



SUSTAINABILITY COMMITTEE

January 28, 2019

12:30 P.M.

651 Pine Street, Room 108, Martinez

Supervisor John Gioia, Chair

Supervisor Federal D. Glover, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. APPROVE Record of Action from the July 23, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.
4. APPROVE Record of Action from the September 24, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.
5. APPROVE Record of Action from the November 5, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.
6. RECEIVE Report on Options for Bringing More Electric Vehicles into the County Fleet, and PROVIDE DIRECTION as appropriate.
7. APPROVE and AUTHORIZE the Public Works Director, or designee, to enroll in Calif. Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) program.
8. RECEIVE Report from Sustainability Commission Chair.
9. RECEIVE REPORT from Sustainability Coordinator.
10. The next meeting is TBA.
11. Adjourn

The Ad Hoc Committee on Sustainability will provide reasonable accommodations for persons with disabilities planning to attend Ad Hoc Committee on Sustainability meetings. Contact the staff person listed below at least 72 hours before the meeting. Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Ad Hoc Committee on Sustainability less than 96 hours prior to that meeting are available for public inspection at 651 Pine Street, 1st floor, during normal business hours. Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Ad Hoc Sustainability Committee:

AB Assembly Bill
ABAG Association of Bay Area Governments
ACA Assembly Constitutional Amendment
ADA Americans with Disabilities Act of 1990
BAAQMD Bay Area Air Quality Management District
BART Bay Area Rapid Transit District
BAYREN Bay Area Regional Energy Network
BCDC Bay Conservation & Development Commission
BDGP Bay-Delta Conservation Plan
BGO Better Government Ordinance (Contra Costa County)
BOS Board of Supervisors
CALTRANS California Department of Transportation
CARB California Air Resources Board
CAO County Administrative Officer or Office
CAP Climate Action Plan
CCA Community Choice
CCTA Contra Costa Transportation Authority
CCWD Contra Costa Water District
CDBG Community Development Block Grant
CEC California Energy Commission
CEQA California Environmental Quality Act
CPUC California Public Utilities Commission
CSA County Service Area
CSAC California State Association of Counties
DCD Contra Costa County Dept. of Conservation & Development
EBEW East Bay Energy Watch
EBMUD East Bay Municipal Utility District
EIR Environmental Impact Report (a state requirement)
EIS Environmental Impact Statement (a federal requirement)
FEMA Federal Emergency Management Agency
FTE Full Time Equivalent
FY Fiscal Year
GGRF Greenhouse Gas Reduction Funds
GHG Greenhouse Gas
GIS Geographic Information System
HOT High-Occupancy/Toll
HOV High-Occupancy-Vehicle
HSD Contra Costa County Health Services Department
IPM Integrated Pest Management
JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
LAFCo Local Agency Formation Commission
LCC League of California Cities
LTMS Long-Term Management Strategy
MAC Municipal Advisory Council
MBE Minority Business Enterprise
MOA Memorandum of Agreement
MOE Maintenance of Effort
MOU Memorandum of Understanding
MTC Metropolitan Transportation Commission
NACo National Association of Counties
NEPA National Environmental Protection Act
PDA Priority Development Area
PV Photovoltaic
PWD Contra Costa County Public Works Department
RDA Redevelopment Agency or Area
RFI Request For Information
RFP Request For Proposals
RFQ Request For Qualifications
SB Senate Bill
SBE Small Business Enterprise
SGC Strategic Growth Council
TWIC Transportation, Water, and Infrastructure Committee
U.S. EPA United States Environmental Protection Agency
VMT Vehicle Miles Travel

For Additional Information Contact: Jody London, Sustainability Coordinator
Phone: (925) 674-7871 / Jody.London@dcd.cccounty.us

For Additional Information Contact:

Jody London, Sustainability Coordinator
Phone: (925) 674-7871
Jody.London@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

3.

Meeting Date: 01/28/2019

Subject: APPROVE Record of Action from the July 23, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.

Submitted For: Jody London, Sustainability Coordinator

Department: Conservation & Development

Referral No.:

Referral Name: APPROVE Record of Action from the July 23, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.

Presenter: Jody London, DCD **Contact:** Jody London (925) 674-7871

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205 [d]) requires that each County body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be made available at the Committee web page, <http://www.contracosta.ca.gov/6229/Sustainability>.

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the July 23, 2018, meeting of the (former) Ad Hoc Committee on Sustainability with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

07-23-19 Sus Mtg Minutes



Agenda

RECORD OF ACTION AD HOC COMMITTEE ON SUSTAINABILITY

July 23, 2018
12:30 P.M.

651 Pine Street, Room 101, Martinez

Supervisor John Gioia, Chair
Supervisor Federal D. Glover, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: John Gioia, Chair
Federal D. Glover, Vice Chair

Staff Present:

Frank DiMassa, Energy Manager, Dept of Public Works
Jill Ray, Field Representative, Supervisor Candace Andersen
Jason Crapo, Deputy Director, Dept of Conservation and Development
John Kopchik, Director, Dept of Conservation and Development
Dominic Aliano, Field Representative, Supervisor Federal Glover
Jody London, Sustainability Coordinator

Attendees:

Nick Despota
Michael Kent
Shoshana Wechsler
Trish Clifford
P. Craig
Mary Selkirk
Cynthia Mahoney
Carol Weed
Bob Hanson
Lynda Deschambault
Lee C. Ballance, MD
Lisa Chang
Harry Thurston
Betty Lobos
Marti Roach
Clifton Louie
Doug Merrill
Ogie Strogatz
Douglas Mason
Howdy Goudey

1. Introductions/Roll Call
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

Carol Weed asked when this committee will become a standing committee.

3. APPROVE Record of Action from the May 7, 2018, meeting of the Ad Hoc Committee on Sustainability.

The Record of Action was unanimously approved.

4. DISCUSS opportunities to leverage the Idle Free Pledge to reduce greenhouse gas emissions in Contra Costa County, and PROVIDE DIRECTION, as appropriate.

Wayne Michaud from Idle Free California showed a short video about idle-free driving and reviewed actions taken by Contra Costa cities and the County to support idle-free driving. Michaud suggested that a good way to promote Idle Free is through schools, particularly middle schools. He noted a 2016 State resolution that calls for a ban on idling on school property. Michaud suggested the County consider posting Idle Free signs at County facilities and institute an idling ban in County vehicles. He also reviewed new idle-reduction technologies for vehicles. Michaud acknowledged that Idle Free ordinances can be difficult to enforce, yet they can raise visibility of the issue.

The Committee discussed the importance of coordinating with the cities on Idle Free policies and noted the opportunity a consideration of an Idle Free policy provides in terms of the County fleet. The Committee received public comments from several individuals. These included:

- One reason people idle their cars is to stay cool, so it is important to ensure there is seating under trees in public areas.
- Drive-thrus should be included in any policy the County might consider.
- It is important to educate the public about replacing combustion engines and the benefits of electric vehicles.

