CITY OF MENLO PARK

REGULAR MEETING MINUTES

Date: 9/16/2020
Time: 5:00 p.m.
Special Meeting Location: Zoom.us/join – ID# 915 4675 0502

A. Chair Price called the meeting to order at 5:07 p.m.

B. Roll Call

Present: Gaillard, Kabat, London (Vice Chair), Martin, Price (Chair)
Absent: Payne
Staff: Rebecca Lucky- Sustainability Manager, Candise Almendral- Sustainability Contractor with Municipal Plan Check Services, Clay Curtain- Public Engagement Manager

C. Public Comment

- Peter Edmonds requested the commission receive a status update on the implementation of mitigation measures resulting from the 1000 El Camino heritage tree removal permits.

C. Regular Business

C1. Approve August 19, 2020 minutes (Attachment)

Chair Price introduced item.

- Peter Edmonds wanted to ensure his public comment was received for other agenda items and made general public comment on the 1000 El Camino heritage tree removal permits that is noted above.

ACTION: Motion and second (Kabat/Gaillard) to approve August 19, 2020 minutes with minor correction of names and reflection of Vice Chair Payne's absence in votes and attendance, passed (5-0-1, Payne absent).

C2. Review and discuss electric vehicle charging gap analysis for multifamily properties and proposed next steps (Attachment)

Candise Almendral, Sustainability contractor from Municipal Plan Check Service, made a presentation (Attachment).

- Brigid Roberts expressed concern over the income barriers to purchase electric vehicles (EVs) as a matter of importance, particularly for Belle Haven community members.
- Peter Edmonds expressed concern over the income barriers/limits of the ability for multifamily residents to purchase high cost EVs.
- Bruce Naegel had additional questions on the total costs to upgrade all multifamily properties, and supports focusing on multifamily charging onsite in order to transition the community to all-electric within 10 years.

ACTION: Motion and second (Gaillard/Martin), confirming that the EQC has reviewed the electric vehicle (EV) charging gap analysis and agrees that onsite multifamily charging is necessary to reach carbon neutrality by 2030, and more importantly, in order to address long term equity issues related to EV charging preference, access and costs, local government intervention is warranted through a combination of mandates, education, and incentives with an emphasis on level one primarily and level two charging where feasible . The EQC also deputizes Chair Price to provide a memorandum for the City Council on points of consensus for addressing the problem and the next step for the policy analysis, passed (5-0-1, Payne absent).

Break 7 pm-7:17 pm

C3. Review and discuss subcommittee's memorandum to move forward on strategies 2, 4, and 6 of the adopted Climate Action Plan (Attachments)

Commissioner Gaillard and Vice Chair London provided an overview of the recommendations.

- Peter Edmonds offered to prepare minutes for the EQC.

ACTION: Motion and second (Martin/Price), to approve sending memorandum to the City Council for implementing Climate Action Plan item No.2 to achieve a goal for a reduction in community gasoline usage/sales and increasing the purchase/use of electric vehicles in Menlo Park, passed (4-0-2, Vice Chair London recused, Payne absent).

ACTION: Motion and second (Gaillard/Kabat), to approve sending memorandum to the City Council for implementing Climate Action Plan items No 4 and No. 6 with the following modifications: Remove EQC member from providing updates, clarify that reports will be provided quarterly from city staff, and consider appointing a City Council member to attend sea level rise district meetings, passed (5-0-1, Payne absent).

C4. Discuss public engagement strategy for climate action plan strategies No.1 (existing building electrification and No.3 (electric vehicle charging infrastructure)

Rebecca Lucky, Sustainability Manger and Clay Curtain, Public Engagement Manager provided an overview of public engagement options.

- Peter Edmonds expressed concern on how rolling blackouts and wildfires can compromise the ability to fully electrify buildings and transportation in emergencies and how it will be addressed in the proposed policies.

ACTION: Motion and second (Gaillard/Vice Chair London) to advise City Council to select a public engagement process that addresses the gravity and urgency of climate change by quickly engaging the public to address knowledge gaps. This could include using novel approaches, such as hiring more staff resources with this expertise, using outside experts, and using multiple approaches to engage impacted stakeholders, passed (5-0-1, Payne absent).

