



REGULAR MEETING MINUTES

Date: 2/16/2022

Time: 6:00 p.m.

Location: Zoom

A. Call To Order

Chair Price called the meeting to order at 6:06 p.m.

B. Roll Call

Present: Elkins, Vice Chair Evans, Gaillard, Kabat, London, and Chair Price

Absent: None

Staff: Sustainability Manager Rebecca Lucky

C. Public Comment

- Dr. David Axelrod MD spoke in support of banning gasoline-powered leaf blowers and similar landscape equipment.
- Helene Grossman spoke in support for a Menlo Park ban of gasoline-powered leaf blowers to align with Palo Alto's existing ordinance, applying consistent standards across city boundaries for increased effectiveness.

D. Regular Business

D1. Approve the December 15, 2021 Environmental Quality Commission meeting minutes (Attachment)

ACTION: Motion and second (Kabat/ Evans), to approve the December 15, 2021 Environmental Quality Commission meeting minutes, passed unanimously.

D2. Consider a recommendation to implement a rebate matching Peninsula Clean Energy's electric vehicle charging incentive for existing multi-unit properties in Menlo Park to support Climate Action Plan strategy goal no. 3 – increase access to electric vehicle charging (Attachment)

Sustainability Manager Rebecca Lucky made the presentation (Attachment).

The Commission received information about electric vehicle charging incentives.

ACTION: Motion and second (Price/ Elkins), to recommend implementing a rebate matching Peninsula Clean Energy's electric vehicle charging incentive for existing multi-unit properties, failed 3-3 (Gaillard, Kabat, and London dissenting).

E. Reports and Announcements

E1. Reports and Announcements from staff and commissioners

Commissioner Kabat reported on:

- Provided information about and stated support for exploration of a daylight plane ordinance

- Reported on Half Moon Bay's electrification building code requirements and its natural gas goal
- Requested an update about Menlo Park joining ICLEI's Race to Zero

Vice Chair Evans reported on:

- Reported on building electrification pilots
- Reported Environmental Quality Commission application will also be released in Spanish

Commissioner Gaillard reported on:

- Provided an update about zero emissions vehicles newly registered in Menlo Park
- Provided information about natural gas prices
- Reported Mayor Nash signed a pledge with Rewiring America committing Menlo Park to electrification
- Announced resignation from the Environmental Quality Commission
- Requested links to the Environmental Quality Commission application

Sustainability Manager reported on:

- Reported the City Council has approved a contract with Optony Inc. to provide services related to climate action plan goal no. 5 (eliminating fossil fuels from municipal operations), including Menlo Park Community Campus clean energy infrastructure, facility decarbonization, and police patrol electric vehicle pilot
- Provided an update about the open staff sustainability position
- Provided an update about Menlo Park joining ICLEI's Race to Zero

Commissioner London reported on:

- Provided an update about Coltura's statewide gasoline usage analysis

F. Adjournment

Chair Price adjourned the meeting at 8:50 p.m.

Candise Almendral, Sustainability Contractor

Minutes approved at the March 16, 2022 Environmental Quality Commission meeting

A wide-angle landscape photograph showing a river or stream winding through a lush green valley. The sky is filled with large, dramatic clouds, some illuminated by a low sun, creating a mix of blue, white, and golden light. The foreground shows some reeds and grasses along the water's edge.

CONSIDER A MATCHING ELECTRIC VEHICLE (EV) CHARGING REBATE FOR MULTI-UNIT PROPERTIES

Rebecca Lucky, Sustainability Manager



BACKGROUND

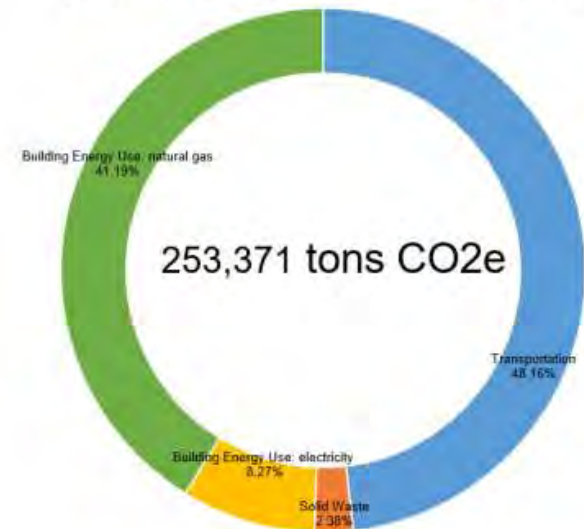


2030 CLIMATE ACTION PLAN

- Overall goal to be carbon neutral by 2030
 - More aggressive than state and federal goals with goals at 2050 and 2045
- Three strategy goals are related to reducing transportation emissions:
 - No.2: Increase electric vehicle (EV) usage and decrease gasoline sales
 - No.3: Increase EV infrastructure
 - No. 4: Decrease vehicle miles traveled