The Committee directed staff to examine how to implement an Idle Free policy in the County. This should include research on how to work with the cities, through the Mayor's Conference, and public education undertaken jointly with the cities.

5. CONSIDER recommendation from the Sustainability Commission to include support for a Carbon Fee and Dividend in the County's Federal legislative platform.

Nick Despota presented the recommendation from the Contra Costa County Sustainability Commission for the Board of Supervisors to include support for a Carbon Fee and Dividend in the County's Federal legislative platform. Despota reviewed the features of the Fee and Dividend concept, which includes a national fee on carbon at the source of emissions or point of entry of a product into the U.S. The price would start at \$15/ton and rise \$10/ton per year. The fee would need to be \$50/ton to have an impact on carbon emissions. The utility of the fee is the steady revenue stream it creates. 100 percent of revenues from the carbon fee would be returned to all households in the U.S. as a dividend. 60 percent of households are expected to receive more in dividends than they

spend. Lower income households are expected to benefit more. There also would be a border adjustment fee that would level the playing field by imposing an import fee on goods from countries that do not have a comparable carbon pricing program.

Many members of the public spoke in support of the Carbon Fee and Dividend concept. Members of the Citizens Climate Lobby said that there is polling that shows support for a Carbon Fee and Dividend as a way to get clean energy. They said that historically the fossil fuel industry receives large subsidies, and that the current price of carbon does not reflect the health and environmental impacts of carbon and other greenhouse gas emissions. A Fee and Dividend is in their opinions the best and quickest method to protect public health. It is simple and not regressive in terms of impacts on low-income populations. The Citizens Climate Lobby encouraged the Committee to bring this issue to the Board of Supervisors. They noted that support from the Board would be non-binding, and that this morning a Republican member of Congress introduced a carbon tax bill. They also noted that California Senate Bill 775 includes many provisions of a Carbon Fee and Dividend program.

Shoshana Wechsler expressed concern about the dividend aspect of the proposal. She suggested that any dividend from a fee on carbon should be directed to government programs, ideally as part of a massive, wartime-style initiative that would invest in low-income populations and displaced workers.

Supervisor Gioia agreed that we need a national price on carbon. He pointed out complications regarding how the price is set and how the funds are used. Gioia noted that California has taken a hybrid approach where a fee is assessed through the cap and trade auctions and revenues are disbursed by the State.

Supervisor Glover said he is not against fees or taxes on carbon. However, it is important to look at the best approach. Glover would like more information on how to communicate about this issue with the public.

The Committee directed staff to bring a resolution to the Board indicating support for a carbon fee or tax.

6. RECEIVE UPDATE on Renewable Resource Potential Study.

Jody London provided an update on the status of the Renewable Resource Potential Study. The study is looking at the potential for renewable energy technologies in Contra Costa County -- solar, wind, biomass, and biogas -- and how to facilitate installation of more renewable energy in the County while being mindful of land use priorities such as agriculture, parks, and conservation. Staff is looking at infill areas that otherwise will not be developed, such as parking lots, rooftops, and cloverleaves. London said that staff hosted a stakeholder meeting on May 24 and would be hosting another stakeholder meeting that week on July 25. The resource potential and recommendations regarding zoning are scheduled to be complete in early October. Staff will use the results of the study to determine interest in and feasibility of community energy projects in the communities of Bay Point, Rodeo, and North Richmond.

The Committee directed staff to bring the study findings to the full Board in October. The Supervisors also offered to assist staff in working on potential community energy projects.

7. RECEIVE report from the Chair of the Contra Costa County Sustainability Commission.

Victoria Smith, Chair of the Sustainability Commission, reported that the Commission welcomed a new member in the Education/Research seat, Kim Hazard, at its April meeting. At that meeting the Commission received an update on the Renewable Resource Potential Study and the Adapting to Rising - Eastern Contra Costa (ART-East) project. The Sustainability Commission asked the Bay Conservation and Development Commission staff to integrate the County's Climate Action Plan in ART-East, and provided ideas on outreach and education regarding that project. The Sustainability Commission is planning a retreat for August 18.

8. RECEIVE report from County Sustainability Coordinator.

Jody London summarized the written report included with the agenda. London noted that the California Air Resources Board recently approved a \$1.4 billion allocation of Greenhouse Gas Reduction Funds, and asked if the Committee would like to provide direction for County departments to prepare to apply for those funds. The Committee directed that staff coordinate with each Supervisor as more information becomes available about these grant opportunities.

9. The next meeting is currently scheduled for Monday, September 24, 2018.

10. Adjourn

The Ad Hoc Committee on Sustainability will provide reasonable accommodations for persons with disabilities planning to attend Ad Hoc Committee on Sustainability meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Ad Hoc Committee on Sustainability less than 96 hours prior to that meeting are available for public inspection at 651 Pine Street, 1st floor, during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

Jody London, Sustainability Coordinator
Phone: (925) 674-7871
Jody.London@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

4.

Meeting Date: 01/28/2019

Subject: APPROVE Record of Action from the September 24, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.

Submitted For: Jody London, Sustainability Coordinator

Department: Conservation & Development

Referral No.:

Referral Name: APPROVE Record of Action from the September 24, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.

Presenter: Jody London, DCD **Contact:** Jody London (925) 674-7871

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205 [d]) requires that each County body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be made available at the Committee web page, <http://www.contracosta.ca.gov/6229/Sustainability>.

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the September 24, 2018, meeting of the (former) Ad Hoc Committee on Sustainability with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

09-24-18 Sus Mtg Minutes



Agenda

RECORD OF ACTION AD HOC COMMITTEE ON SUSTAINABILITY

September 24, 2018

12:30 P.M.

651 Pine Street, Room 101, Martinez

Supervisor John Gioia, Chair
Supervisor Federal D. Glover, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

DRAFT

Present: John Gioia, Chair

Absent: Federal D. Glover, Vice Chair

Staff Present: John Kopchik, Director, Department of Conservation and Development

Jody London, Sustainability Coordinator

Jill Ray, Field Representative, Supervisor Candace Andersen

Dominic Aliano, Field Representative, Supervisor Federal Glover

Dan Peddycord, Director, Public Health

Dr. Chris Farnitano, Health Officer, Health Services Department

Siu Sahn Foo, Civic Spark Fellow, Department of Conservation and Development

Demian Hardman, Planner, Department of Conservation and Development

Michael Kent, Hazardous Materials Ombudsman

Attendees: Victoria Smith

Nick Despota

Gretchen Logue

Harry Thurston

Michelle Nochisaki

Howdy Goudey

Jan Warren

Betty Lobos

1. Introductions and Roll Call.
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

There was no public comment.

3. APPROVE Record of Action from the July 23, 2018, meeting of the Ad Hoc Committee on Sustainability.

Adoption of the Record of Action from the July 23, 2018 meeting was postponed until the entire Committee is present.