D4. Discuss Chair's annual report to City Council

Chair continued this item to next meeting.

D. Adjournment

Chair Price adjourned the meeting at 10:05 p.m.

Rebecca Lucky, Sustainability Manager

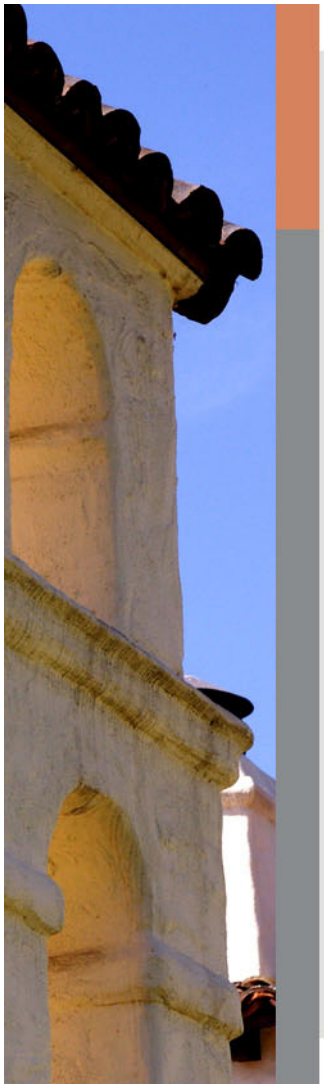
These minutes were approved on October 21, 2020 by the Commission.

C2-PRESENTATION

ELECTRIC VEHICLE CHARGING GAP ANALYSIS

Candise Almendral, MuniPC Sustainability

BACKGROUND



CLIMATE ACTION GOAL AND COMMUNITY GREENHOUSE GAS EMISSIONS

- July 2020: City Council adopted the goal to become zero carbon by 2030
  - 90 percent reduction relative to 2005 levels (314,356 MT CO2e) with elimination of remaining 10 percent through direct removal
- Most recent data shows communitywide emissions have decreased by 18.6% (64,906 MT CO2e)
- However transportation emissions have **increased** by 21,058 MT CO2e
  - Total calculated emissions: 158,686 MT CO2e (53.6% increase relative to 2005 levels)

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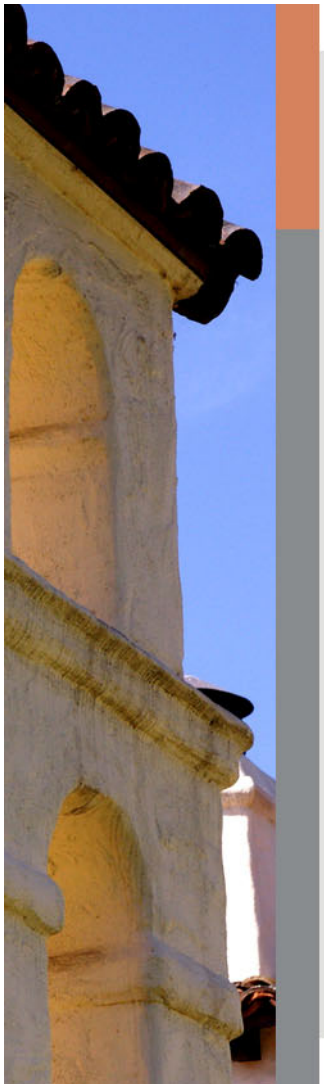
2030 CLIMATE ACTION PLAN TRANSPORTATION EMISSION REDUCTION STRATEGIES

- Strategy number 2: increase electric vehicle (EV) and decrease gasoline sales
  - Influence regional agency to lead on behalf of city

- **Strategy number 3: expand access to electric vehicle charging infrastructure**
  - City Council approved strategy for fund year 2020-21
  - Gap analysis for multifamily properties completed, carry over project from last CAP

- Strategy number 4: reduce vehicle miles traveled (VMT) by 25%
  - Deferred by City Council until fund year 2021-2022 based on four significant VMT related reduction projects currently underway

