



## MEMORANDUM

TO: Green Rental home Energy Efficiency Network  
FROM: Collin Tateishi, Policy Manager  
DATE: November 12, 2018  
SUBJECT: Updated Summary of GREEN Talk on Electric Vehicle Opportunities at Multifamily Affordable Housing

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This GREEN Talk on Electric Vehicle Opportunities at Multifamily Affordable Housing was hosted on July 14, 2017. The goal of this conversation was to identify funding sources, owner projects and policy directions for electric vehicles (EVs) at multifamily affordable housing properties throughout California. The summary has been updated to reflect new funding sources, climate policy goals and building code requirements.

### Overview from GRID Alternatives

- EVs can improve local transportation options for low-income renters while also reducing greenhouse gas emissions from traditional vehicles. Currently, 80 to 95 percent of charging occurs at owner-occupied homes.
- State building code<sup>1</sup> does not require EV charging stations but some local ordinances now require buildings to be “EV-ready” with infrastructure in place (ie. Sunnyvale).
- Incentive programs are growing because the state is trying to reach [5 million zero-emission vehicles by 2030 and 250,000 vehicle charging stations by 2025](#). California Energy Commission (CEC), California Air Resources Board (CARB), Pacific Gas & Electric (PG&E), Southern California Edison (SCE) and San Diego Gas & Electric (SDG&E) are launching programs for EV charging infrastructure and services in disadvantaged communities.

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<sup>1</sup> [Proposed Changes to 2019 CALGreen](#): The state’s green building standards (CALGreen) are updated every three years. In February 2018, the California Department of Housing and Community Development proposed updates for the 2019 code that be effective January 2020. The proposal will increase the amount of electric vehicle charging spaces in new multifamily properties from 3 percent to 10 percent of the total number of parking spaces on a building site. These spaces must be capable of supporting future electric vehicle charging but are not required to have charging stations in place until chargers are installed for use. Construction documents are intended to demonstrate a project’s capability and capacity for facilitating future electric vehicle charging (Section 4.106.4.2 New multifamily dwellings on Page 7 of the Proposed Express Terms, February 2018). Similarly, Tier 1 will increase to 15 percent and Tier 2 to 20 percent of the total number of parking spaces on a building site (Section A4.106.8.2 New multifamily dwellings on Page 12 of the Proposed Express Terms, February 2018).

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- PG&E is creating the largest EV Charge Network program in the country with approximately \$24 to 32 million in carve-outs for disadvantaged communities.
- CEC awarded \$200 million in block grants over five years to the Center for Sustainable Energy for EV charging infrastructure.
- Charge Ahead California Initiative (SB 1275, approved 2014) will help disadvantaged, low-income and moderate-income communities and consumers access zero-emission and near-zero-emission vehicles through rebate programs.

#### Many Mansions Car Sharing Case Study

- Piloting the General Motors Maven car sharing program at a property in Thousand Oaks.
  - Property owner pays \$250 per month to keep the car and parking space available to residents while receiving a 10 percent return on rental proceeds. This includes gas, maintenance, cleaning and insurance.
  - Residents can use a compact and efficient car for \$8 per hour. Participation requires a smartphone. Vehicles for Lyft are also available.
- Advocating for local cities to reduce parking space requirements if there is an on-site car sharing program.
- Evaluating opportunities to cross-subsidize cost for residents by allowing the community at large to use the program.
- Expanding solar PV at the property could help offset the cost to charge vehicles but the property is not able to pass that electricity cost to residents.

#### Self-Help Enterprises Ride Sharing Case Study

- Few sites in the San Joaquin Valley are connected to high quality public transportation. Ride sharing and ride sourcing can give residents more reliable, efficient and affordable options by subsidizing Lyft/Uber that have lower fares than car rentals like Dial-A-Ride.
- Properties with large families are more likely to own multiple vehicles but this pilot program could help residents reduce their need to own multiple vehicles.
- Collaborating with the California Vanpool Authority (transportation provider) on a ride sharing pilot with one plug-in electric vehicle at a 36-unit property in Visalia.
- Partnered with UC Davis to survey households in Self-Help's 1,300 unit portfolio to better understand transportation needs and opportunities for EV ride sharing and sourcing instead of ownership.
- Partnered with San Joaquin Valley Air Pollution Control District to apply for CARB's ride sharing solicitation.
  - Five sites: three in Kern County and two in Tulare County.
  - Four vehicles at each site: two for ride sharing and two for ride sourcing.
  - Includes a reservation call center and extensive community engagement.
- Opening the ride sharing program to the broader community may conflict with Tax Credit Allocation Committee compliance and create resident safety concerns.
- Expanding solar PV can help reduce costs for the system and battery storage may help improve feasibility.

### Funding Sources (updated November 2018)

- **Utility Programs** – Funding is set aside for installation at multifamily properties and low-income communities. Utilities take care of the design, permitting and construction in consultation with the site host. Electricity is charged to the site host or driver.
  - [PG&E’s EV Charge Network](#): Receive discounts of up to 25 to 100 percent on 10 charging stations or more depending on facility type and location.
  - [SCE’s Charge Ready Program](#): Receive discounts of up to 50 to 100 percent on five to 10 charging stations or more depending on facility type and location.
  - [SDG&E’s Power Your Drive Program](#): Costs between \$0 to \$235 per charger on five charging stations or more depending on facility type and location.
- **Air District Grants** – A variety of regional air districts are offering grants or incentives for installing EV charging. Check out example programs in the [Bay Area](#), [Santa Barbara](#) and the [South Coast](#).
- **EV Charging Block Grant** – The CEC recently awarded the Center for Sustainable Energy funding to administer EV charging grants of up to \$200 million in total over the next five years. More information is available on the [Center for Sustainable Energy website](#).