4. RECEIVE the report on Asthma in Contra Costa County and PROVIDE DIRECTION regarding exploration of a healthy homes program for Contra Costa County.

Dr. Chris Farnitano, the County's Health Officer, provided a report on indoor and outdoor air quality and how they impact asthma in Contra Costa County. Dr. Farnitano reported that asthma is more common in Contra Costa County than in California as a whole, and that asthma is more commonly diagnosed and severe in African American residents, who experience significantly more emergency room visits and hospitalizations for asthma. Children bear the biggest burden. The incidence of asthma is highest in Richmond and the Northern part of the County and occurs in the same communities considered "disadvantaged" by the State of California using the CalEnviroScreen tool. Dr. Farnitano described likely causes of asthma due to factors in the indoor and outdoor environment. He discussed policies that can reduce exposure to asthma triggers. The Committee discussed land use policies and how they can be modified to reduce conditions that cause asthma, and opportunities to place conditions on projects that will create additional emissions. During discussion, staff described newly initiated work to explore a healthy homes initiative for Contra Costa County in partnership with MCE. The goal would be to develop a framework for a coordinated approach to health and the built environment. The Committee directed staff to continue discussions around a healthy homes initiative, and to return to the Committee if necessary

5. RECEIVE REPORT on Greenhouse Gas Reduction Fund grant opportunities and PROVIDE DIRECTION to staff, as appropriate.

Jody London, County Sustainability Coordinator, reviewed upcoming opportunities for State grants to support County projects related to the Climate Action Plan. Supervisor Gioia described opportunities that will come through the Bay Area Air Quality Management District for reductions of emissions from mobile sources, including fleets. The Committee requested that the Public Works Department report at the next meeting on the composition of the County fleet, and current and potential policies regarding "idle free" operation of County fleet vehicles and reducing the use of diesel fuel in County fleet and buildings.

6. RECEIVE REPORT from Sustainability Commission Chair.

Victoria Smith, Sustainability Commission Chair, reported that the two groups the Commission nominated for Sustainable Leadership Awards from Sustainable Contra Costa - the Public Health Academy students from Alhambra High School and the North Richmond Watershed Connections Project - both won and will were recognized on Sept. 21. Smith reported that the Sustainability Commission held a productive retreat on August 18. She described the five goals the Commission developed during the retreat. The Sustainability Commission will hold a further meeting to explore equity issues. The Commission has a strong interest in working more closely with the Ad Hoc Committee on Sustainability, and would like to consider joint meetings or workshops, perhaps for the General Plan and/or Climate Action Plan Update. At its August 27 meeting, the Sustainability Commission received an overview and report of the upcoming General Plan Update. She also reported that the Sustainability Commission has developed a template it is asking presenters to follow when making a presentation to the Commission, a byproduct of the retreat.

7. RECEIVE REPORT from County Sustainability Coordinator.

Jody London, County Sustainability Coordinator, reviewed the information in the written report included with the agenda.

8. The next meeting is currently scheduled for Monday, November 5, 2018.

9. Adjourn

The Ad Hoc Committee on Sustainability will provide reasonable accommodations for persons with disabilities planning to attend Ad Hoc Committee on Sustainability meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Ad Hoc Committee on Sustainability less than 96 hours prior to that meeting are available for public inspection at 651 Pine Street, 1st floor, during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

Jody London, Sustainability Coordinator
Phone: (925) 674-7871
Jody.London@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

5.

Meeting Date: 01/28/2019

Subject: APPROVE Record of Action from the November 5, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.

Submitted For: Jody London, Sustainability Coordinator

Department: Conservation & Development

Referral No.:

Referral Name: APPROVE Record of Action from the November 5, 2018, meeting of the (former) Ad Hoc Committee on Sustainability.

Presenter: Jody London, DCD

Contact: Jody London (925) 674-7871

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205 [d]) requires that each County body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be made available at the Committee web page, <http://www.contracosta.ca.gov/6229/Sustainability>.

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the November 5, 2018, meeting of the (former) Ad Hoc Committee on Sustainability with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

11-05-18 Sus Mtg Minutes



AD HOC COMMITTEE ON SUSTAINABILITY

November 5, 2018

12:30 P.M.

651 Pine Street, Room 101, Martinez

Supervisor John Gioia, Chair

Supervisor Federal D. Glover, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: John Gioia, Chair

Absent: Federal D. Glover, Vice Chair

Staff Present: Jody London, Sustainability Coordinator

Carlos Velasquez, Fleet Manager, Public Works Dept

Deanna Brandt, Fleet Assistant, Public Works Dept

Michael Kent, Hazardous Materials Ombudsman

Joe Yee, Deputy Director, Public Works Dept

Frank DiMassa, Energy Manager, Public Works Dept

Attendees: Howdy Goudey

Matt Miller

1. Introductions and roll call.
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

There was no public comment.

3. Staff recommends approval of the attached Record of Action for the July 23, 2018, meeting of the Ad Hoc Committee on Sustainability with any necessary corrections.

This item will be carried to the next meeting.

4. Staff recommends approval of the attached Record of Action for the September 24, 2018, meeting of the Ad Hoc Committee on Sustainability with any necessary corrections.

This item will be carried to the next meeting.

5. ACCEPT the 2018 Fleet and Equipment Sustainability Report and PROVIDE DIRECTION as appropriate

Joe Yee and Carlos Velasquez, Public Works Department, provided an overview of the County's fleet of vehicles and equipment. Yee described the work of the Public Works Department to introduce more vehicles and equipment that operate on clean fuels like renewable diesel, as well as electric or hybrid vehicles, including heavy equipment like trucks. Currently 820 out of rolling stock operate on gasoline. Supervisor Gioia expressed interest in the County adopting a policy that more aggressively adds all-electric vehicles and the infrastructure to support them, as other jurisdictions have done. Frank DiMassa, Energy Manager, noted that the Board on July 10, 2018 approved an agreement with PG&E to install electric vehicle (EV) chargers at the new Administration Building, and that other buildings are being evaluated for hosting more EV chargers. The County also is eligible for rebates from MCE, and is in discussion with Greenlots/Electrify America around additional chargers. Staff and the Committee discussed opportunities to revisit how departments make decisions to invest in electric vehicles and charging infrastructure. Currently those decisions are made at the discretion of the departments.

The Committee directed staff to develop options for a more aggressive goal and strategy to convert all types of vehicles in the County fleet to electric, and to install the needed infrastructure. The report should also include financial and operational considerations and motivations.