ACCESS AND EQUITY



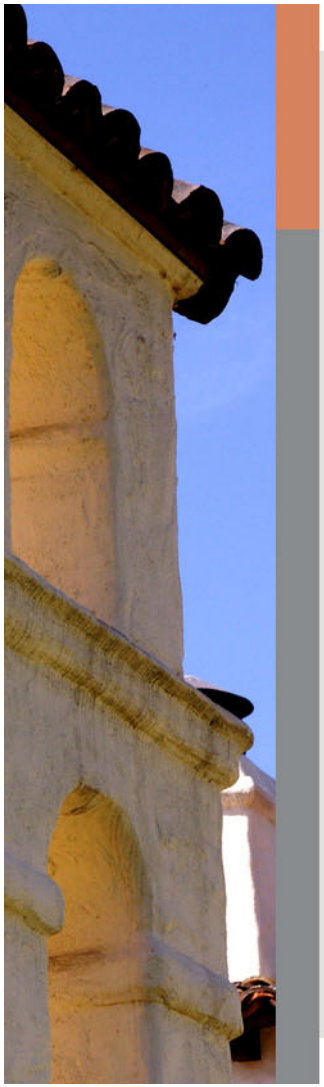
CONSUMER CHARGING PREFERENCES

- Electric vehicle charging occurs at four main locations:
  - Home, at or near a residence: most common, **50-80%** of charging events
  - Work, at workplace or commute locations: **15-25%** of charging events (for drivers that commute)
  - Public, at publicly accessible locations such as grocery stores, parks, etc.: approximately **5 percent** of charging events
  - Destination, travel corridors, where drivers stop during long-distance travel: approximately **5 percent** of charging events

CHARGING TIME AND COST

- In most cases, public charging can more than double the price of at home charging
  - Multifamily residents cannot take advantage of time of use or specialized electricity rates; cost of ownership is often higher
- Fastest charging (DCFC) is still a significant time investment

PEV charging type	Estimated range added per hour	Average cost	Estimated charge time
Level 1 (at home)	5 miles/hour	$5.00	20 hours
Level 2 (public)	13-25 miles/hours	$12.00	8 hours
Direct current fast charging (DCFC)	100+ miles/hour	$13.50	45 minutes

