

From: [Laurie-Ann Barbour](mailto:Laurie-Ann.Barbour)
To: CBSC@DGS
Cc: evchargingaccess@gmail.com
Subject: Proposed CALGreen 2022 for Residential EV Infrastructure
Date: Sunday, August 29, 2021 10:56:26 PM

Dear Building Standards Commission,

I drive an EV and I live in multi family housing so the issue of EV charging access in MFH is very important to me. Our close knit community of like minded folks managed to install 20 level 2 chargers in our parking lot but it took years, was subsidized by a grant from the Bay Area Air Quality Management District, involved getting a new service from PG&E, and countless hours of time by my neighbors. The good news is there are now 19 EVs here. However, most MFH complexes are not able to manage this kind of retrofit or afford to make it happen. So, I believe it is critically important for the sake of climate change and equity, that CALGreen **level the playing field** and provide equitable, affordable, ubiquitous access to EV charging in new buildings in *all* California communities. It is truly not fair that people living in MFH do not have the same access to charging as those who live in single-family housing. EV drivers almost always charge their cars at home. Home charging is by far the most convenient and most *economical* way to fuel an EV -- because charging at home enables access to the lowest rates offered by electric utilities. **Equity demands that multi-family residents be offered the same access to low-cost power as residents of single-family homes.**

The California legislature has set ambitious, necessary electric vehicle (EV) goals to address the climate crisis. I am writing to ask that *you do your part*, and ensure our new buildings are equipped to meet those critical targets.

The Governor's recent mandate outlawed the sale of new gas cars by 2035, and we know that EV adoption is set to increase exponentially. So I was alarmed to learn that you are still proposing small, incremental changes to the building codes for EV charging infrastructure. I was also alarmed to learn that the current code doesn't require multi-family housing (MFH) to have the same access to charging as single-family housing. This code cycle is therefore an important opportunity to rectify structural inequities, and begin to provide MFH residents with the financial and health benefits of EV driving.

MFH residents face significant, often insurmountable barriers to retrofitting after the fact -- and installing infrastructure at the time of new construction is also the cheapest way to build EV charging access. The vast majority of EV drivers charge their cars at home, which is the most economical way to fuel an EV. Over 20 California cities have already passed EV reach codes; it's time now for CALGreen to **level the playing field** and provide equitable, affordable, ubiquitous access to EV charging in new buildings in *all* California communities.

Specifically, we are asking you to require for *all new Multi-Family Housing units with parking*:

1. an EV space that is wired directly to the corresponding unit's electricity meter;

2. true EV Ready 'plug-and-play' charging access, via an electric outlet or EV charging cordset;
3. prominent labeling of EV charging spaces with highly-visible signage, to increase EV awareness and encourage adoption.

Equity requires giving all MFH residents access to the convenience, health benefits, and cost savings of home charging. The climate crisis demands we step out of our comfort zone and act with greater ambition. Please do your part, and improve the 2022 CALGreen code so that EV Charging will truly be accessible by all.

Laurie-Ann Barbour
101 Ross St. #24
Cotati, CA 94931

Stay close to anything that makes you glad you are alive.
HAFIZ