6. RECEIVE REPORT from Sustainability Commission Chair.

Howdy Goudey, Sustainability Commission Vice Chair, reported that the Sustainability Commission at its October meeting reviewed its draft Annual Report and Work Plan as well as an update report on the Climate Action Plan. There are some challenges with how Climate Action Plan metrics are designed; the Commission will use that experience to inform the upcoming Climate Action Plan update. The October meeting was primarily focused on a follow up item from the August retreat: learning more about how to develop an equity framework. The Commission received a presentation from the Asian Pacific Environmental Network on environmental justice and environmental action. The presentation made clear the need to increase familiarity with and outreach to community groups across the County, especially in the eastern part of the County. The Commission would like input from the Board on outreach and is looking for other strategies for increasing outreach.

7. RECEIVE REPORT from County Sustainability Coordinator.

Jody London summarized the information provided in the written report published with the agenda. Michael Kent reported that the Bay Area Health Regional Health Inequities Initiative (BARHHI) is contracting with Ensuring Opportunity to coordinate outreach to residents in the eastern part of the County around water projects, the regional Adapting to Rising Tides study, and other initiatives.

8. The next meeting is currently scheduled for Monday, January 28, 2019.

9. Adjourn

The Ad Hoc Committee on Sustainability will provide reasonable accommodations for persons with disabilities planning to attend Ad Hoc Committee on Sustainability meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Ad Hoc Committee on Sustainability less than 96 hours prior to that meeting are available for public inspection at 651 Pine Street, 1st floor, during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

Jody London, Sustainability Coordinator
Phone: (925) 674-7871
Jody.London@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

6.

Meeting Date: 01/28/2019

Subject: RECEIVE Report on Options for Bringing More Electric Vehicles into the County Fleet, and PROVIDE DIRECTION as appropriate.

Submitted For: Brian M. Balbas, Public Works Director/Chief Engineer

Department: Public Works

Referral No.:

Referral Name: RECEIVE Report on Options for Bringing More Electric Vehicles into the County Fleet, and PROVIDE DIRECTION as appropriate.

Presenter: Brian Balbas, Public Works **Contact:** Jody London (925) 674-7871

Referral History:

At its November 5, 2018 meeting, the (former) Ad Hoc Committee on Sustainability received a report on County fleet and sustainability. The Committee directed staff to return with a report on options for increasing the number of electric vehicles in the County fleet.

Referral Update:

The attached report provides background on the County fleet, as well as costs and benefits associated with electric fleets and the status of County participation in various rebate and incentive programs. It also seeks direction on several policy issues related to County fleet, summarized below:

1. Who pays for charging infrastructure and chargers at County facilities? Currently these costs are borne by the host department, however the cost of investing in infrastructure (trenching and wiring) and purchasing and installing chargers is a deterrent. This is a finding in studies of electric vehicle adoption across the board, not only in Contra Costa County. The Board may want to consider setting aside funds in the County budget for EV fleet buildout.
2. What types of vehicles and uses are best suited for electric? The Board could establish guidelines for when a vehicle type should be purchased as electric.
3. Use policies for chargers. The Board will want to provide direction on use policies for charging both County vehicles and personal vehicles driven by County employees.

Recommendation(s)/Next Step(s):

RECEIVE Report on Options for Bringing More Electric Vehicles into the County Fleet, and PROVIDE DIRECTION as appropriate.

Fiscal Impact (if any):

At this time the fiscal impact has not been quantified. There will be costs associated with installing electric vehicle infrastruce (wiring and trenching), purchasing chargers, and purchasing vehicles. It is important to look at life cycle costs, as electric vehicle maintenance and repair costs are lower than those associated with gasoline vehicles.

Attachments

Fleet Policy Report.

Memo

January 28, 2019

TO: Ad Hoc Committee on Sustainability
Supervisor John Gioia, District I
Supervisor Federal Glover, District V

FROM: Brian M. Balbas, Public Works Director

SUBJECT: Electrifying Contra Costa County Fleet

This report has been prepared by the Contra Costa County (County) Departments of Public Works and Conservation and Development, at the request of the Sustainability Committee (Committee) of the Board of Supervisors. The Committee has requested information on options for increasing the number of electric vehicles (EVs) and equipment in the County fleet. This report provides context for the County's interest in EVs, reports on the current composition of the County's fleet, looks at costs and benefits of EVs, and identifies areas for policy guidance. Staff requests Board direction on how to amend the current fleet policy, with particular attention to how to fund County investments in infrastructure and vehicles, guidance on whether certain types of vehicles must be procured all-electric, and use policies for EV chargers.

1. Context

The County's Climate Action Plan (2015) found that the transportation sector is the largest source of greenhouse gas emissions – 47 percent – in the County.¹ A 2007 municipal Climate Action Plan, which focused solely on County operations, found that 42 percent of greenhouse gas emissions from County operations come from vehicles, both those used for County business and operations and those used by employees to commute to work. The Climate Action Plan includes goals for green fleet and equipment used by County employees for County business and operations, specifically:

- Create purchase orders for replacing less efficient vehicles with fuel-efficient vehicles (e.g., hybrids, electric vehicle, and biofuel vehicles) and old office machines with energy efficient machines;

¹ The emissions inventory does not include large stationary sources, which are regulated by the Bay Area Air Quality Management District and California Air Resources Board.

- Reduce County fleet use of traditional fuels 25% by 2020 compared with the baseline year of 2005.

The State of California is a leader in the deployment of alternative fuel vehicles and continues to set ambitious goals for their deployment. In January 2018, former Governor Brown set a goal of 5 million zero emission vehicles on the road in California by 2030, and a plan to spend \$2.5 billion on charging infrastructure and rebates. Funds are expected to come from the State's cap and trade auctions and an existing vehicle license fee.

Vehicle exhaust creates pollution such as ozone and particulate matter, which can lead to increased levels of cardiovascular and respiratory illness, damage to respiratory systems, and even shortened life spans. The American Lung Association, in its national State of the Air report, gives Contra Costa County a grade of F for ozone and a grade of B for 24-hour particle pollution. Electric vehicles benefit public health by reducing exhaust emissions. When EVs charge using renewable forms of energy such as solar or wind, the health benefits are even greater. EVs also are quieter than gasoline vehicles, which reduces noise pollution.

Ensuring that more electric vehicles are used in Contra Costa County, and that the County has a network of charging facilities to support all types of electric transportation, is a shared responsibility. The Contra Costa Transportation Authority, working in partnership with the County, is developing an Electric Vehicle Readiness Blueprint (Blueprint) that will identify potential locations for shared mobility hubs, examine how to ensure there is sufficient electricity and capacity on the grid to support more EV charging, develop a toolkit of best practices and policies that jurisdictions can adopt, and develop a plan for training the mechanics and electricians who will build and maintain EVs and EV infrastructure. The Blueprint is being developed through a grant from the California Energy Commission and will be completed by July 2019, which will allow Contra Costa County to compete for implementation funds.

2. Current County Fleet

The County currently has 1,541 units in its fleet. The County's fleet is comprised of sedans; sport utility vehicles; (SUVs); vans; pick-up trucks; light-, medium-, and heavy-duty trucks, and off-road equipment. The majority of these vehicles are sedans.