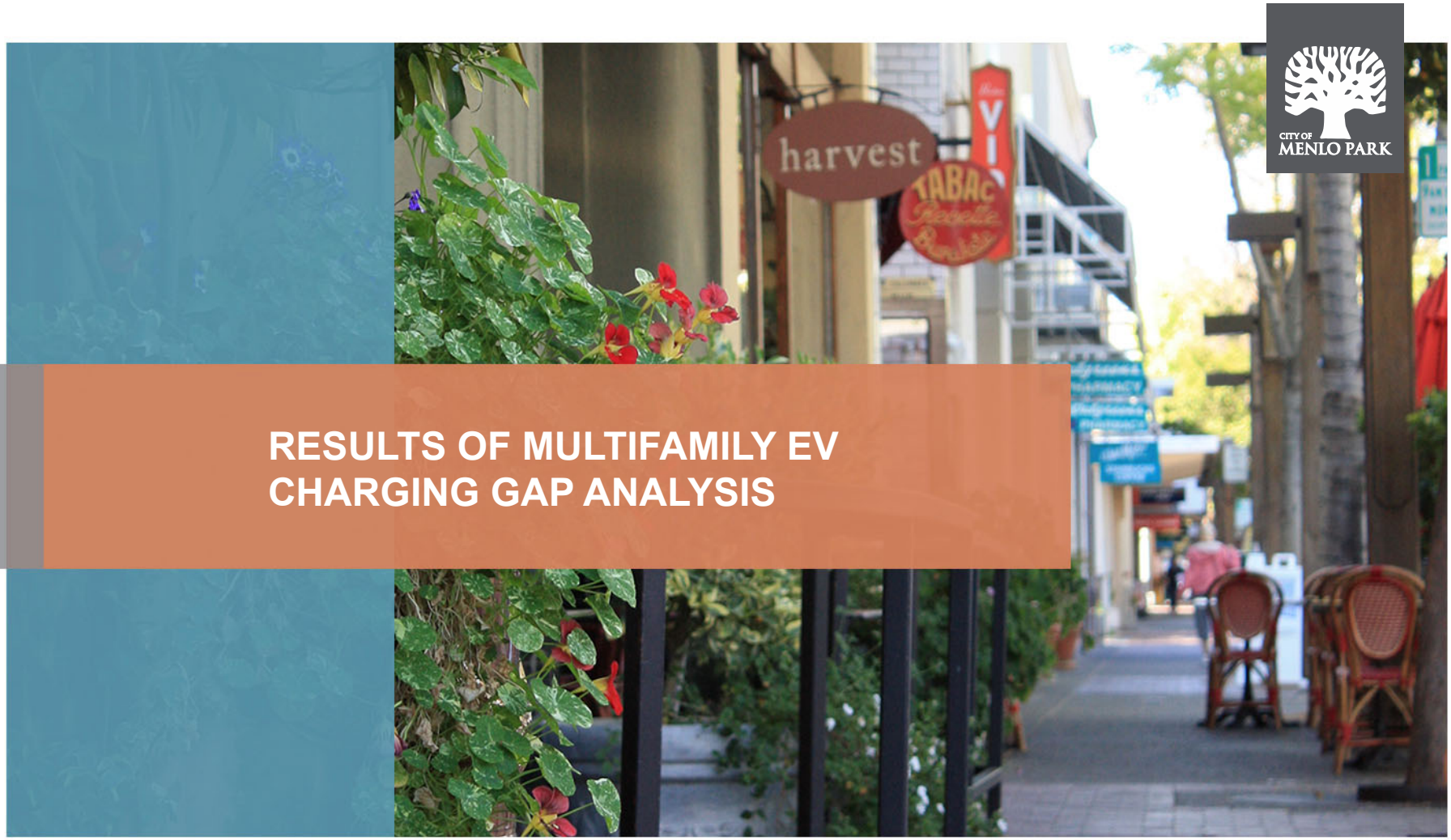


WHY FOCUS ON MULTIFAMILY PROPERTIES?

- ~40% of the population resides in multifamily properties (e.g. apartment/condominiums, townhome, duplex, triplex, etc.)
- Less than 14% of San Mateo County residents who have purchased/leased PEVs live in a multifamily property
- Home (at or near resident charging) identified as most influential charging location to encourage consumers to purchase PEVs

PRIORITIZING ON-SITE CHARGING FOR MULTIFAMILY PROPERTIES

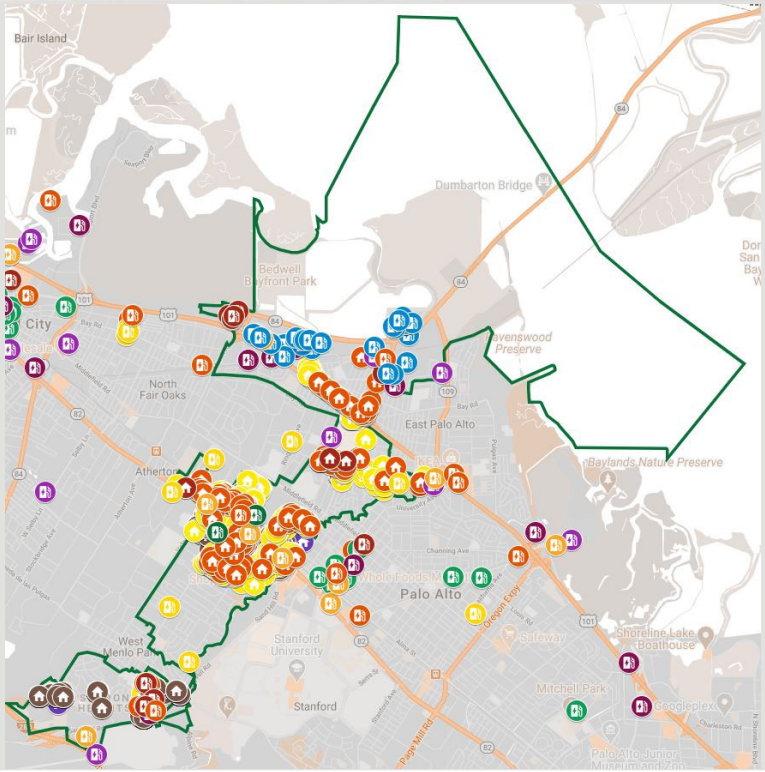
- Convenient, reliable, costs less than other charging options
- Access to charging is a major factor for transitioning from a diesel/gasoline vehicle to purchasing a PEV
- Provides equity
- PEV adoption by ~40% population must be accelerated to achieve deep emission reductions necessary to become zero carbon by 2030
- Cannot achieve CAP No. 2 or No. 5 without addressing onsite charging at multifamily



