

# Environmental Quality Commission



## REGULAR MEETING AGENDA

**Date:** 9/20/2023  
**Time:** 6:00 p.m.  
**Location:** [Zoom.us/join](https://zoom.us/join) – ID# 879 3070 9093 and  
City Hall Downtown Conference Room, 1st Floor  
701 Laurel St., Menlo Park, CA 94025

Members of the public can listen to the meeting and participate using the following methods.

- How to participate in the meeting
  - Access the meeting, in-person, at the Downtown Conference Room
  - Access the meeting real-time online at:  
[Zoom.us/join](https://zoom.us/join) –Meeting ID 879 3070 9093
  - Access the meeting real-time via telephone at:  
(669) 900-6833  
Meeting ID 879 3070 9093  
Press \*9 to raise hand to speak

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### Regular Session

#### A. Call To Order

B. Roll Call – Evans, Chair Hedley, Kissel, Lin, McKenna, Pelegri-Llopert, Vice Chair Schmidt

#### C. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. You are not required to provide your name or City of residence, but it is helpful. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under public comment other than to provide general information.

#### D. Regular Business

- D1. Approve the August 16, 2023 Environmental Quality Commission meeting minutes ([Attachment](#))
- D2. Review and discuss 2025-2030 scope of work for Climate Action Plan strategy No. 1 to electrify 95% of existing buildings by 2030 ([Presentation](#))

D3. Approve the Environmental Quality Commission work plan ([Attachment](#))

## **E. Reports and Announcements**

E1. Reports and announcements from staff and Commissioners

## **F. Adjournment**

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or before, the public hearing.

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**REGULAR MEETING MINUTES – DRAFT**

**Date:** 8/16/2023  
**Time:** 6:00 p.m.  
**Location:** Teleconference and  
City Hall Downtown Conference Room, 1st Floor  
701 Laurel St., Menlo Park. CA 94025

**A. Call To Order**

Chair Hedley called the meeting to order at 6:01 p.m.

**B. Roll Call**

Present: Kissel, Hedley (Chair), Lin, McKenna, Pelegri-Llopart, Schmidt (Vice Chair)  
Absent: Evans  
Staff: Sustainability Manager Rebecca Lucky, Management Analyst II Ori Paz

**C. Public Comment**

- Mitch Slomiak spoke in support of Menlo Spark.
- Jane Rosten spoke on educational opportunities related to transportation emission reduction goals.

**D. Regular Business**

D1. Approve the July 19, 2023 Environmental Quality Commission meeting minutes and updates to the June 21, 2023 Environmental Quality Commission meeting minutes (Attachment)

**ACTION:** Motion and second (Kissel/ Pelegri-Llopart), to approve the July 19, 2023 Environmental Quality Commission meeting minutes and updates to the June 21, 2023 Environmental Quality Commission meeting minutes, passed 6-0 (Evans absent).

D2. Review and discuss Climate Action Plan strategy goals No. 2 and No. 3 and provide feedback to staff on scope of work implementation for 2025-2030

Chair Hedley introduced the item.

Sustainability Manager Lucky and Management Analyst II Paz made the presentation (Attachment).

- Jane Rosten spoke on community charging options and in support of the Climate Action Plan (CAP) Nos. 2 and 3 efforts.
- Mitch Slomiak spoke in support of the CAP and on stackable electric vehicle (EV) charging incentives through Pacific Gas and Electric (PG&E) and Peninsula Clean Energy (PCE).

**ACTION:** Motion and second (Schmidt/ Kissel), to provide the following feedback on CAP strategy goals Nos. 2 and 3:

- Provide education and outreach regarding EVs, affordability, and incentives,

- Aggregate funding for EV charging from federal, state, local, and utility, especially for low-income housing,
- Focus on increasing access to EV charging at home through partnerships, policy and programs,
- Increase the amount of public charging available at city-owned properties and consider future development plans,
- Explore incentive-based rules, such as direct install programs,
- Partner with public agencies and private property owners to install EV charging,
- Consider removing other fees from city-owned charging and source alternative funding to support operation, maintenance, and additional chargers,
- Track EVs by income level and charging availability,
- Reach codes for EV charging for existing buildings,
- Form a subcommittee that includes Commissioners Schmidt and Kissel to research grants (workforce, education, and infrastructure) that could be tracked long term, collect additional ideas on implementation, and identify partners to be presented in December 2023 or January 2024,

passed 6-0 (Evans absent).

The Commission took a recess at 8:13 p.m.

The Commission reconvened at 8:18 p.m.

D3. Approve the Chair's quarterly report to City Council (Presentation)

Chair Hedley made the presentation (Attachment).

The Commission discussed the Chair's report.

**ACTION:** Motion and second (Kissel/ Pelegri-Llopart), approve the Chair's quarterly report to City Council passed 6-0 (Evans absent).

D4. Consider climate adaptation subcommittee member appointments

Chair Hedley introduced the item.

- Jane Rosen spoke in support of prioritizing mitigating climate adaptation.

**ACTION:** Motion and second (Chair Hedley/ Kissel), to select Commissioner Schmidt to serve on the Climate Adaptation Subcommittee, passed 6-0 (Evans absent).

## **E. Reports and Announcements**

E1. Reports and announcements from staff and Commissioners

Sustainability Manager Lucky provided updates to the Commission.

Commissioner McKenna provided an update about a Caltrain electrification transit event on Sept. 23.

Vice Chair Schmidt reported out on a Canopy event on Aug. 21 on the Urban Forest Master Plan

and a Canopy award on Sept. 9

Commissioner Pelegri-Llopart reported out on Canopy's new executive director.

**F. Adjournment**

Chair Hedley adjourned the meeting at 8:36 p.m.

Ori Paz, Management Analyst II



**2025-2030 IMPLEMENTATION FOR CLIMATE  
ACTION PLAN STRATEGIES NO.2 AND NO.3**



# CONTENTS

- Overview and context
- Incentives
- Barriers, access, and equity
- Current programs and policies
- Discussion structure and ideas





# OVERVIEW AND CONTEXT



## MEETING GOALS AND TIMELINES

- Over the next several months the commission will be providing feedback to staff on possible ideas to explore for implementation of each Climate Action Plan (CAP) strategy for 2025-2030
  - City Council last approved a scope of work for each strategy in 2021, and remains part of the current implementation strategy
- A final staff recommendation will be presented to the commission next summer (2024), which will then proceed to city council for approval
- This is an opportunity to brainstorm until March 2024 on the scope of work for each strategy that allows staff to evaluate possible ideas from the feedback

## CAP STRATEGY NO.2

- Set citywide goals for increasing electric vehicles (EVs) to 100% of new vehicles by 2025 and decreasing gasoline sales 10% a year from a 2018 baseline
  - City Council directed implementation of this strategy to the Beyond Gas Initiative (BGI) under Joint Venture Silicon Valley
  - The BGI initiative has shifted to a nonprofit, Coltura
  - Incentive information regarding electric vehicle rentals and purchases was provided to the community in March 2022 and September 2022 through the City’s waste bill insert to residents and businesses
  
- Why the goal was set
  - Transportation makes up 48.2% of the community emissions (per 2019 inventory)
  - Private vehicles are the primary means of transportation emissions
  - Peninsula Clean Energy (PCE) provides carbon-free electricity, which if paired with EVs would eliminate the emissions from passenger EVs
  