Per Administrative Bulletin 508.5 the criteria for replacement inspection is 90,000 and 100,000 miles for light sedans, SUVs, pickups, and vans. The purchase cost for an average sedan is \$25,000 - \$35,000. The County typically replaces 60-80 vehicles per year at a cost of \$2-3 million. The County is able to reduce vehicle purchase costs by participating in government purchasing pools.

County departments have slowly been adding EV sedans to their fleets; currently there are 16 EVs, with one more on order. The majority of the EVs were added in 2015 and 2016, with two more added in 2018. The Fleet Services Division is planning to purchase more Chevy Bolts in the future.

Annual maintenance costs for gasoline sedans are under \$1,000; for electric sedans, annual maintenance costs are under \$400. Average fuel costs for diesel are \$2.80/gallon, for unleaded \$2.30/gallon. The typical cost to charge an electric vehicle to travel 300 miles, for example, ranges from \$11 to \$20. For comparison it would cost \$27.60 to drive a 25 miles per gallon internal combustion engine vehicle running on unleaded gasoline at \$2.30/gallon for the same 300 miles, based on electricity cost ranging from \$0.15/kWh to \$0.25/kWh. The City of Sacramento in 2017 reported that its average annual costs to operate and maintain gasoline sedans in its fleet were \$0.062 per mile per vehicle, \$17,770 per vehicle; average annual costs for EV sedans were \$0.030 per mile per vehicle (51% less than gasoline sedans), \$6,550 per vehicle (66% less than gasoline sedans).²

Below is a snapshot of the current County fleet of all vehicles, including electric vehicles.

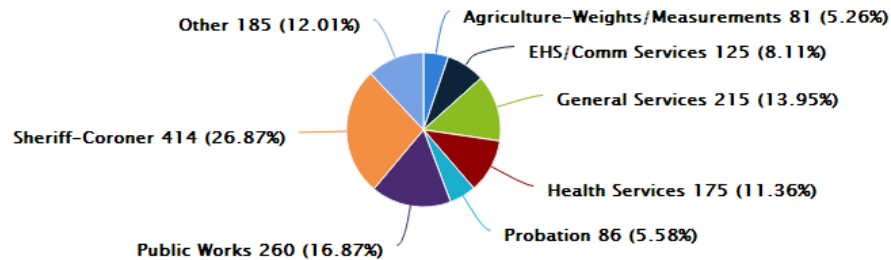
Table 1. Current County Fleet - All Vehicles

Department	Number of Vehicles (including EVs)	Number Electric Vehicles
General County Services	2	
County Administrator	20	1
Treasurer-Tax Collector	1	
Assessor	3	
Health Services	175	
EHS/Comm Services	125	
Clerk-Recorder	3	
Sheriff-Coroner	414	
Probation	86	
Agriculture-Weights/Measurements	81	
Veterans Affairs	1	1

² City of Sacramento, *Electric Vehicle Strategy*, December 12, 2017, p. 7.

Department	Number of Vehicles (including EVs)	Number Electric Vehicles
Community Development	1	
Animal Services	34	
Conservation & Development	38	1
CCC Dept Child Support Svcs	3	
District Attorney	33	
Public Defender	16	
Public Works	260	14
General Services	215	
Library	4	
Risk Management	1	
County Administrator - DOIT Admin	2	
Facilities Management	1	
Sheriff - Patrol	8	
Courts - Gen Prop Non-HS Clearing	12	
Health Services - Haz Mat – Special Programs	3	
TOTAL	1541	16

Figure 1. Total unit/equipment by owning department



The County has installed EV chargers for County vehicles at several locations:

Table 2. EV Chargers at Contra Costa County Facilities

Location	# of ports	Status
651 Pine Street, Martinez	14 (parking lot)	Pending
New Office of Emergency Services	13	Pending
West County Health Center	2	Pending
Old Jail, Martinez	1	Active
Bisso Lane, Concord	2	Active
Stanwell Circle	2	Active
2467 Waterbird Way, Martinez	4	Active
255 Glacier Drive, Martinez	6	Active
30 Muir Road, Martinez	2	Pending
Total	46	

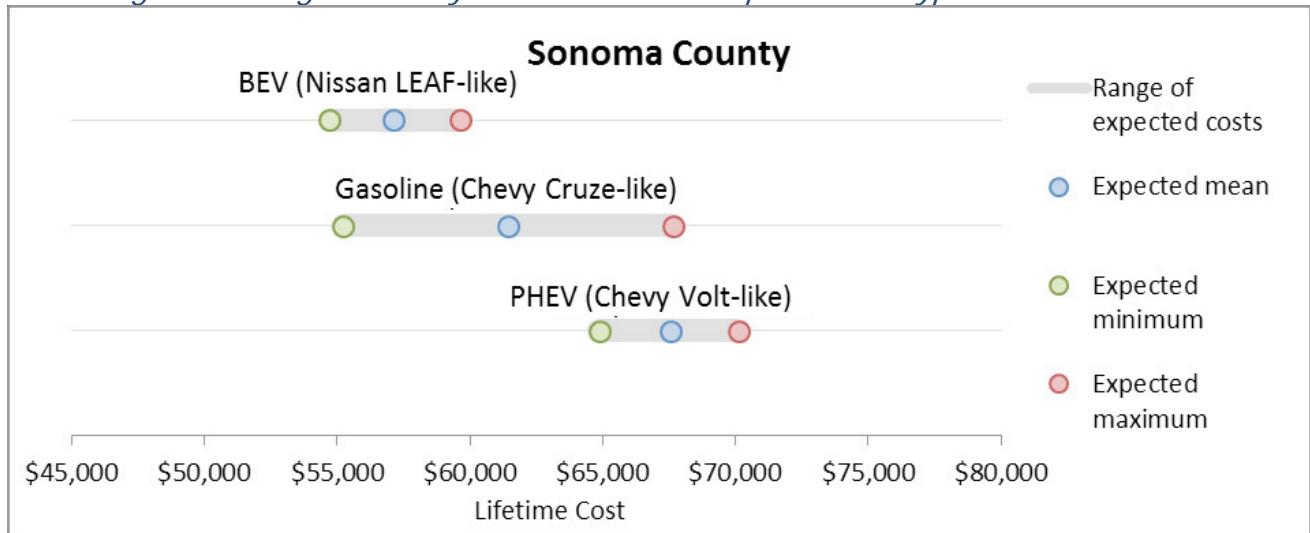
In 2015, the County adopted a policy that exceeds State requirements for installing EV chargers in non-residential projects that are approved by the County. In accordance with this policy, the new County Administration building has 14 EV charging stations that are available to employees who have access to the parking lot; the new Emergency Operations Center will have 10 EV charging stations in the secure parking lot and 3 that are public facing.