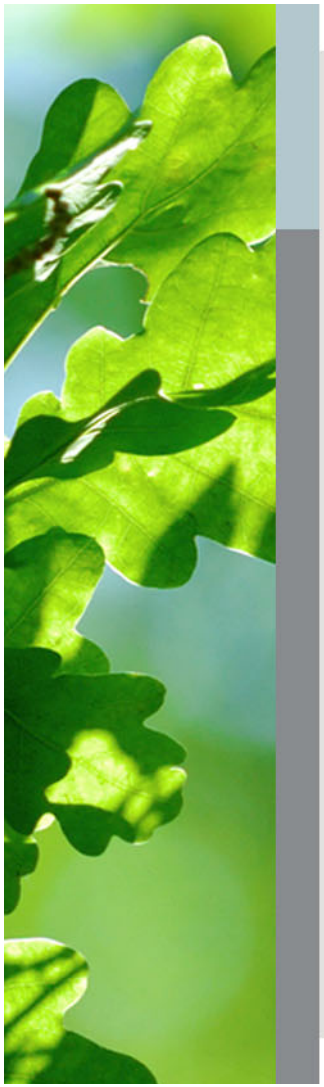
RESULTS OF MULTIFAMILY EV CHARGING GAP ANALYSIS

GEOSPATIAL ANALYSIS OF EXISTING INFRASTRUCTURE

CITY OF MENLO PARK

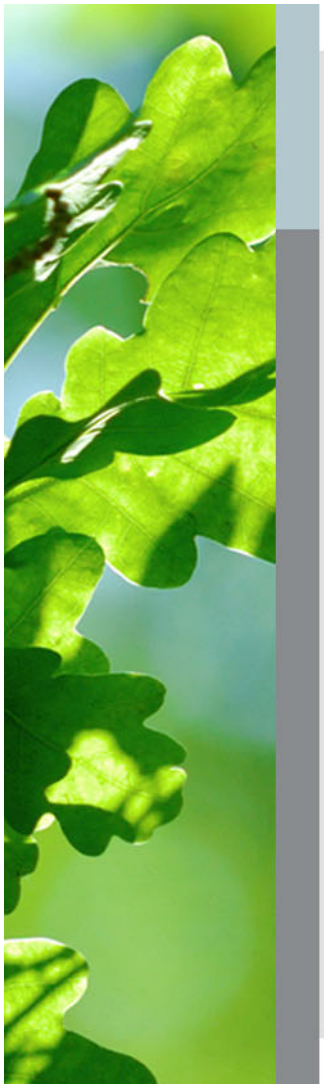


- Multifamily properties:
  - Owner occupied condominiums
  - Non-owner occupied condominiums
  - Small: duplex, triplex, and fourplex
  - Medium: 5-49 units
  - Large: 50+ units
- Electric vehicle charging:
  - On-site
  - Public
  - Limited access
  - City of Menlo Park
  - Other municipalities or jurisdictions
  - School and school district
  - Workplace
  - Facebook
  - Private (restricted access)