- How we are tracking it
  - PCE data sharing agreement with the CA DMV
  - Sales tax analysis from gas stations



## EXISTING CONDITIONS: EV REGISTRATIONS

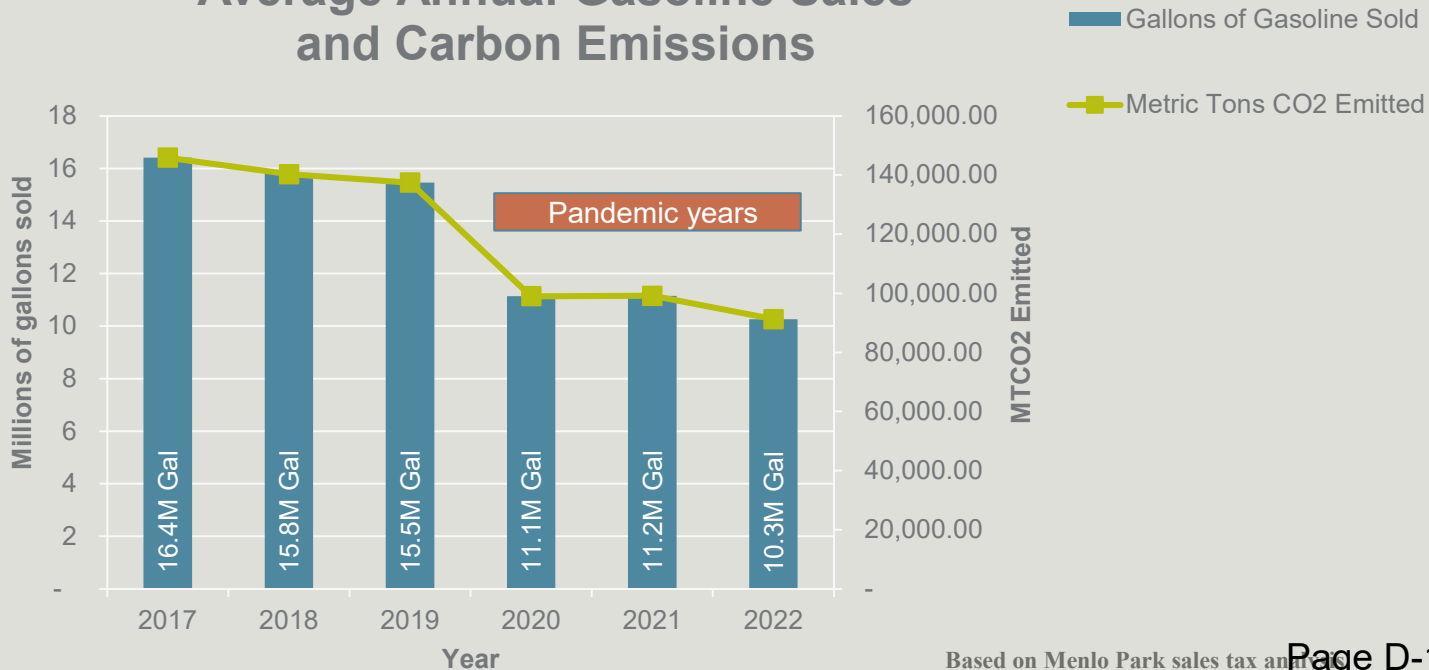


- 2019 - 45,450 total cars, 2,200 were EV (4.84%)
- 2021 - 31,528 vehicles, 3,080 EVs (9.77%)
- 2022 - 31,369 total vehicles, 3,717 of these are EV (11.85%)
- From 2017-2019, fossil fuel (gasoline/diesel) sales have decreased an average of 6.62% per year

# GASOLINE SALES



## Average Annual Gasoline Sales and Carbon Emissions



## CAP STRATEGY NO.3

- No. 3: Expand access to electric vehicle (EV) charging for multifamily and commercial properties
  - City Council directed staff resources be used to monitor the effectiveness of state and regional charging infrastructure incentives, and the City will promote/market the incentives to multifamily 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 multifamily property owners with existing units/buildings to install EV charging infrastructure.
  
- Why the goal was set
  - Main barrier to purchase and continue to use EVs is access to charging particularly at-home charging
  - 40% of residents in Menlo Park reside at multifamily properties and less than 2.5% have access to onsite or nearby charging
  
- How we are tracking it:
  - EV charging permits issued
  - EV charging maps
  - EV charging rebate participation through PCE



## CAP STRATEGY NO. 3

- Work to date on implementation includes:
  - EV charging infrastructure gap analysis presented to City Council that included possible policy options to explore for further consideration (October 2020)- City Council opted not to pursue any policy options and focus on incentives and outreach
  - Presented to the EQC in 2021 and 2022 a possible program where Menlo Park could match PCE’s EV charging rebates for existing multifamily with shared parking- San Carlos has implemented this proposal
  - Sent a letter to multifamily property owners regarding PCE’s incentives (early 2022)
  - Informational articles in the commercial and multifamily waste bill insert about available incentives (4 times per year)
  - Working with PCE to track and monitor incentive participation
  - Enhanced EV charging requirements for new buildings to ensure all new multifamily units have access to their own charging (January 2023)
  - Included 27 EV charging spaces at the Menlo Park Community Campus Center Project in the Belle Haven neighborhood
  - Implemented a fee waiver and credit program for existing buildings that include installation of EV charging infrastructure



# CURRENT POLICIES BEYOND MENLO PARK



- State will require all new vehicles sold in California to be clean air vehicles by 2035
  
- California state law (Civil Code section 1947.6) requires landlords to approve tenant requests to install EV charging stations in their dedicated parking spaces so long as the tenant is willing to pay for the charging station and associated costs, including installation and utility costs. However, there are several exceptions to this law, including properties where:
  - Landlords have installed EV charging stations in at least 10% of the designated parking spaces;
  - Tenants are not provided parking in their lease agreement;
  - There are fewer than five parking spaces; and
  - The unit is covered by a local rent control ordinance and a local EV charging station ordinance that was adopted on or before January 1, 2018

# INCENTIVES

# NEW ELECTRIC VEHICLE (EV) INCENTIVES



Income Level	Federal Tax credit – New vehicles	CA clean vehicle rebate	CA vehicle retirement consumer assistance	BAAQMD clean cars for all	Total
\$10,000-\$30,000	\$7,500	\$7,500	\$1,500	\$9,500	\$26,000
\$40,000-\$50,000	\$7,500	\$7,500	\$1,000	\$7,500	\$23,500
\$60,000	\$7,500	\$7,500	\$1,000	\$5,500	\$21,500
\$70,000	\$7,500	\$7,500	\$1,000	\$0	\$16,000
\$80,000 - \$200,000	\$7,500	\$2,000	\$1,000	\$0	\$10,500
\$210,000-\$300,000	\$7,500	\$0	\$1,000	\$0	\$8,500

Source: <https://ev.pge.com/incentives> (Updated with full Federal incentive per PCE for 2023 Tesla Model 3, RWD, with existing vehicle retirement for eligible two using calculator at link, see additional EV charging incentives based on income and family size at the link)

