City of Oakland
Multifamily Building Electric Vehicle Infrastructure Working Group
September 2019

The goal of Oakland's Electric Vehicle Multifamily Working Group, held from November 2018 through June 2019, was to develop specific policy and program priorities for an equitable EV infrastructure strategy for multifamily buildings. The City will incorporate this priority list into its forthcoming Zero Emission Vehicles (ZEV) Action Plan.

The City of Oakland's Sustainability Program thanks all participants of the Multifamily Building Electric Vehicle Infrastructure Working Group. We appreciate your commitment to ensuring that Oaklanders who live in apartment buildings or condos – and particularly those living in affordable buildings – have convenient access to electric vehicle (EV) infrastructure.

During the first meeting of the Working Group, participants broke down the dilemma into specific categories, which became the outline for subsequent meetings:

- Property Management and Ownership
- Codes, Standards, and Regulatory Requirements
- Parking and Access
- Costs and Infrastructure – Policy and Incentive Design
- Public Communication and Awareness

In the second meeting, the Working Group addressed ownership and the split incentive between property owners and EV drivers in installing chargers. The third meeting addressed Codes, Standards, and Regulatory Requirements; participants heard from PG&E representatives and the City's Building Electrical Inspector. The fourth meeting focused on parking and access, as well as policy and incentive design, with speakers from Envoy Technologies, GRID Alternatives, and a local property manager who had recently completed an installation project. The topics of public communication and awareness, as well as costs and infrastructure challenges, were woven throughout every meeting. The end of each of these sessions was devoted to drafting specific action items that the group agreed should be included in the final ZEV Action Plan. In the fifth and final meeting, Working Group participants reviewed, edited, and streamlined the full suite of actions that the group had recommended.

All discussions, as well as the overall framework for the Working Group, were guided by two main frames: City sphere of control, and equity. While the City can play an advocacy role with external stakeholders, the Working Group aimed to ensure that the majority of actions would be within the City's sphere of control. This means that the City has the authority to pursue and implement strategies that will achieve the actions listed in the final plan. The group was also intentional about identifying a manageable number of action items.

Working Group participants also wanted to ensure that the outcomes, both intended and unintended, of the ZEV Action Plan would enhance equity and not impact affordability, at minimum. While promoting EV ownership and providing Oaklanders with EV chargers can have profound health and economic equity benefits, we must ensure that our actions don't exacerbate displacement or exclusion. A common theme that arose through the meetings was the role that the City should play in market transformation, to ensure that both vehicles and charging technology are accessible to the populations who are first and worst impacted by climate change, and who have been historically marginalized by inequitable transportation projects and harmful air pollution.

The list of action items that the Working Group drafted and recommended for the ZEV Action Plan are listed below.

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Outreach / Education
Tenant Outreach: Engage with 2-3 properties and community partners to develop and pilot a tenant outreach plan, including a script and survey to perform a needs assessment.
Property Owner/Manager Outreach: (A) Provide tools to property owners to define the demographics and perform a needs analysis of their building. (B) Work with community partners to create property owner outreach materials (i.e.: scripts, one-pagers on charger details, funding sources, cost approximations, list of approved contractors contact information; online portal to guide owners through building characteristics and EVSE needs/costs). (C) Provide informational resources to property owners/managers about load management strategies, build in list of touch points (i.e. if an owner wants to look at energy efficiency upgrades, send them EV charger details as well).
Assessment / Data Collection
Building Survey: Conduct survey of existing building types -- identifying the "lowest hanging fruit" buildings; maintaining equity framework
Targeted Potential Study: Facilitate community VMT assessment at different properties to help jumpstart projects in properties with a baseline understanding of current needs
Programs / Incentives
Electric Load Studies: Incentivize property owners/managers to perform load study to give the baseline electrical information they need before pursuing an EV charger installation project
Electric Infrastructure Information: Develop resources that give property owners/managers an alternative to paying an electrical contractor to learn about their building's electrical infrastructure
EV Car Share Pilot: Create EV Car Share pilot with 1-3 participating affordable housing owners, including charger installation of up to 5 chargers (including outreach and support)
Workforce Training: Promote workforce training program working across the EE realm to get more contractors into the business and build capacity for contractors to do this work however they see fit
Permit Process
Harmonization with Utility Requirements: Streamline Oakland's permitting process by making information on the required steps more available and aligning with PG&E's requirements and timelines
Standardize the private and public EV infrastructure installation process
Political Influence / Advocacy
ADA Requirements: Play advocacy role to the state when they take on adjusting ADA rules Actively engage with the State of CA, including the Governor's Office of Business and Economic Development and the Division of the Sate Architect, to ensure that EVSE Accessibility regulations effectively support EVSE proliferation in older buildings and in the Public Right of Way while also ensuring access to EV charging
Integrated Planning: Work across city departments to ensure holistic, sustainable transportation planning
Model Permitting Process: Document the City's streamlined permitting process and share with other cities as a model
Utility-Coordinated Information Sharing: Work with PG&E to coordinate information-sharing, TOU understanding, and load management/peak demand education