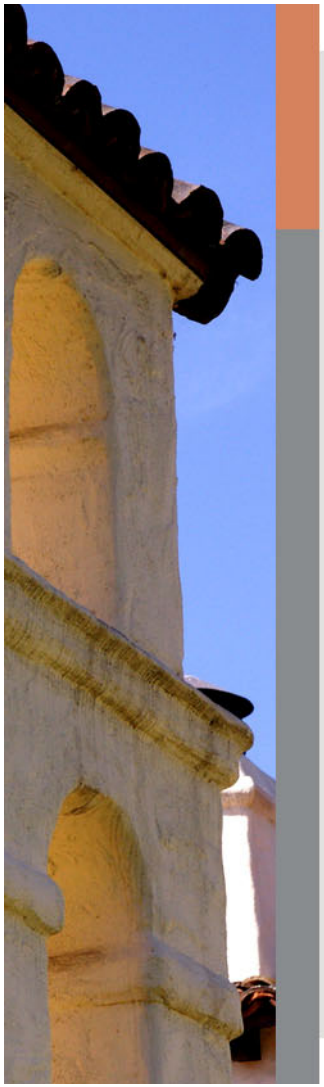
SUMMARY OF PEV CHARGING INFRASTRUCTURE FOR MULTIFAMILY PROPERTIES BY TYPE

Multifamily property type	Total units	Public PEV charging on-site	% living units with PEV charging on-site	Public PEV charging ≤0.25 miles	% living units with public PEV charging ≤0.25 miles
Total	5,981	58	0.97%	147	2.46%
Owner-occupied condo	729	0	0.00%	18	2.47%
Non-owner occupied condo	340	0	0.00%	12	3.53%
Duplex	364	0	0.00%	18	4.95%
Triplex	180	0	0.00%	12	6.67%
Fourplex	920	0	0.00%	12	1.30%
5-9 units	973	0	0.00%	12	1.23%
10-19 units	644	0	0.00%	12	1.86%
20-49 units	409	2	0.49%	39	9.54%
50+ units	1,422	56	3.94%	12	0.84%



SUMMARY OF PEV CHARGING INFRASTRUCTURE FOR MULTIFAMILY PROPERTIES BY LOCATION

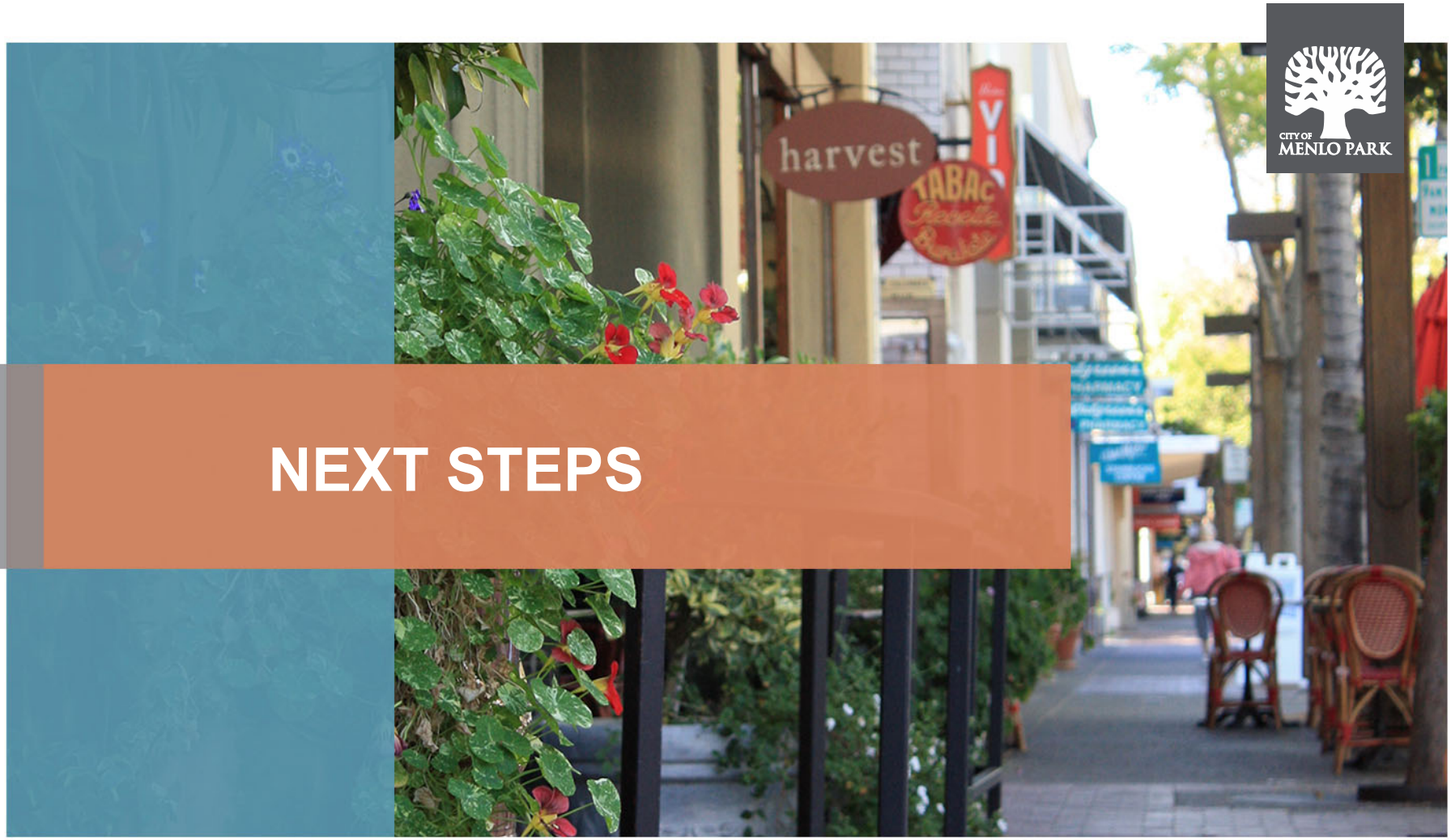
Map area	Total units	Public PEV charging on-site	% living units with PEV charging on-site	Public PEV charging ≤0.25 miles	% living units with public PEV charging ≤0.25 miles
Citywide	5,981	58	0.97%	147	2.46%
Belle Haven	1,113	24	2.16%	33	2.96%
The Willows & Vintage Oaks	752	0	0.00%	14	1.86%
District 3 west of Linfield Oaks	946	0	0.00%	72	7.61%
Linfield Oaks	555	0	0.00%	0	0.00%
Downtown	1,439	0	0.00%	28	1.95%
Allied Arts	167	0	0.00%	0	0.00%
Sharon Heights	1,009	34	3.37%	0	0.00%



