PUBLICATIONS AND EVENTS

PARTNERSHIP OPPORTUNITIES
Partner with us to translate the Center’s world-class research into real-world policy solutions and strategic innovations.

J.R. DeShazo, Ph.D.
Director, Luskin Center for Innovation
Professor DeShazo is an expert in economics, public finance, and organizational governance. He is actively engaged in all aspects of the Center’s electric vehicle research, including leading PEV readiness planning for the Southern California Association of Governments, for which the Luskin Center will develop a plan for siting electric vehicle charging stations in six Southern California counties.

Brett Williams, Ph.D.
Program Director, Electric Vehicles & Alternative Fuels
Dr. Williams has over 15 years of experience working with companies and academic researchers in the U.S. and Europe to investigate alternative fuels. His research includes workplace charging, secondary use of plug-in-vehicle batteries as grid energy storage, vehicle energy analysis, and electric-fuel and electric-drive-vehicle commercialization.

Ayala Ben-Yehuda
Project Manager, Plug-In Electric Vehicle Readiness
Ms. Ben-Yehuda manages Center activities for the Southern California Association of Governments’ (SCAG) PEV readiness project. She is coordinating research tasks and helping the Luskin Center write a plan that will inform the siting of electric vehicle charging stations in six Southern California counties.

Increasing Electric Vehicle Charging Access in Multi-Unit Dwellings in Los Angeles
By: Judith Balmin, Greg Bonett, Megan Kirkeby
July 2012

Financial Viability Of Non-Residential Electric Vehicle Charging Stations

Realizing the Potential of the Los Angeles Electric Vehicle Market

Supporting the transition to electric-drive and alternative-fuel vehicles through innovative research and decision-maker support.

ELECTRIC VEHICLE & ALTERNATIVE FUEL INTITATIVE

Student Researchers: Jon Overman (Master’s in Public Policy 2013), Tamar Sarkisian (Master’s in Urban and Regional Planning 2013), Tom Gariffo (Master’s in Public Policy 2013), Cassandra Trickett (Bachelor’s in Environmental Sciences 2013)

3323 Luskin School of Public Affairs
Box 951656, Los Angeles, CA 90095-1656
LUSKIN.UCLA.EDU/EV | 310.267.5435
GRID ENERGY STORAGE / BATTERY SECONDARY USE
The Luskin Center is developing innovative strategies to enhance plug-in-electric-vehicle (PEV) value through secondary use of PEV batteries. This includes both vehicle-to-grid power (V2G) and post-vehicle repurposing of used PEV batteries (“second life”) into stationary energy-storage appliances (B2G). These various forms of energy storage can provide mobile, emergency, and/or grid power and valuable services. Applications examined include power quality/reliability, demand-charge mitigation, utility transmission and distribution upgrade deferral, and grid regulation.

WORKPLACE CHARGING
After residential charging of PEVs, workplace charging is expected to play the next most prominent role. The presence of workplace charging enables drivers with plug-in hybrid EVs to multiply the number of electric miles driven per day, and might enable all drivers in difficult residential charging environments to enter the PEV market. Following the model of its successful MUD research, the Luskin Center is: supporting local planning with characterizations of regional employers and workplace charging environments, analyzing complex workplace charging infrastructure cost and benefit scenarios, and assessing the impacts on driver fueling costs.

CHARGING IN MULTI-UNIT DWELLINGS (MUDs)
Overnight charging at home is expected to be the most cost-effective and prevalent way to refuel PEVs, especially for those living in single-family residences. However, for those residing in multi-unit dwellings (MUDs) — which comprise the majority of housing in places like Los Angeles — the residential charging picture is more complex. The Luskin Center is leading the way in its analysis of MUD charging, including: characterizing regional housing and parking stock, describing stakeholder interactions, calculating infrastructure cost recovery and PEV fueling costs, and recommending public policies to facilitate charging in MUDs.

PEV MARKET DYNAMICS
Tens of thousands of PEVs are already on the roads in California, and effective strategic planning and policymaking depend on an understanding of what is yet to come. The Luskin Center is tracking past PEV sales and expected supply to analyze trends (e.g., in the proportion of plug-in hybrid EVs vs. all-battery EVs). It is also undertaking a major primary research assessment of PEV demand and expected use through a conjoint survey of a representative sample of California new-car buyers.

PLUG-IN ELECTRIC VEHICLE READINESS
With funding from the U.S. Department of Energy and California Energy Commission, California’s major regions are assembling PEV Readiness plans. The Luskin Center is the prime research contractor for the Southern California Association of Governments (SCAG) as it undertakes its PEV readiness activities in conjunction with the South Coast Air Quality Management District (AQMD) and the South Bay Cities and Western Riverside councils of governments. The Center is providing the major analytics required to understand and plan for PEV demand and driving and charging behavior in the six-county region. In particular, this research is aimed at informing the strategic development of public and other charging infrastructure necessary to effectively support a transition to PEVs in Southern California.