# USED ELECTRIC VEHICLE (EV) INCENTIVES (MODEL 3)



Income Level	PCE & PGE used EV rebate	CA clean vehicle rebate (<\$45k)	CA vehicle retirement consumer assistance	BAAQMD clean cars for all + old car buy back	Total
≤\$30,000	\$4,000 + \$1,000	\$7,500	\$1,500	\$9,500 + \$1,200	\$24,700
\$40,000 - \$50,000	\$4,000 + \$1,000	\$7,500	\$1,000	\$7,500 + \$1,200	\$22,200
\$60,000 - \$70,000	\$4,000 + \$1,000	\$7,500	\$1,000	\$5,500 + \$1,200	\$20,200
\$70,000	\$4,000 + \$1,000	\$7,500	\$1,000	\$0+\$1,200	\$14,700
\$80,000 - \$200,000	\$0+ \$1,000	\$2,000	\$1,000	\$0 + \$1,200	\$5,200
≥\$210,000	\$0+ \$1,000	\$0	\$1,000	\$0 + \$1,200	\$3,200

Source: <https://ev.pge.com/incentives> (Updated for 2022 Tesla Model 3 with existing vehicle retirement, RWD, family of two - using calculator at link, see additional EV charging incentives based on income and family size at the link)





# ELECTRIC VEHICLE COSTS

Vehicle	Cost before incentives	Incentive	Cost after incentives	Monthly operating cost	Cost over 20 years (savings)
Toyota RAV4 (Gas)	\$27,575	\$0	\$27,575	\$261	\$158,211 (\$0)
Tesla Model 3 (EV)	\$40,240	\$6,750	\$33,490	\$113	\$126,118 (\$33,293)

Sources: PCE DMV data sharing; The San Francisco Standard; Kelly Blue Book Online; PGE Cost compare tool



# PENINSULA CLEAN ENERGY EV CHARGING INCENTIVES

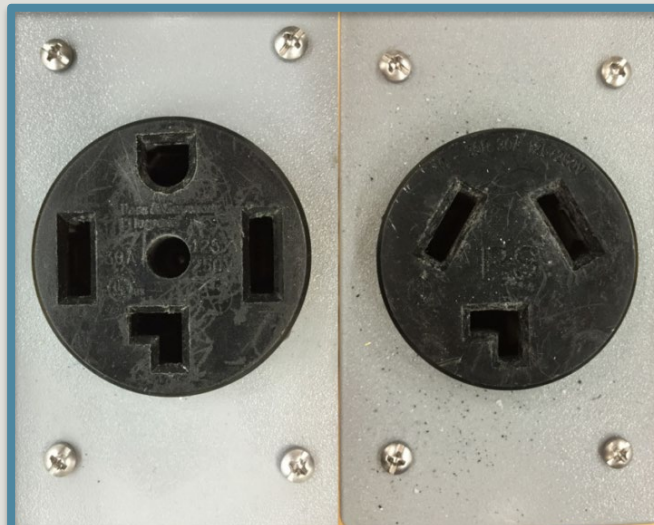


- December 2020: Peninsula Clean Energy launches EV Ready Program
  - \$28M in project incentive
    - \$12M state (CALeVIP) and Peninsula Clean Energy matching funds
    - \$16M Peninsula Clean Energy (PCE) funds
- Program has evolved over the last few years along with more funding

# ELECTRIC VEHICLE CHARGING TYPES



Level 1



Level 2



## PCE'S INCENTIVES FOR EXISTING MULTIFAMILY PROPERTIES

- Free technical assistance to provide project design and guidance
  - Offers 3 different solutions based on engineering study and includes cost estimates
- CALeVIP Peninsula-Silicon Valley Project:
  - Level 2: up to \$5,500 per port
- Peninsula Clean Energy incentive program:
  - Level 1 or Level 2: \$2,000 per outlet (additional incentive for affordable housing \$500) no cap for total project costs
  - Level 2: \$5,500 per port up to 75% of costs of total project cost, maximum \$90,000 per property
  - Panel upgrade: up to \$5,000 per property
- Current costs for installing EV charging:
  - Level 1: \$2,400 per outlet
  - Level 2: \$5,000 to \$9,000 per connector depending on if trenching is needed

## MENLO PARK MULTIFAMILY PROPERTY PARTICIPATION

- CAlLeVIP incentive program
  - 1 multifamily property with 41 units applied for 9 ports
  
- Peninsula Clean Energy incentive program
  - **Since 2020**, 6 multifamily properties have installed a combination of Level 1 and Level 2 charging
    - 5 condominium complexes installed 56 Level 2 ports with incentive covering 65% to 90% of project costs
    - 1 apartment complex installed 12 Level 1 ports with incentive covered 98% of project cost
    - Incentive is on average helping to provide 78% of units at each location with at-home charging





# BARRIERS, 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

## AT-HOME CHARGING AND EVS

- 50% to 80% of EV charging events occur at-home because:
  - It is reliable- generally always working and available (no competition with other EVs that need to charge)
  - Convenient- vehicle can charge overnight when little activity is occurring and no limitations on parking time that limit charging sessions, allowing for a full or adequate charge
  - Costs less than using public charging stations
  - 2018 UC Davis' Review of consumer preferences of and interactions with electric vehicle charging infrastructure

## CHARGING TIME AND COST

- In most cases, public charging can be more than double the price of at home charging
  - Multifamily residents with shared parking cannot take advantage of time of use or specialized electricity rates; cost of ownership is often higher

**Average cost and charge time for 100 mile battery EV**

EV charging type	Estimated range added per hour	Average cost to charge 100-mile battery EV	Estimated charge time
Level 1 (at home)	5 miles/hour	\$5.00	20 hours
Level 2 (at home)	13-25 miles/hour	\$4.42	8 hours
Level 2 (public)	13-25 miles/hour	\$12.00	8 hours
Direct current fast charging (DCFC)	100+ miles/hour	\$13.50	45 minutes

## MULTIFAMILY PROPERTIES, RENTERS, AND EQUITY

- ~40% of the Menlo Park 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
- At-home identified as most influential charging location to encourage consumers to purchase EVs
  - Those that may be able to afford electric vehicles may still not purchase them due to lack of at-home charging if they are living at multifamily properties with shared parking



# DISCUSSION STRUCTURE FOR CAP NO.2 & NO.3 AND 2025-2030



## GETTING THE MOST WITH CURRENT RESOURCES AND BUDGET



- Focus on addressing barriers to EV ownership and continued use (e.g. affordability, access to EV charging, etc.)
- Determine where the City has influence, tools, or ability/authority to remove barriers
  - Outreach and education
  - Focused support to residents and businesses
  - Developing local rules or regulations
  - Incentives
- Aim for highest value of staff resources and city budget that would result in highest results of change
  - Try to address the most significant barrier rather than trying to address multiple barriers



## POSSIBLE IDEAS FOR EQC DISCUSSION



- Continue to partner with and promote Peninsula Clean Energy to increase promotion of EV and EV charging incentives, given PCE program success
- Explore City-sponsored EV charging incentives similar to San Carlos that offers a matching rebate to PCE's EV charging rebates for multifamily properties to reduce cost share to property owners
- Explore installing public charging within 0.25 miles of multifamily properties with shared parking