3. Benefits of Electric Fleet

An electric fleet provides health, air quality, and economic benefits. As discussed above, electric vehicles have lower fuel costs than gasoline vehicles. When paired with charging from renewable energy sources, most often solar, their operating emissions profile is very low. EVs also have lower maintenance costs than gasoline vehicles. Because the County owns a number of EVs, County fleet maintenance staff is trained already to service these vehicles and County electricians are familiar with installing charging infrastructure.

Public agencies in Sonoma County have been integrating electric vehicles into their fleets for over 10 years. The Sonoma County Transportation Authority and Regional Climate Protection Authority recently published a guide on how to accelerate the transition to electric vehicles. The guide includes life-cycle cost estimates for gasoline, plug-in electric, and plug-in hybrid vehicles.

Figure 2. Ranges of lifecycle cost of ownership for three types of vehicles³



4. Rebates and Incentives

There are a number of rebate and incentive programs in California and the Bay Area to facilitate the deployment of electric vehicles and charging infrastructure. Below is a summary of those programs and how they might apply to the County.

PG&E Electric Vehicle Charge Network Program (EVCN) - Under the EVCN, PG&E pays for, maintains, and coordinates all “make ready” EV charging system infrastructure from PG&E’s on-site transformer to 10 parking spaces at a County facility. The County pays for the cost of the chargers and their installation. PG&E provides a rebate to offset approximately 25% of the cost of the charger and associated mounting hardware for each charge port installed.⁴

Electrify America Program - Electrify America is a subsidiary of VW established in 2018 to promote electric vehicles and build a nationwide charging network with \$2 billion. \$800 million is directed to California. The program is overseen by the U.S. Department of Justice. Electrify America LLC has engaged Greenlots to procure, install, and manage EV charge stations at workplace sites. The program has greater flexibility than the PG&E EV Charge Network program, allowing for the installation of two to ten chargers at a facility as opposed to a minimum of ten. In addition, the Electrify America program is turn-key whereas the PG&E program only covers make-ready infrastructure. The County’s participation in Electrify America does not preclude participation in the

³ Sonoma County Transportation Authority and Regional Climate Protection Authority, *Shift Sonoma County: Plug-in Electric Vehicle Fleet Recommendations*, Updated January 2018, p. 21.

⁴ The California Public Utilities Commission (CPUC) has approved close to \$400 million for PG&E to facilitate the installation of light-, medium-, and heavy-duty EV infrastructure. It is not clear what impact, if any, PG&E’s potential bankruptcy will have on its EV program.

PG&E EVCN program, which the County is continuing to pursue. The Electrify America "Cycle 1" program was only opened up to Contra Costa County recently; it is not possible for the County to meet the contractual installation date requirements for this round. The County will explore how it can participate in future cycles.

BAAQMD Charge! - The Charge! Program provides a grant of up to \$4,000 per dual-head, Level 2 charger. The program can be combined with the PG&E EVCN program with restrictions. The project sponsor is required to cover 75% of eligible project costs.

MCE EV Charger Rebates - MCE has two EV charger rebate programs, one specifically to accompany PG&E's EVCN which provides \$1,134 per charge head, and one for EV chargers installed without other incentives which pays a cash rebate of up to \$2,500 per head.

CARB Low Carbon Fuel Standard (LCFS) Program - The California Air Resources Board (CARB) developed the LCFS program to reduce the Carbon Intensity of the California fuel pool by at least 10% by 2020. Similar to the Cap-and-Trade program for stationary pollution sources, the LCFS creates a means for entities that produce fuels with a carbon intensity higher than standard levels (deficits) to provide funding to entities that produce fuels with a lower than standard carbon level (credits). An example of a "deficit" generator is an oil refinery; a "credit" generator is an entity such as Contra Costa County that provides clean electricity to electric vehicle charging stations. By participating in the program, the County will receive program credits for each kWh delivered to electric vehicle chargers owned and operated by the County. These credits can be monetized through the CARB LCFS program and the proceeds used to offset the cost of owning and operating the electric vehicle chargers and/or to reduce the cost of charging for employees and the public. County facilities powered by solar generate more credits because their carbon intensity is lower.

5. Costs of Electric Fleet

Costs associated with building out an EV fleet include costs associated with purchasing, installing, and maintaining the chargers; installing the wiring and trenching to bring electricity to the chargers; and purchasing vehicles. The charging infrastructure is the larger cost to consider, because the County will be replacing vehicles anyhow, it is just a matter of whether vehicles are replaced with gasoline or electric motors.

Alameda County shared with County staff the estimates below on purchasing and installing different types of charging facilities.

EVCS Cost Breakdown

- Public/Fleet Stations (Level 2)
 - \$3,500 - \$6,000 per station
 - ~\$9,500-\$11,000/station for installation
 - \$13,000 - \$17,000 total
 - Dual ports cut cost
- Public Level 3 Station
 - ~\$46,000 per station
 - ~\$30,000 for installation
- Fleet Only Stations (Level 2)
 - Ask ChargePoint



Sonoma County published installation guidelines for EV Charging Infrastructure in November 2018, which include these cost estimates:⁵

Table 3. Estimated costs for Multiple Dwelling Units and Workplace EVSE Installations⁶

Cost Element	Level 1		Level 2		DC fast charge	
	Low	High	Low	High	Low	High
Hardware	\$200	\$500	\$500	\$2,000	\$10,000	\$30,000
Permitting	\$100	\$500	\$100	\$1,000	\$500	\$1,000
Installation	\$500	\$5,000	\$2,000	\$6,000	\$60,000	\$100,000
Trenching/Concrete ^a	\$3,000	\$25,000	\$3,000	\$25,000	\$3,000	\$25,000
Total, installed ^b	\$3,800	\$11,000	\$5,600	\$14,000	\$73,500	\$150,000
Networking (annual)	\$120	\$300	\$120	\$300	\$120	\$300
Maintenance	\$100		\$100		\$100	

^a The high cost scenario does not assume a \$25,000 cost associated with trenching and concrete because this inflates the costs significantly and is considered more of an outlier than a true indication of the high cost that might be expected. Rather, the project team used a trenching cost of \$5,000.

⁵ Sonoma County, *Electric Vehicle Charging Infrastructure in Sonoma County: Installation Guidelines*, November 2018, p. 16.

⁶ Electric Transportation Engineering Corporation, "Electric Vehicle Charging Infrastructure Deployment Guidelines for Greater San Diego," pgs. 55-58, May 2010.

^b The total cost does not include the annual costs associated with networking. These are shown for illustrative purposes only.

6. Policy Issues

There are several policy issues on which Board guidance would be useful as the County works to increase the number of electric vehicles its employees drive for County business.