City of Menlo Park communitywide greenhouse gas emissions 2019





PREVIOUS WORK FOR CAP NO.3

- October 2020 EV charging gap analysis presented
 - 80% of preferred charging occurs at-home
 - Severe gap in at-home charging for residents living on multi-unit properties
 - Less than 2 percent of multi-unit properties in Menlo Park have at-home charging
 - Roughly 40% of housing in Menlo Park
 - Impedes ability to reach Climate Action Plan goal to be carbon neutral by 2030
 - Explored potential rules for requiring EV charging at existing multi-unit properties

- Equity issues
 - Financial and charging access disparities between renters and condo owners versus residents living in single-family homes
 - At-home charging helps further secure fuel savings as special utility rates are offered for off-peak and overnight charging
 - There are no access fees, by the minute charging costs, or time limits
 - Competition for public charging can result in longer wait times



CITY COUNCIL DIRECTION- APRIL 2021

Resources will be used to monitor the effectiveness of state and regional charging infrastructure incentives, and the City will promote/market the incentives to multi-unit property owners using existing databases and communication mediums. **In addition, \$5,000 to \$10,000 in additional incentives will be allocated to further motivate at least two multi-unit property owners with existing units/buildings to install EV charging infrastructure.**



PENINSULA CLEAN ENERGY REBATES



Peninsula Clean Energy rebates for existing multi-unit dwelling			
Type of multi-unit dwelling	Port type	PCE Port Incentive	PCE rebate cap
Multi-unit dwelling	Level 1 (household plug outlet)	\$2,000	No cap
	Level 2	\$4,500	Up to 75% of project costs, maximum \$36,000 per property
	Main Panel Upgrade	\$4,000	Up to \$4,000 per property
Affordable housing multi-unit dwelling	Level 1 (household plug outlet)	\$2,500	No cap
	Level 2 and main panel upgrade are same as multi-unit dwelling above		



Level 1



Range
2 to 5 miles of range per hour

Level 2



10 to 30 miles of range per hour





STATUS

- Outreach was scheduled for Fall 2021
 - Some outreach conducted by Peninsula Clean Energy (PCE)
 - Paused to determine how to use the funds allocated in April 2021 and consider matching rebate incentive program

- 6 multi-unit properties have participated in the free technical assistance
 - Site visits
 - Load analysis
 - Contractor bid support
 - Permit and installation process support
 - Rebate assistance



STATUS CONTINUED

- Despite the PCE rebates, not enough to motivate installations:
 - Property owners' cost share is between 45-75 percent for existing multi-unit property owners. Typical incentives that increase participation usually have a 0 to 15 percent cost share.
 - Lack of time and effort to project manage even with the technical assistance support
 - Contractor availability for smaller sized projects is difficult
- Cost remains a major barrier, and offering the City Council allocated \$5,000 to \$10,000 will not be enough to cover the cost share for multi-unit properties



CHALLENGES WITH EV CHARGING

- At-home charging is a critical aspect to purchasing an EV
- Multi-unit access is especially critical to meet Menlo Park's goal to be carbon neutral by 2030
 - 451 multi-unit property sites in Menlo Park (4 units or greater, not including condos)
- State and federal support is anticipated to be implemented several years from now, reducing the ability to increase greater EV use in Menlo Park before 2030
- Principal barrier is cost
 - Level 2 (L2) per port costs:
 - Up to ~\$18,000 (PG&E)
- Major equity implications





PROPOSED PROGRAM



PROPOSED MENLO PARK STRUCTURE

		Peninsula Clean Energy rebates for existing multi-unit dwelling		Total if Menlo Park offered a matching rebate	
Type of multi-unit dwelling	Port type	PCE Port Incentive	PCE rebate cap	New rebate total with matching rebate	New rebate cap
Multi-unit dwelling	Level 1 (household plug outlet)	\$2,000	No cap	+\$2,000 \$4,000	Up to 100% of project costs
	Level 2	\$4,500	Up to 75% of project costs, maximum \$36,000 per property	+\$4,500 \$9,000	Up to 100% of project costs
	Main Panel Upgrade	\$4,000	Up to \$4,000 per property	N/A	N/A
Affordable housing multi-unit dwelling	Level 1 (household plug outlet)	\$2,500	No cap	+\$2,500 \$5,000	Up to 100% of project costs
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POTENTIAL IMPACT TO MENLO PARK PROJECTS