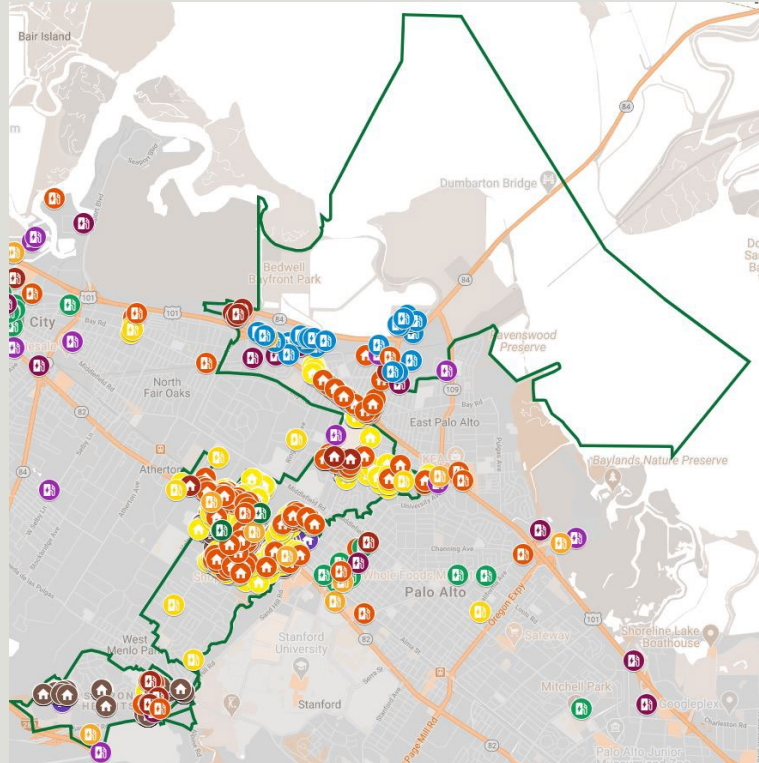
**THANK YOU**



# ADDITIONAL DATA



# GEOSPATIAL ANALYSIS OF EXISTING INFRASTRUCTURE



- 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)

# MENLO PARK MULTIFAMILY BREAKDOWN



MUD type with 4 units or more	no. sites	living units	% total housing units in Menlo Park 13,085	% of MUD
owner-occupied condo	55	734	5.61%	13.50%
non-owner occ condo		340	2.60%	6.25%
4-9 units	380	1888	14.43%	34.73%
10-19 units	49	644	4.92%	11.84%
20-49 units	13	409	3.13%	7.52%
50+ units	9	1422	10.87%	26.15%
		5,437	41.55%	100.00%

condos include townhomes that may have garages and don't have shared parking

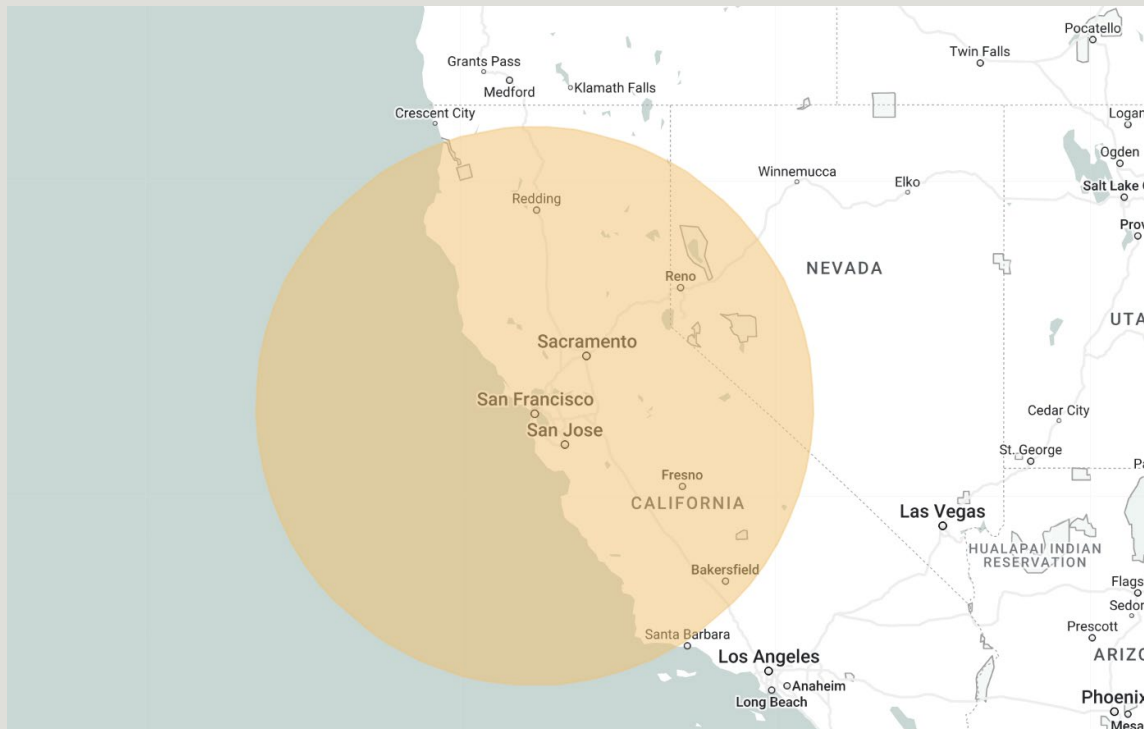


# 2020 SUMMARY OF EV CHARGING INFRASTRUCTURE FOR MULTIFAMILY PROPERTIES BY TYPE



Multifamily property type	Total units	Public EV charging on-site	% living units with EV charging on-site	Public EV charging ≤0.25 miles	% living units with public EV 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%

# TESLA MODEL 3 – 272 MILE EV RANGE MAP



A photograph of a grassy field with a wooden fence in the foreground. In the distance, two people are visible on a path. The sky is overcast.

# BRAINSTORM SESSION FOR 2025-2030 SCOPE OF WORK FOR CLIMATE ACTION PLAN STRATEGY NO.1

# CONTENTS

- Meeting goals and timeline
- Overview of Climate Action Plan (CAP) strategy No.1
- Available data
- 2020 and 2021 scope of work and outcomes
- Building decarbonization ad hoc subcommittee discussions
- Discussion structure and ideas
- Even more data!