- a. **Who pays for charging infrastructure and chargers at County facilities?** Current County budget policy calls for each department to make infrastructure investments, including vehicle purchase, out of its budget. This means that departments must decide whether to invest in the infrastructure costs of trenching and wiring and purchasing and installing chargers, as well as vehicle purchase costs. As illustrated above, these first costs can be higher than costs to purchase traditional vehicles. If the Board wants to increase the number of EVs in the County fleet, it might consider setting aside funds in the County budget for the EV fleet buildout. This might include only the costs associated with wiring, trenching, and charger purchase and installation, or it might include vehicle purchase cost as well.
- b. **What types of vehicles and uses are best suited for electric?** The Board could establish guidelines for when a vehicle type should be purchased as electric. These might include sedans, SUVs (as more are manufactured all-electric), and other types vehicles as they become available with sufficient range for their primary use.
- c. **Use policies for chargers.** The Board will want to provide direction on use policies for charging both County vehicles and personal vehicles driven by County employees.
 - i. *County vehicles.* EV range is increasing and today is over 200 miles/charge. This longer range should remove range anxiety (fear of running out of charge) on the part of County staff and facilitate EV acceptance. Because County vehicles are being used for County business, the goal should be to ensure that vehicles are charged in the most cost-effective manner. Currently that may mean charging during off-peak hours, particularly overnight. As more options become available to install solar or other renewable energy sources or stored energy in conjunction with EV chargers, the ideal charging times may change.

The Board may wish to consider whether it can create charging hubs for departments that are located near one another, for example departments in downtown Martinez, departments on Douglas Avenue in Martinez. This would allow the County to take advantage of economies of scale associated with wiring and trenching and related costs.

- ii. Personal vehicles.* The number of employees who are using EVs for commute purposes is increasing. A 2017 survey of County employees showed that if the County were to install EV chargers that employees could use at work, many would purchase EVs for personal use.

The County likely will install chargers that are available to the public and employees, as well as chargers that are available only to employees; the new parking lot at 651 Pine Street, for example, is only accessible to County employees who are authorized to park in that lot. The Board should consider whether it wants to make chargers installed for charging County vehicles available to employees to charge their personal vehicles when the chargers are not being used to charge County vehicles. Even though State law allows the County to permit employees to charge personal vehicles at no cost, staff recommends the County have employees pay to charge on County chargers.

For chargers that are installed in publicly accessible lots at County facilities, staff recommends employees be allowed to charge as any member of the public would, and pay associated fees.

For all charging, staff recommends the County implement time limits, price increments, and other strategies to encourage drivers to move their cars so others can charge. The forthcoming toolkit being developed as part of the EV Readiness Blueprint will provide more guidance and policy suggestions on these and related topics.



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

7.

Meeting Date: 01/28/2019

Subject: APPROVE and AUTHORIZE the Public Works Director, or designee, to enroll in Calif. Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) program.

Submitted For: Jody London, Sustainability Coordinator

Department: Conservation & Development

Referral No.:

Referral Name: APPROVE and AUTHORIZE the Public Works Director, or designee, to enroll in Calif. Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) program.

Presenter: Warren Lai, Public Works **Contact:** Jody London (925)674-7871

Referral History:

Recommend that the Board of Supervisors APPROVE and AUTHORIZE the Public Works Director, or designee, to submit an application to enroll and to participate in the California Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) program.

Referral Update:

The California Air Resources Board developed the Low Carbon Fuel Standard program to reduce the Carbon Intensity (CI) of the California fuel pool by at least 10% by 2020. Similar to the Cap-and-Trade program for stationary pollution sources, the LCFS creates a means for entities that produce fuels with a carbon intensity higher than standard levels (deficits) to provide funding to entities that produce fuels with a lower than standard carbon level (credits). An example of a “deficit” generator is an oil refinery; a “credit” generator is an entity such as Contra Costa County that provides clean electricity to electric vehicle charging stations. By participating in the program, the County will receive program credits for each kWh delivered to electric vehicle chargers owned and operated by the County. These credits can be monetized through the CARB LCFS program and the proceeds used to offset the cost of owning and operating the electric vehicle chargers and/or to reduce the cost of charging for employees and the public. County facilities powered by solar generate more credits because their CI is lower.

Contra Costa County currently has a dozen Level 2 Chargers in service. Fourteen additional chargers are currently being installed at the new parking lot at 1126 Escobar Street, two at 30 Muir and one at 255 Glacier. On November 13, 2018 the Board of Supervisors authorized the Director of Public Works to participate in the PG&E EV Charge Network program. It is anticipated that twenty to fifty additional chargers will be installed under this program.

By participating, the County will receive one credit for each 1,300 kWh delivered to their EV

chargers. Currently a credit is valued at \$200 which equates to an incentive of \$0.15 per kWh delivered to the EV charger. If the facility where the EV charger is located is powered by solar (an even a lower carbon intensity source) the value of the credit increases by a third to \$0.20/kWh.

On average the County pays around \$.20/kWh. Participating in the LCFS program would allow the County to provide reasonably priced power to EV drivers and possibly even create a new revenue stream for the County. Participants can choose to sell their credits directly to the refineries or use a qualified broker that takes a percentage of the monetized credit.

The LCFS program can provide a viable, easily obtainable, and continuing cash flow stream to support the use of electric vehicles in the County.

Recommendation(s)/Next Step(s):

Recommend that the Board of Supervisors APPROVE and AUTHORIZE the Public Works Director, or designee, to submit an application to enroll and to participate in the California Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) program.

Fiscal Impact (if any):

There is no cost to enroll and participate in the CARB LCFS program.

Attachments

LCFS Background Info - Attachment (2)

Public Comments, Peer Review, and Contact List

[Public Comments
and Stakeholder
Feedback](#)

[LCFS Peer Review
LCFS Contact List](#)

the LCFS
Regulation
research
November
2018
November
2018.
inform

["What's New
Archives](#)

Information About...

Background Information

Under the AB 32 Scoping Plan, the Board identified the Low Carbon Fuel Standard (LCFS) as one of the nine discrete early action measures to reduce California's greenhouse gas emissions that cause climate change. This program will help put California on the path to meet its goal of reducing greenhouse gas emissions to 1990 levels by the year 2020. The LCFS is a key part of a comprehensive set of programs in California to cut greenhouse gas emission and other smog-forming and toxic air pollutants by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options. The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives. Executive Order S-1-07, the Low Carbon Fuel Standard (issued on January 18, 2007), calls for a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.

The Board approved the LCFS regulation in 2009 and began implementation on January 1, 2011. ABB

On 12/26/19, Sustainability Committee Meeting Agenda, Pg. 31 of 36



Resources

- [Public](#)
- [Join the](#)
[Email](#)
- [Contact](#)
- [Live \](#)
- [Archiv](#)

approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.

Other jurisdictions are following California's footsteps, which is evident in the Pacific Coast Collaborative, a regional agreement between California, Oregon, and British Columbia, to strategically align policies to reduce greenhouse gases and promote clean energy. ARB has been routinely working with these jurisdictions. Over time, these LCFS programs will build an integrated West Coast market for low-carbon fuels that will create greater market pull, increased confidence for investors of low carbon alternative fuels, and synergistic implementation and enforcement programs.