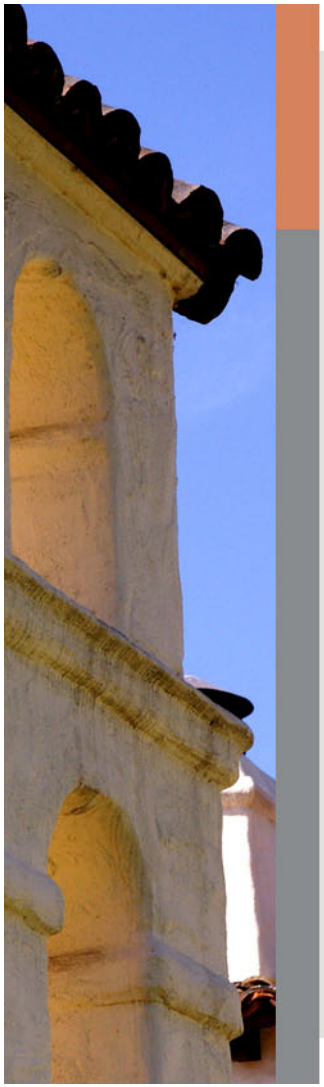
SURVEY RESPONSE

- Multifamily properties, ranging in size from 5 to 400 units were contacted with properties 15 units or greater responding in the highest number

- Survey respondents identified the following as primary barriers to PEV charging infrastructure installation on-site:
  - Cost: the installation of electric charging infrastructure requires significant capital investment
  - Lack of tenant need/request
  - Parking reduction/lack of space: to maximize charging efficiency, most commercial properties (including multifamily) elect to install faster charging options (i.e. level 2 or direct current fast charging), creating a dedicated PEV charging space



