



Environmental Quality Commission

REGULAR MEETING AGENDA

Date: 2/16/2022
Time: 6:00 p.m.
Location: [Zoom.us/join](https://zoom.us/join) – ID# 865 1520 6309

NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

Consistent with Government Code section 54953(e), and in light of the declared state of emergency, and maximize public safety while still maintaining transparency and public access, members of the public can listen to the meeting and participate using the following methods.

- How to participate in the meeting
 - Access the meeting real-time online at:
[Zoom.us/join](https://zoom.us/join) –Meeting ID 865 1520 6309
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(669) 900-6833
Meeting ID 865 1520 6309
Press *9 to raise hand to speak

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Regular Session ([Zoom.us/join](https://zoom.us/join) – ID# 865 1520 6309)

A. Call To Order

B. Roll Call – Elkins, Vice Chair Evans, Gaillard, Kabat, London, Price

C. Public Comment

The public may address the Environmental Quality Commission (EQC) on any subject not listed on the agenda. Each speaker can make public comment for a limit of three minutes once. The EQC cannot act on items not listed on the agenda other than to provide general information.

D. Regular Business

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

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](#))

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 prior to, the public hearing.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available by request by emailing the city clerk at jaherren@menlopark.org. Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission meetings, may call the City Clerk's Office at 650-330-6620.

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REGULAR MEETING MINUTES – DRAFT

Date: 12/15/2021

Time: 6:00 p.m.

Location: Zoom

A. Call To Order

Vice Chair Evans called the meeting to order at 6:05 p.m.

B. Roll Call

Present: Elkins, Evans (Vice Chair), Gaillard, Kabat (arrived at 6:06 p.m.), Price

Absent: London

Staff: Sustainability Manager Rebecca Lucky

C. Public Comment

None.

D. Regular Business

D1. Approve the November 17, 2021 Environmental Quality Commission meeting minutes (Attachment)

ACTION: Motion and second (Gaillard/ Price), to approve the November 17, 2021 Environmental Quality Commission meeting minutes, passed 5-0 (London absent).

D2. Consider ICLEI invitation to join ICLEI150 to receive additional technical climate action plan support, including establishing science-based targets and identifying high-impact climate actions (Attachment)

Sustainability Manager Rebecca Lucky introduced the item.

ICLEI program officer Calyn Hart made a presentation (Attachment).

ACTION: Motion and second (Evans/ Elkins), to recommend joining ICLEI Race to Zero, while maintaining the 2030 carbon neutral goal and further recommend the City Council requests creating a subgroup of cities that have a 2030 carbon neutral goal, passed 5-0 (London absent).

Recess

The Environmental Quality Commission took a recess at 7:27 p.m.

The Environmental Quality Commission reconvened at 7:34 p.m.

D3. Selection of a new chair and commissioner(s) to the transportation decarbonization subcommittee

Vice Chair Evans introduced the item.

ACTION: Motion and second (Gaillard/ Kabat), to select Commissioner Price as chair of the Environmental

The Environmental Quality Commission continued the selection of commissioner(s) to the transportation decarbonization subcommittee to a future meeting.

E. Reports and Announcements

E1. Reports and Announcements from staff and commissioners

Commissioner Gaillard:

- Provided an update about the home electrification presentations given by Gaillard and Commissioner Kabat on November 30 and December 1, 2021
- Reported on Ithaca, New York's 2030 building electrification goal and funding program
- Provided information about new California rebates for heat pump water and space heaters

Vice Chair Evans:

- Reported on building electrification pilots

Commissioner Kabat:

- Reported on Half Moon Bay's electrification building code requirements and its natural gas goal
- Reported on local community choice aggregates work on reach codes for the 2022 code cycle

Sustainability Manager:

- City Council has reorganized:
 - Mayor Nash was appointed as the Environmental Quality Commission liaison
 - Mayor Nash and Vice Mayor Wolosin were appointed to the City Council Climate Action Plan Subcommittee Nos. 1-5 ad-hoc subcommittee
 - A new City Council ad-hoc subcommittee for climate resiliency (Climate Action Plan Subcommittee No. 6) was created, consisting of Mayor Nash and City Councilmember Taylor
- Reported on upcoming City Council items:
 - Menlo Park Community Campus microgrid project status
 - Climate action plan strategy goal no. 5 (municipal decarbonization) planning
- Upcoming City Council Climate Action Plan Subcommittee and Environmental Quality Commission Building Decarbonization Subcommittee meetings
- Provided update on building electrification survey results

F. Adjournment

Vice Chair Evans adjourned the meeting at 8:05 p.m.