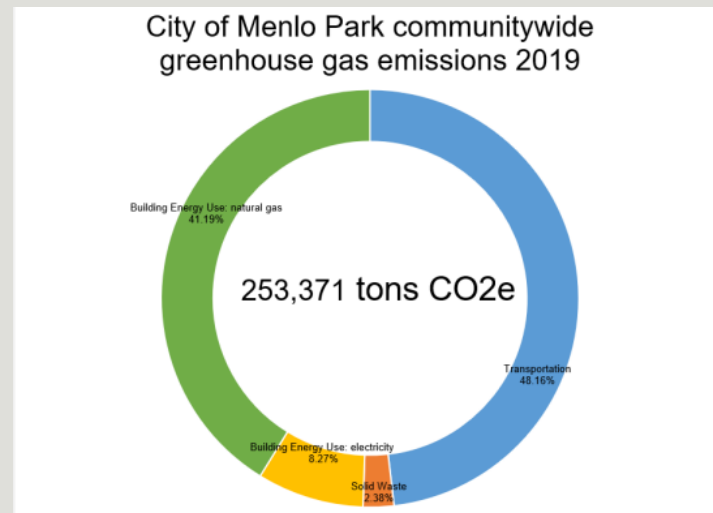
## MEETING GOALS AND TIMELINES

- Over the next several months the commission will be providing feedback to staff on possible ideas to explore for updating the 2025-2030 scope of work for each Climate Action Plan (CAP) strategy
  - City Council last approved a scope of work for each strategy in 2021, and remains part of the current implementation strategy along with their annual work plan prioritization
- A final staff recommendation will be presented to the commission next summer (2024), which will then proceed to city council for approval
- This is an opportunity to brainstorm on the scope of work for each strategy, allowing staff sufficient time to evaluate possible ideas from the feedback

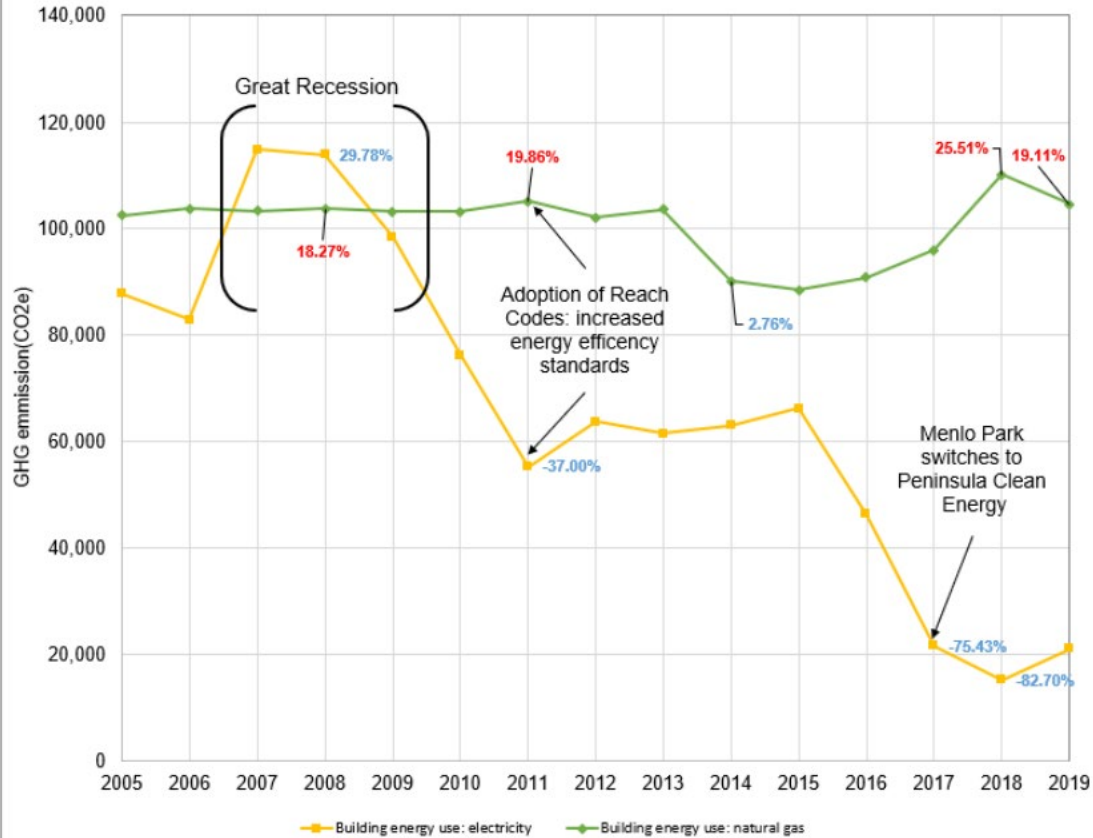


# CAP STRATEGY NO.1

- Explore policy/program options to convert 95% of existing buildings to all-electric by 2030
- Why the goal was set
  - Natural gas usage in buildings makes up 41.2% of the community emissions
  - Peninsula Clean Energy (PCE) provides carbon-free electricity, which if paired with all-electric buildings would eliminate the emissions from building energy use
- How we are tracking it
  - Natural gas usage in buildings (primary)