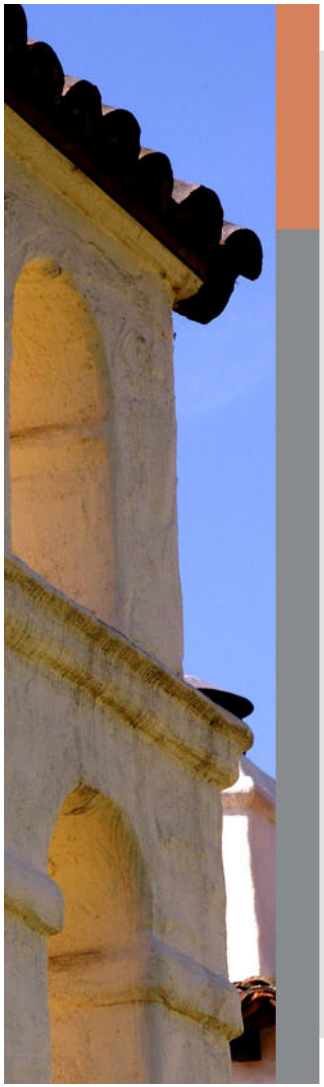
NEXT STEPS



UPCOMING FUNDING

- Peninsula Clean Energy, EV Ready Program: $24M in project incentives
  - CALeVIP Peninsula-Silicon Valley Project: $16M
    - Level 2 charging: $4M
    - DCFC: $12M
  - Peninsula Clean Energy EV Charger Incentives:
    - Both Level 1 and Level 2: $4 million

- Bay Area Air Quality Management District: Transportation for Clean Air Regional Fund:
  - Identified electric vehicle charging infrastructure program as a 2021 policy for consideration



STRATEGY

- Use policy to drive multifamily property owners to upcoming incentives

- Help with financing needed to cover cost to owner not covered by current funding
  - Level 1: no aggregated cost data available
  - Level 2: $5,000-7,600 per connector
  - Direct current fast charging: $25,400-91,500 per charger

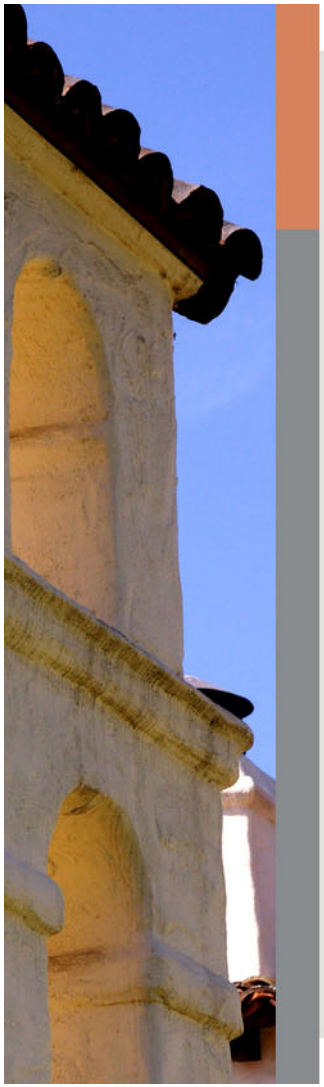
EXAMPLES OF POLICY OPTIONS TO EXPLORE

- Require a percentage of PEV charging spaces at existing multifamily properties
- Allow private installation of PEV stations in the public right of way adjacent to existing multifamily properties
- Require existing private and limited access charging located within 0.25 miles of an existing multifamily properties be readily available for public use (including overnight parking)

EXAMPLES OF POLICY OPTIONS TO EXPLORE

- Require all publicly accessible, privately owned parking lots and garages within 0.25 mile of an existing multifamily property to install electric vehicle charging spaces

- Aggressively expand city owned and operated electric vehicle charging infrastructure for public use, prioritizing installation within an area of convenience (≤0.25 miles) for multifamily properties



EQC ADVICE

- Staff will be seeking direction from the City Council to explore policy options presented and the gap analysis (tentatively scheduled on October 13)
- If the City Council provides direction for exploring policy options, a more robust and in-depth analysis will occur that identifies cost/benefit, available funding and funding gaps, risks (e.g. potential impacts to rent prices), and public engagement
- The EQC may desire to provide City Council with advice using the following questions:
  - Does the EQC support the problem statement: on-site charging at existing multifamily properties is a necessity?
  - Does the EQC support the next steps?
  - Any other advice?

QUESTIONS?