIEVE, HOW "ENFORCE"
- **SHARED-USE STATION CAR SCENARIOS**
 - WHAT ARE THE DIFFERENT MODELS?
 - PROS/CONS?
- **IMPACTS (POSITIVE? NEGATIVE?)**
 - TRANSPORTATION
 - ENVIRONMENTAL
 - SOCIAL
- **OPEN TOPICS (LIMIT TO TWO)**
 - A. DATA
 - B. MISCELLANEOUS

STANDARDIZATION

DESIRABLE?

- **THREE LEGGED STOOL**

1. **AUTOMOBILES – NO NEED FOR ADDITIONAL STANDARDIZATION**

2. **ITS – NEED STANDARDIZATION**

- **MODULARITY**

- **COMMUNICATION PROTOCOLS**

3. **USERS – NEED STANDARDIZATION**

- **CUSTOMER – SYSTEM PURCHASER/OPERATOR**

- **CONSUMER – END USER**

STANDARDIZATION

HOW TO “ACHIEVE,” HOW TO “ENFORCE?”

- **INTER-OPERABILITY NECESSARY FOR SUCCESS**
 - ASSURE INFORMATION TECHNOLOGY (IT) CAN WORK WITH ALL VEHICLE MAKES AND MODELS
 - ASSURE TRANSIT AND STATION-CAR INTER-OPERABILITY
 - ASSURE USER INTERFACE FAMILIARITY – DIFFERENT REGIONS
 - USE SAME USER PLATFORM, IF POSSIBLE
- **AVOID DUPLICATION OF DEVELOPMENT EFFORTS**
- **TO ENSURE THAT SYSTEM FUNCTIONS**
 - BALANCE SYSTEM FLEXIBILITY AND COST TO USER
 - DO NOT STIFLE INNOVATION / DESIRE MAXIMUM FLEXIBILITY
- **STANDARDS FOR LEGAL CONTRACTS, INSURANCE, INDEMNITY**

SCENARIOS

- **UCI ZEV NET SCENARIO**
 - CORPORATE MODEL INITIALLY
 - DEVELOP TECHNOLOGY BASED UPON STATION-CAR BUSINESS NEEDS/RESPONSE
 - INCORPORATE LABORATORY FOR DEVELOPMENT
- **MIXED VERSUS UNIFORM FLEETS**
 - MIXED ARE HIGHLY DESIRABLE – CUSTOMER FOCUS
 - COMPLICATES PROGRAM AND COST
- **ALTERNATIVE FUEL AND EV VEHICLES**
 - GOAL OF ARB, GOAL OF ENVIRONMENT
 - SOME DIFFICULTY WITH LIMITED INFRASTRUCTURE
 - MAKE INFRASTRUCTURE AS USER-FRIENDLY AS POSSIBLE
- **SUSTAINABLE FUEL CELL POWER AND INTEGRATION**
 - WELL-TO-WHEELS IMPACT
- **SHARED-USE AS A “SERVICE” – NEW BUSINESS MODELS, NEW BUSINESSES, CURRENT PROVIDERS, ...**
 - HOW CAN WE PROVIDE BEST SERVICE?

IMPACTS

- **SOCIAL IMPACTS**
 - ACCESS TO MOBILITY FOR EVERYONE
 - QUALITY OF LIFE – DIFFICULT TO MEASURE, BUT POTENTIALLY SIGNIFICANT
 - CONGESTION RELIEF
- **ENVIRONMENTAL**
 - ZERO EMISSIONS
 - DEGREE OF MARKET PENETRATION
- **ECONOMIC**
 - IS CONGESTION A SELF-REGULATOR OR IS IT INCREASING?
 - FREEWAY PERFORMANCE HIGHLY NON-LINEAR (2-3%)
 - LATENT DEMAND
 - ISSUES ASSOCIATED WITH CONGESTION RELIEF
- **MASS TRANSIT SUBSIDIES - PUBLIC BENEFIT IS REAL**
- **LAND-USE AND LAND PLANNING**
 - REDUCED PARKING
 - ADDRESS DRIVING DEMAND
 - BUILD MORE COMPACTLY

OPEN TOPIC A

TOPIC: DATA

- **DATA NEEDED**

- VEHICLE OWNERSHIP RATES
- MODE OF TRANSPORTATION – SHIFT
- BEFORE AND AFTER
- PENETRATION RATE FOR MASS TRANSIT (BEFORE, AFTER, COMPARISON WITH AND W/O STATION-CAR) - RIDERSHIP
- EMISSIONS OF TRIP IN PREVIOUS VEHICLE USED COMPARED TO CURRENT EMISSIONS FOR SAME VMT AND ROUTE
- MEASURES OF CONGESTION REDUCTION
- ARE VEHICLE TRIPS REPLACED, OR, ARE INCREASED TRIPS FACILITATED? CONCERN FOR COMMUNITIES – LOCAL CONGESTION ON ARTERIALS
- WHERE ARE THE NEW TRIPS?
- WHY ARE PEOPLE USING THE SERVICE? – MOTIVATION
- TRACKING DATA ARE NEEDED – HOW TO PROTECT PRIVACY?

OPEN TOPIC B

TOPIC: MISCELLANEOUS

- **ZEV CREDITS**
 - PROVIDE INCENTIVES
 - INTERNALIZE SOME EXTERNALITIES
- **BUSINESS OPPORTUNITIES**
 - NEW BUSINESS MODELS
 - CURRENT AND NEW MANUFACTURERS
 - SCALING EFFECTS
 - ECONOMIC SUSTAINABILITY