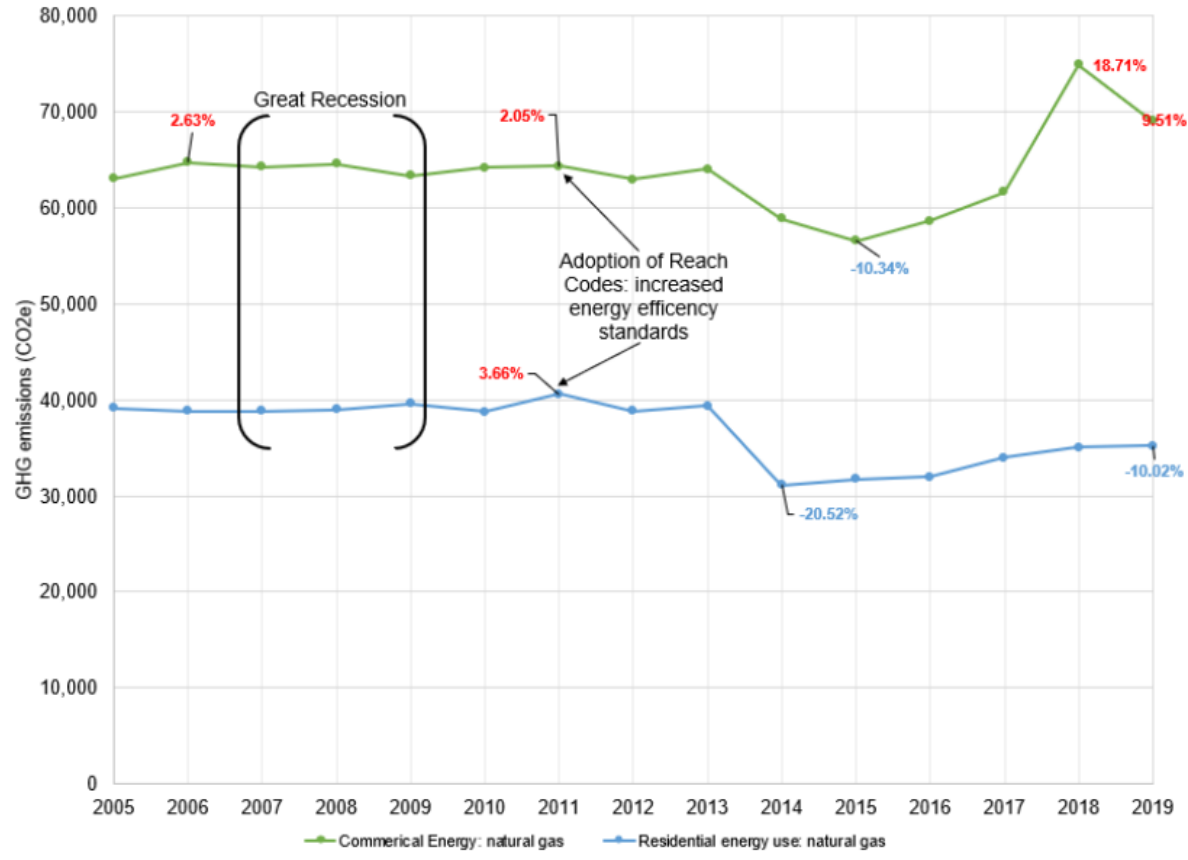


**%change building energy use emissions 2005-2019**  
(electricity versus natural gas relative to baseline)

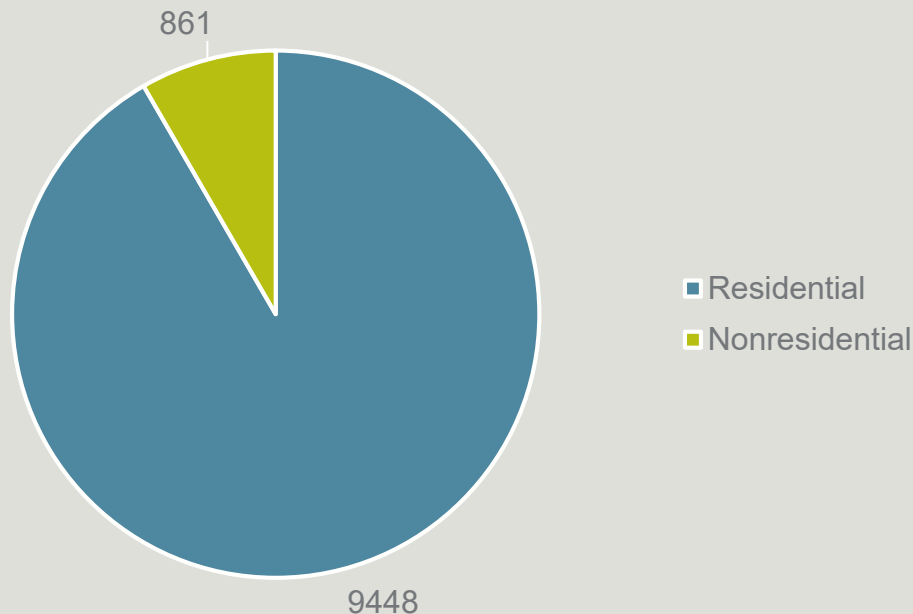




**%change building energy use: natural gas emissions 2005-2019**  
(by account type, relative to baseline)



# NUMBER OF RESIDENTIAL VS NONRESIDENTIAL PROPERTIES IN MENLO PARK



Note – some parcels in the El Camino Real/Downtown Specific Plan category included as nonresidential may have residential uses

## CAP NO.1 2020 & 2021 SCOPE

- Two options were presented in the original CAP:
  - Enact an end of flow policy for natural gas usage in existing buildings by 2030. The City would explore how to work with PG&E to end the flow of natural gas to the community, which would require residents and businesses to actively plan on switching all gas equipment before the end of flow date; OR
  - Burn-out rule that would require replacement of gas-fired equipment with electric equipment when it reached the end of its life
  
- 2021 scope of work- City Council directed staff to prepare an analysis of program and policy options by August 2021
  - A report was completed and provided to the City Council
  - EQC provided final recommendations to the City Council



# CITY COUNCIL DIRECTION AUGUST 2021



The City Council supported EQC recommendations No.1, 2, 3, 5 and No.6 for implementation:

1. Allow UUT to be collected at voter-approved levels (council action required) and establish a dedicated fund to support building decarbonization
2. Identify partners for funding and financing programs, including a specific low-income turnkey program
3. Develop program proposals to reduce "hassle factor" for building owners
- ~~4. Begin outlining ordinance to prohibit the installation of new gas appliances that require permits~~
5. Begin formal public engagement immediately
6. Develop long term plan/roadmap to meet CAP #1 goal

# OUTCOMES OF AUGUST 2021 DIRECTION



- Identify building electrification partners for funding and financing programs, including a specific low-income turnkey program (2021-2024)
  - Spring 2022: Staff supported Menlo Spark in submitting an application for a \$1 million grant from ICLEI (Local Governments for Sustainability) to support existing building electrification for low to moderate income building owners. Ultimately, the grant was not awarded to the City nor Menlo Spark.
  - June 2022: City Council adopted a resolution of support to promote BlocPower services in the community.
  - 2022 & 2023: Menlo Spark worked on existing building electrification demonstration projects in the Belle Haven neighborhood and requested funding from Senator Josh Becker to support low income existing building electrification projects.
  - November 2022: The state granted the City of Menlo Park \$4.5 million to support community-wide building electrification projects
  - June 2023: EQC provided advice to City Council on program implementation of the \$4.5 million
  - Fall 2023: Study session with the City Council to determine how to implement the funds with a goal to begin implementation in early 2024



# CITY COUNCIL DIRECTION AUGUST 2021



- Develop program proposals to reduce "hassle factor" for building owners
  - November 2021: a survey was sent to building professionals and general community members to determine barriers to electrification with a focus on how the permit process or incentives could help motivate permit applicants to electrify.
  - August 2022: City Council approved a permit fee waiver and credit program for existing building projects electrification projects.
  - February 2023: Presented rule changes to EQC that would allow electrification equipment to be located in garages and protective enclosures within required side and rear yard setbacks for existing single-family homes to help facilitate electrification and support permit streamlining. This will be considered by the Planning Commission tentatively in October 2023.
  - April 2023: Applied for the CalAPP grant and reserved \$40,000 in funding to implement online permit issuance of solar projects that may eventually help streamline building permit electrification.
  - Some improvements have been made to streamline the permitting process, and focus is underway to enhance the building electrification permit processing over the next several months.
  - New webpages were posted to identify permit submittal requirements more clearly to help streamline project review for some types of projects.

# CITY COUNCIL DIRECTION

## AUGUST 2021



- **Begin formal public engagement immediately**
  - In October and November 2021, informational virtual library events were held on the CAP and building electrification. Approximately 10-15 people attended and asked follow up questions after the events.
  - Regular City Council digest items included articles that supported information/resources around the electrification of existing buildings and the CAP progress report.
  - Summer 2022- present: The volunteer community collaboration sessions have been supporting outreach in the community, the City has been promoting the events in the community
  - May 2023: Presented public education and outreach ideas to the EQC, and received supportive feedback from the commission to implement.
  - Ongoing 2022 and 2023: Sustainability and Building Division staff worked on developing webpage materials to provide information about electrification incentives, rebates, and resources on how to electrify.
  
- **Work planned for the 2023:**
  - Continue to promote the volunteer-led community collaboration discussions and other relevant and credible sources of education and outreach resources
  - Launch public education and outreach activities for existing building electrification.
  - Efficiency can be gained by launching a public engagement strategy during first quarter of 2024 to leverage new incentives, tax credits, and direct install programs.