# Units	Proposed L1 ports	Proposed L2 ports	Est. project cost	PCE rebate	Est. cost to site	% of owner cost share	Menlo Park rebate	NEW est. cost to site	New % cost share
4	0	4	\$39,800	\$22,000*	\$17,800	45%	+\$18,000	\$0	0%
41	0	9	\$103,700	\$36,000	\$69,700	67%	+\$36,000	\$33,700	32%
68	15	4	\$175,500	\$54,000*	\$121,500	69%	+\$54,000	\$67,500	39%

- Some include panel upgrades rebates from PCE
- Supports smaller multi-unit properties (58% of multi-unit sites in Menlo Park with 4-19 units)
- May still be out of reach for medium to large multi-unit properties



IMPLEMENTATION & ADMINISTRATION

- Implementation
 - Sites will enroll in Peninsula Clean Energy technical assistance program supported by CLEAResult
 - CLEAResult will recommend specific project scopes to maximize ports and minimize costs
 - Incentive applications will be submitted via Peninsula Clean Energy's application portal

- Fund Administration
 - Peninsula Clean Energy invoice Menlo Park for disbursed incentives
 - A small fee for administration may be required to reconfigure incentive administration platform
 - Menlo Park will have access to project level data (e.g., port count, cost, etc.)

BUDGET AND RESOURCES



- PCE requires a minimum of \$250,000 to implement the program on behalf of Menlo Park.
 - Supports the current projects using the technical assistance and some additional projects to enhance multi-unit marketing efforts to participate in the incentive program
- \$500,000 would enable greater port deployment
- The funds could come from a combination of sources:
 - Mainly from Climate Action Plan Capital Improvement Plan funds
 - General Fund
 - Other existing funding options are also being explored
- Requires some resources to get started, but very little staff resources will be needed to implement this aspect of CAP strategy goal No.3



BENEFITS AND MONITORING

- The projects can serve as an important pilot and catalyst to create local case studies and motivate other existing multi-unit properties to install EV charging
- Can begin to create competitiveness with renters who may prioritize rental units that have on-site EV charging
- Help protect potential impacts to rental rates by decreasing capital cost share
- Can pair well with other programs and incentives for building electrification
- Report back on implementation in one year to the Commission and the City Council to determine next steps

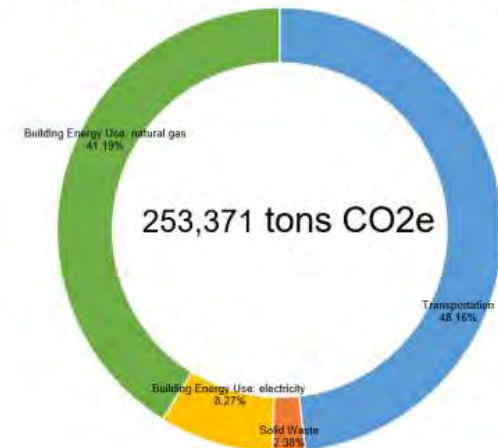


IMPACT TO REDUCE GREENHOUSE GAS EMISSIONS



- Overall goal to be carbon neutral by 2030
 - Transportation emissions are the largest
 - Carbon factor for gasoline is larger than other fossil fuels being consumed in the community
- Existing multi-unit properties are likely to have a heavy lift ahead versus other sectors to support renters and condo owners to be carbon neutral
- Tackle both building and transportation electrification infrastructure

City of Menlo Park communitywide greenhouse gas emissions 2019



A photograph of a street scene in Menlo Park. In the foreground, there are green plants with red flowers. In the background, a building has a brown oval sign that says "harvest" and a red circular sign that says "TABAC". There are also some outdoor chairs on the sidewalk.

CONSIDERATIONS AND NEXT STEPS



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MENLO PARK PROPOSED ELIGIBILITY

- Existing multi-unit properties with four or more units
- Multi-unit properties with renters and condo owners with centralized parking



CONSIDERATIONS

1. Pilot \$250,000 to support several multi-unit properties in Menlo Park with marketing and outreach efforts
 - Some GHG reductions related to CAP strategy goals No.1, No.2, and No.3 with charging stations installed
 - Less budgetary impacts as it uses mainly the CAP CIP funds
2. < \$250,000 to support more projects with marketing and outreach efforts
 - More GHG reductions related to CAP strategy goals No.1, No.2, and No.3
3. Marketing and outreach with no additional Menlo Park incentives, including up to \$10,000 allocation from previous City Council direction
 - Minimal GHG reductions



RECOMMENDATION AND NEXT STEPS

- Consider making a recommendation to the City Council regarding the implementation of a rebate program matching Peninsula Clean Energy's electric vehicle charging incentive for existing multi-unit properties to support Climate Action Plan strategy goal no. 3 – increase access to electric vehicle charging



THANK YOU