

## CONTRA COSTA COUNTY SUSTAINABILITY EXCHANGE

Quarterly Meeting – Notes

September 26, 2019

Contra Costa Transportation Authority, 2999 Oak Road, Walnut Creek, CA

### AGENDA

Introductions and Open Forum

Presentation: Contra Costa Electric Vehicle Readiness Blueprint

Breakout Groups:

Streamlined Permitting for Electric Vehicle Infrastructure

Reach Codes

Report Back/Next Steps

### NOTES

#### Open Forum

- ❖ Central Sanitary District would like to install EV chargers for staff and the public. Central San is working to install more energy efficiency technology and solar energy on its facilities. Also looking at recycled water opportunities.
- ❖ City of Antioch is working a Climate Action Resilience Plan.
- ❖ City of Walnut Creek is working on the Cleaner Contra Costa Challenge, deploying EV chargers through the PG&E EV Charge Network program, looking at opportunities for City operations to be more sustainable, and updating the City's Climate Action Plan.
- ❖ Contra Costa County Economic Development is focused on workforce development and is interested in bringing EV-related businesses to Contra Costa County.
- ❖ City of Richmond is working to deploy more EV infrastructure.
- ❖ City of San Pablo is working on an EV reach code<sup>1</sup>, identifying opportunities to install more EV chargers at City Hall, a plan for No Trash in Creeks, and on-bill financing of energy efficiency programs.
- ❖ Contra Costa County Department of Conservation and Development is looking at parking policies for electric vehicles and updating the County General Plan, Climate Action Plan, and zoning ordinances. County staff observed that Contra Costa Centre, the site of today's meeting, has a number of EV chargers that were installed as part of transportation demand management programs. The County has an EV reach code for the unincorporated County (multi-family residences and commercial building) and County facilities that requires chargers to be installed. [Click here to read the ordinance.](#)
- ❖ Contra Costa Transportation Authority (CCTA) has completed the County growth management program and is moving to plans that rely on vehicle miles travelled as the

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<sup>1</sup> A reach code is a building code that exceeds what is required under the State building code. In the context of electric vehicles, the State Building Code that will take effect in 2020 requires a certain number of parking stalls be wired so that EV chargers can be installed at some point.

key metric, rather than level of service. CCTA is updating the County Transportation Expenditure Plan and will likely be going to the voters in 2020 with a sales tax. CCTA also recently completed the EV Readiness Blueprint. CCTA works with 511 Contra Costa to deploy EV chargers.

- ❖ Pittsburg Unified School District recently brought in \$750,000 in grants for students to build an electric vehicle and for students to learn about autonomous vehicles and other sustainable features. Pittsburg will be building a new zero net energy school. PUSD also deployed 24 EV chargers a few years ago, has two electric school buses, and many other sustainability programs and practices.
- ❖ Contra Costa County Homeless Services is integrating electric vehicles into its fleet and recently installed chargers at its office. Homeless Services would like to install chargers at shelters, and get solar energy onto its facilities.
- ❖ MCE offers several EV programs, including rebates for chargers at workplaces and multi-family buildings and rebates for low-income customers who lease or purchase an EV. MCE is looking at an EV car-share program that could be offered in frontline communities, and compliance by MCE members with AB 1236, which requires EV streamlined permitting.

## **PRESENTATION**

Peter Engel, CCTA Programs Director, and Matt Kelly, CCTA Acting Planning Manager, provided an overview of the recently completed EV Readiness Blueprint, funded through a grant from the California Energy Commission. See the presentation slides posted on the Sustainability Exchange web page. CCTA will be eligible to apply for Phase 2 funding through the CEC program. There are numerous other funding opportunities for EVs and infrastructure, including other CEC programs, Electrify America (VW diesel settlement), PG&E, Bay Area Air Quality Management District, and others. A key feature across funding opportunities is the importance of all jurisdictions in the area being in compliance with AB 1236 in terms of streamlined permitting.

## **BREAKOUT GROUPS**

Reach Codes:

The Reach Code group discussed having cities adopt the County's EV reach code. The group discussed how to treat commercial centers to encourage them to install EV chargers. The group discussed how to access funds and push these policies countywide. The group also talked about the role of energy storage and solar energy for EV charging and started to consider what would happen with EVs in the event of a power shutoff.

Streamlined Permitting:

The Streamlined Permitting group discussed granting agency requirements and forums for learning and educating local government staff across the county about EV issues and opportunities. The group noted that some jurisdictions may have aesthetic requirements that

differ from most. The group was curious about requirements and opportunities for hydrogen fuel cell vehicles.

Both groups asked CCTA to keep them informed about latest developments with EV opportunities.

**NEXT MEETING**

November 21, 2019, 10 a.m. – 12 p.m.

Topic – Climate Action Planning

Location – Offices of MCE, 2300 Clayton Road, Suite 1150, Concord