# CITY COUNCIL DIRECTION

## AUGUST 2021



- Although direction was not supported by the City council to “Begin outlining ordinance to prohibit the installation of new gas appliances that require permits,” staff and the commission worked on other possible pathways that were being explored by other cities.
  - March 2022: EQC supported staff recommendations for existing building reach codes and added additional measures to consider.
  - Summer 2022: Met with City Council CAP subcommittee to discuss options for existing building and new building reach codes
    - Recommendation was to renew new building reach codes and enhance electric vehicle charging requirements for new residential development.
    - Existing buildings would be revisited after January 1, 2023.
  - November 2022: City Council readopted the City’s previous electrification requirements for new buildings as part of the new building code cycle that started Jan. 1.
  - February 2023: Staff met with the City Council CAP subcommittee three times in February to discuss potential electrification requirements for existing buildings for an upcoming City Council study session.
  - Ongoing: Will be partner with PCE, regional, and state agencies to determine best pathway for reach codes as part of the next statewide building code cycle update

## BEYOND MENLO PARK

- Bay Area Air Quality Management District adopted rules this year that would:
  - Prohibit the manufacture and installation of gas-fired water heaters in communities within the air district’s jurisdiction starting in 2027
  - Prohibit the manufacture and installation of gas fired furnaces starting January 1, 2029
  - Two years prior to effective date (2025 and 2027 respectively), the Board of Directors will evaluate the feasibility of the above phase out dates.
  
- Reach Codes
  - Peninsula Clean Energy, CALGreen, and the California Energy Commission are reviewing possible pathways to require electrification in both new and existing buildings

# INCENTIVES

- Incentive landscape is changing and will continue to change rapidly
- Federal, state, regional and energy provider incentives available
- Likely to continue in order to advance the transition to electric equipment



## MULTIFAMILY PROPERTIES, RENTERS, AND EQUITY

- ~40% of the Menlo Park population resides in multifamily properties (e.g. apartment/condominiums, townhome, duplex, triplex, etc.)



# BUILDING DECARBIZATION AD HOC SUBCOMMITTEE



- Staff and Building Decarbonization ad hoc subcommittee met in August 2023
- Exploring the following ideas for scope of work 2025-2030
  - Instant permit process that would involve mailing pre-approved permits to building owners in Menlo Park
  - Permit and building inspection leniency and amnesty program given that there may be unpermitted work or code violations that are discovered through the building electrification permit and inspection process; this would enable greater participation in electrification incentive programs that require building permit for eligibility
  - Exploring rental protection policies to ensure that equipment upgrades keep rental rates affordable and do not displace residents
- Will be meeting in October 2023 to further discuss ideas for 2025-2030 scope of work based on feedback from this meeting

# DISCUSSION STRUCTURE FOR CAP NO.1 2025-2030





## GETTING THE MOST WITH CURRENT RESOURCES AND BUDGET



- Focus on addressing barriers to existing building electrification between 2025 and 2030
- Determine where the City has influence, tools, or ability/authority to remove barriers
- Aim for highest value of staff resources and city budget that would result in greater GHG reductions
  - Try to address the most significant barrier or opportunity to prioritize actions
  - Discuss hard-to-address equity concerns



## POSSIBLE IDEAS FOR EQC DISCUSSION



- Discuss Commission ideas and begin to prioritize them at this meeting
- Staff and building decarbonization ad hoc subcommittee will return back to the Commission



**THANK YOU**



# ADDITIONAL DATA

## COSTS TO ELECTRIFY STARTING 2024

- \$30,000 for whole home electrification
  - \$16,750 for high income earners with rebates and tax credits
  - \$7,910 for middle to low income earners with rebates and tax credits
- \$6,200 for heat pump water heater conversion
  - \$0 with rebates and tax credits for all income levels (\$5,750-\$6,200 in rebates and \$2,000 tax credit)
- \$19,000 for heat pump space heating
  - \$12,500 with rebates (\$4,500) and tax credits (\$2,000)
  - \$4,500 for middle income and low income with incentives (\$12,500 rebates and \$2,000 tax credit)

Information provided by PCE and are all-in costs (not incremental) for single-family home

## COSTS TO ELECTRIFY STARTING 2024

- \$2,500 for induction cooktop
  - \$1,660 for middle and low income (\$840 rebates)
- \$1,750 for electric dryer- no rebates available
- \$4,150 for panel and electrical service upgrade for median home
  - \$2,650 for all income levels (\$1,500 from PCE)
- \$8,000 for pool heating
  - No incentives for single family
  - BayREN offers \$1,500 per pool for multifamily

Information provided by PCE and are all-in costs (not incremental) for single- family home



## COSTS TO ELECTRIFY STARTING 2024

- \$12,000 for battery storage for median home
  - \$9,000 for all income levels (\$3,000 rebate SGIP)
  - \$1,800 for SASH participants or homes with resale restrictions (\$10,200 incentive)
  - \$0 for areas with two or more power outage events, resale restrictions, or enrolled in Medical Baseline Program (\$12,000 incentive)
- \$20,000 for solar installation for median home
  - \$14,000 for all income levels (\$6,000 federal tax credit)
  - Important to note that solar is a motivating factor to electrify homes

Information provided by PCE and are all-in costs (not incremental) for single- family home



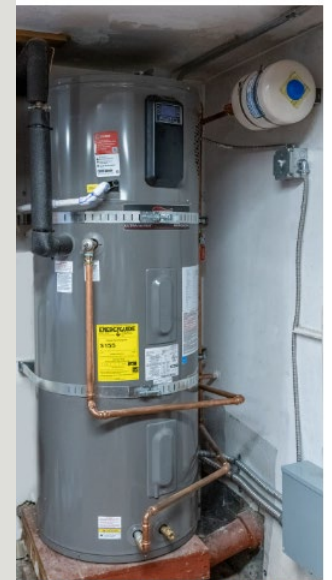
# PCE BUILDING ELECTRIFICATION INCENTIVES



- \$3,000 for heat pump water heater
- \$3,500 for heat pump space heating
- \$1,500 for panel upgrade
- On-bill zero interest loan up to \$10,000
- Whole home electrification costs between \$30,000 and \$40,000- depends on conditions in the home
- Other incentives can be stacked, such as TECH and federal tax credits and rebates



*Heat pump condenser evaporator unit*



*Installed heat pump water heater*

# NONRESIDENTIAL VS RESIDENTIAL PARCELS



Use	Number of parcels
Commercial business park	3
Commercial offices	49
Commercial retail	43
ECR/DT SP	452
LS	64
Limited Industry	19
MU Residential	30
Office	69
Public Facilities	26
Residential High Density	177
Residential Low Density	6.3k
Residential Medium Density	2.7k
Residential Very Low Density	341
Unclassified	27

# MENLO PARK MULTIFAMILY BREAKDOWN



MUD type with 4 units or more	no. sites	living units	% total housing units in Menlo Park 13,085	% of MUD
owner-occupied condo	55	734	5.61%	13.50%
non-owner occ condo		340	2.60%	6.25%
4-9 units	380	1888	14.43%	34.73%
10-19 units	49	644	4.92%	11.84%
20-49 units	13	409	3.13%	7.52%
50+ units	9	1422	10.87%	26.15%
		5,437	41.55%	100.00%

condos include townhomes that may have garages and don't have shared parking

# Environmental Quality Commission

City Manager's Office Department  
 701 Laurel Street, Menlo Park CA 94025  
 Adopted TBD