What is LCFS?

The Low Carbon Fuel Standard is designed to encourage the use of cleaner low-carbon fuels in California, encourage the production of those fuels, and therefore, reduce greenhouse gas emissions. The LCFS standards are expressed in terms of the "carbon intensity" (CI) of gasoline and diesel fuel and their respective substitutes. The LCFS is performance-based and fuel-neutral, allowing the market to determine how the carbon intensity of California's transportation fuels will be reduced. This program is based on the principle that each fuel has "lifecycle" greenhouse gas emissions that include CO₂, N₂O, and other greenhouse gas contributors. This lifecycle assessment examines the greenhouse gas emissions associated with the production, transportation, and use of a given fuel. The lifecycle

assessment includes direct emissions associated with producing, transporting, and using the fuels, as well as significant indirect effects on greenhouse gas emissions, such as changes in land use for some biofuels. Subjecting this lifecycle greenhouse gas rating to a declining standard for the transportation fuel pool in California would result in a decrease in the total lifecycle greenhouse gas emissions from fuels used in California.

Contact Us

(800) 242-4450 | helpline@arb.ca.gov
 1001 I Street, Sacramento, CA 95814
 P.O. Box 2815, Sacramento, CA 95812



- [Accessibility](#)
- [Privacy Policy](#)
- [Conditions of Use](#)
- [Local Air Districts](#)
- [Register to Vote](#)

The California Air Resources Board is one of six boards, departments, and offices under the California Environmental Protection Agency.

- [CalEPA](#)
- [CalRecycle](#)
- [DPR](#)
- [DTSC](#)
- [OEHHA](#)
- [SWRCB](#)

Copyright © 2019 State of California



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

8.

Meeting Date: 01/28/2019
Subject: RECEIVE Report from Sustainability Commission Chair.
Submitted For: Jody London, Sustainability Coordinator
Department: Conservation & Development
Referral No.:
Referral Name: RECEIVE Report from Sustainability Commission Chair.
Presenter: Victoria Smith, Chair **Contact:** Jody London (925)674-7871

Referral History:

This is a standing item of the Commission.

Referral Update:

The Sustainability Commission Chair provides an update at each meeting to Commission members on the administration of the Commission, meetings of the Board of Supervisors Ad Hoc Committee on Sustainability, and other issues of interest to the Commission.

Recommendation(s)/Next Step(s):

RECEIVE report from Sustainability Commission Chair.

Fiscal Impact (if any):

None.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

SUSTAINABILITY COMMITTEE

9.

Meeting Date: 01/28/2019

Subject: RECEIVE REPORT from Sustainability Coordinator.

Submitted For: Jody London, Sustainability Coordinator

Department: Conservation & Development

Referral No.:

Referral Name:

Presenter: Jody London, DCD

Contact: Jody London (925)674-7871

Referral History:

The Ad Hoc Committee on Sustainability has requested an update at each meeting on sustainability work by County staff.

Referral Update:

Since the Committee's last meeting, staff who work on sustainability and climate issues have accomplished the following:

- Completed the Renewable Resource Potential Study report in November. Briefed the Board of Supervisors in December, at which time the Board directed staff to prepare and analyze draft amendments to the County General Plan and Zoning Code that would expand the area within which an applicant could apply for a Land Use Permit for ground-mounted solar. The Board also directed staff to implement other recommendations in the staff report. Staff needs to complete analysis of challenges with California's rules for community solar and wind projects, and submit a final report to the State by March 1.
- Worked with the Contra Costa Transportation Authority (CCTA) in developing the Electric Vehicle Readiness Blueprint. The team held a first stakeholder meeting in December. The project is moving quickly; a second stakeholder meeting on February 6 will focus on the best practices toolkit.
- Executed agreements for the Cleaner Contra Costa, an online engagement program, with the Bay Area Air Quality Management District, the cities of Antioch, San Pablo, Walnut Creek, Sustainable Contra Costa, and Community Climate Solutions. The team is building out the online platform, with an anticipated platform launch of March 2019.
- Submitted a grant application with MCE to receive technical assistance to develop a business plan for an in-home asthma trigger assessment program that we hope to grow into a healthy homes initiative in Contra Costa County.
- Initiated bi-monthly collaboration meetings with MCE.
- Submitted six applications to PG&E for the Electric Vehicle Charge Network grant, after working with County Counsel on contractual and easement agreements. Public Works is working with PG&E to further vet the sites and prepare preliminary designs for County

review.

- Public Works is recommending the County participate in the Low Carbon Fuel Standard program administered by the California Air Resources Board (see earlier agenda item).
- Public Works is continuing to work with SunPower, its solar partner selected through an RFP process, to identify the optimal solar photovoltaic portfolio of projects to be financed through a Power Purchase Agreement. Staff will present the initial proposed package to the Board's Transportation, Water, and Infrastructure Committee in February.
- Hosted a team of journalists from Kyrgyzstan who are making a documentary about renewable energy. The team is sponsored by the U.S. Department of State. The documentary is expected to be used to educate Kyrgyz policy makers and the general public.
- Transportation planning staff are working on a number of projects that fulfill Climate Action Plan goals around increasing bike/pedestrian access in the County. These include an **Accessible Transportation Plan** that is studying the state of paratransit operations in the County, identifying opportunities to improve mobility and access for the disabled and elderly; a **Vision Zero policy** to reduce the number of severe/fatal traffic collisions to zero by a given year by radically changing our approach to traffic safety; a **Bike Share and Micromobility** ordinance and potential license agreements with shared mobility operators that would allow the County to run shared mobility pilots and fairly regulate and encourage shared mobility operations; a **Marsh Creek Corridor Multi-Use Feasibility Study** that will study the feasibility of a proposed multi-use trail for active modes between Downtown Concord and Oakley; and an **Iron Horse Corridor Active Transportation Study** which is analyzing how to improve active transportation connection to and within 18.5 miles of the Iron Horse Corridor. Staff recently completed a study of the **I-680/Treat Blvd corridor** that recommends installing buffered bike lanes to help improve bicycle safety and access to the Pleasant Hill BART station.
- Presented on County sustainability work at the Leadership Contra Costa program. The last week of January, staff will facilitate a panel hosted by MCE on electric vehicles and present to the Environment and Manufacturing Committee of the East Bay Leadership Council.
- Supported the Sustainability Commission, including preparing and submitting the annual report and work plan and working with Commission members on developing an equity framework and community outreach.
- Collaborated with County staff working on topics including land use and transportation, hazardous materials, green business program, green infrastructure, economic development, Planning Integration Team for Community Health (PITCH), codes, solid waste, energy.
- Participated in regional activities.

Recommendation(s)/Next Step(s):

RECEIVE REPORT from County Sustainability Coordinator.

Fiscal Impact (if any):

None.

Attachments

No file(s) attached.