<b>Work plan goals</b>		
<ol style="list-style-type: none"> <li>1. Provide feedback to staff and advise the City Council on 2025-2030 scope of work for Climate Action Plan (CAP) strategies No.1 through No.6 that are anticipated to be presented to the City Council next year.</li> <li>2. Form 1-2 subcommittees to work with staff on the CAP 2025-2030 scope of work updates.</li> <li>3. Support the creation of an Urban Forest Master Plan: secure funding, complete canopy audit, support community engagement, and ensure urban forest is equitable across all district.</li> <li>4. Maintain an annual commission calendar to provide transparency and allow adequate time to prepare agenda items related to the commission’s work plan; update and post for public review monthly. See attached.</li> <li>5. Encourage and facilitate robust public comment and participation at Commission meetings.</li> <li>6. Foster a public meeting environment that is inclusive of all members of the diverse Menlo Park community.</li> <li>7. Support the filling of openings on the Commission and the effective onboarding of new Commissioners.</li> </ol>		
<b>Work plan history</b>		
Action	Date	Notes
Work plan recommended	September 20, 2023	Recommended (e.g., “Commission approved”)

## Proposed Environmental Quality Commission Agenda Topics Fiscal Year 2023-24

Agenda schedule may change based on City Council, Chair and Vice Chair, and staff requests/direction

Month	Topics	Author/Presenter	EQC role
<b>2023</b>			
<b>July 2023</b>	Approve fiscal year 2023-24 agenda calendar	Sustainability staff/Chair and Vice Chair	Action by commission
	Approve building decarbonization and climate outreach ad hoc subcommittees scope, timeline and deliverables	Sustainability staff/ Ad hoc subcommittees	Action by commission
<b>August 2023</b>	Review and discuss Climate Action Plan strategy No.2 to set citywide goals for increasing electric vehicles to 100% of new vehicles by 2025 and reducing gasoline sales each year by 10% starting in 2018 <i>(moved up from September)</i>	Sustainability staff	Feedback to staff on ideas, policies, and programs
	Review and discuss Climate Action Plan strategy No.3 to expand access to electric vehicle charging for multifamily and commercial properties <i>(moved up from September)</i>	Sustainability staff	Feedback to staff on ideas, policies, and programs
	Chair report to the City Council	Chair	Action by commission
<b>September 2023</b>	Review and discuss Climate Action Plan strategy No.1 to electrify 95% of existing buildings by 2030 <i>(moved from August)</i>	Sustainability staff/ building decarbonization ad hoc subcommittee	Feedback to staff on ideas, policies, and programs
	Approve the commission 2023-2024 work plan	Chair and staff	Action by commission
<b>October 2023</b>	Review and discuss Climate Action Plan strategy goal No.5 to eliminate fossil fuels from municipal operations	Sustainability staff	Feedback to staff on ideas, policies, and programs
<b>November 2023</b>	<b>No meeting due to holiday</b>		
<b>December 2023 Early December meeting to avoid holiday conflicts</b>	Review and discuss Climate Action Plan strategy No.4 to reduce vehicle miles traveled by 25% or an amount recommended by the Complete the Streets Commission	Sustainability staff	Feedback to staff on ideas, policies, and programs
<b>2024</b>			
<b>January 2024</b>	Review and discuss Climate Action strategy No.6 to develop a climate adaptation plan to protect the community from sea level rise and flooding	Sustainability staff Climate Adaptation ad hoc subcommittee	Feedback to staff on ideas, policies, and programs
<b>2024</b>			
<b>February 2024</b>	Review and discuss CAP strategy goal No.1 2025-2030 scope of work recommendations	Sustainability staff/ building decarbonization ad hoc subcommittee	Feedback to staff on ideas, processes, or programs to consider
	Review and discuss subcommittee project deliverables and disbandment	Sustainability staff/ad hoc subcommittees	Action by commission
<b>March 2024</b>	Receive Climate Action Plan progress report	Sustainability staff	Informational item/no action
	Review and discuss permit streamlining for existing building electrification projects	Sustainability staff	Feedback to staff on ideas, processes, or programs to consider
<b>April 2024</b>	Annual City Arborist Report	Public Works staff	Informational item
	Receive update on City operations electric handheld gardening equipment transition	Sustainability and Public Works staff	Informational, provide feedback to staff
<b>May 2024</b>	Elect Chair and Vice Chair	Chair	Action by commission
	Update on building electrification outreach and education	Sustainability staff	Provide feedback to staff

<b>June 2024</b>	Review and discuss Climate Action Plan proposed scope of work for 2025-2030	Sustainability staff	Provide feedback to staff
	Discuss annual agenda calendar/ work plan to submit to the City Council	Sustainability staff/Chair and Vice Chair	Action by commission
<b>July 2024</b>	Approve Climate Action Plan 2025 to 2030 scope of work	Sustainability staff	Advice to City Council
	Review and discuss subcommittee project deliverables and disbandment	Sustainability staff/ad hoc subcommittees	Action by commission
	Approve of the fiscal year 2024-2025 agenda calendar	Sustainability staff	Informational
	Update on electric gardening equipment rebate program	Sustainability staff	Informational

**Active ad hoc subcommittees:**

- **Building electrification with Commissioners Evans, Kissel and McKenna**
  - **Scope:** Explore Zoning updates, permit streamlining, flexibility/leniency programs for underserved residents during electrification permit inspections, reach codes or other policies to require electrification at replacement in existing buildings, and methods to cost effectively construct all-electric lab buildings and to convert existing lab buildings to all-electric.
  - **Duration:** Four (4) months with an expected report to EQC December 2023
- **Climate adaptation with Commissioners Schmidt (as of 8/16/23), Pelegri-Llopart and Lin**
  - **Scope:** Reviewing current city strategies, policies and programs around climate adaptation and recommending changes and enhancements to current city strategies, policies and programs including specific strategies for different populations
  - **Duration:** Six (6) months with an expected report to the EQC in January 2024
- **Electric Vehicle Ad Hoc Subcommittee**
  - **Scope:** Support CAP goals 2 & 3 by researching grants (workforce, education, and infrastructure) that could be tracked over the long term, and collecting additional ideas on implementation, and identifying partners to support our EV and EV charging infrastructure goals
  - **Duration:** Five (5) months with an expected report to the EQC in December 2023/January 2024
  - **Commissioners:** Kissel, Schmidt

**Other topics TBD:**

- Reach Codes for existing buildings
- Urban Forest Master Plan
- Waste management
- Water conservation
- Stormwater/water quality
- Tesla patrol pilot results
- Update on the \$4.5M California Energy Commission (CEC) grant for the electrification program
- Environmental Justice Element update
- Advise on participation in Peninsula Clean Energy's program to install photovoltaic system on city facilities
- Workforce development discussion
- Discuss forming an ad hoc subcommittee for Arbor Day and Earth Day in the October timeframe
- Receive update and discuss the policy landscape around building electrification December 2023/January 2024

**Regular items**

- Annual Election of Chair and Vice Chair (May)
- Chair report to the City Council (at minimum once per year)
- Set fiscal year commission agenda calendar (June/July)
- Annual informational presentation on existing building electrification outreach and education (annual)
- Annual City Arborist Report (Spring)
- Zero Emissions Landscaping Equipment (ZELE) Policy progress (requires two years)



of reporting to the commission directed by the city council)

- Review and discuss ad hoc subcommittee deliverables and disbandment (every 6 month)