Candise Almendral, Sustainability Contractor



Local Governments
for Sustainability

USA

Raising Ambition in the Race to Zero and ICLEI 150

Following the Science and
Committing to Action

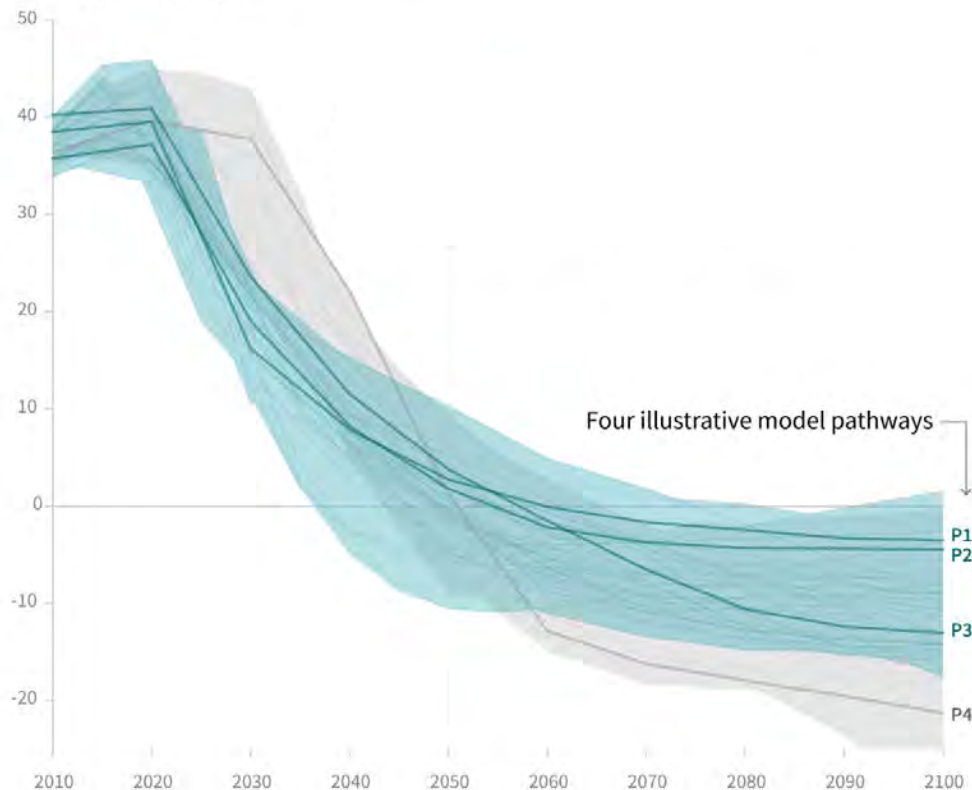
D2-PRESENTATION



Page D-1.3

Global total net CO₂ emissions

Billion tonnes of CO₂/yr



For the safety of people, planet, and economy we must reduce global emissions in half by 2030 and reach net zero emissions by 2050

A nighttime photograph of Salt Lake City, Utah. The Utah State Capitol building, with its illuminated dome, is a central feature on the right. To the left, modern high-rise buildings like the Zions Bank tower are lit up. In the foreground, a multi-lane highway shows long-exposure light trails from cars. The background features dark, rolling hills under a deep blue night sky. The text "Local government action is essential for reaching global goals" is overlaid in white and light blue.

Local government
action is essential for
reaching global goals

The Race to Zero

Race To Zero is a global campaign (established by the UN Climate in June 2020) to rally leadership and support from businesses, cities, regions, investors for a healthy, resilient, zero-carbon recovery that prevents future threats, creates decent jobs, and unlocks inclusive, sustainable growth. Race to Zero rallies partners to commit to the 1.5°C goal of the Paris Agreement and to achieving net zero emissions by 2050 at the very latest. The Cities Race to Zero is the local government engagement opportunity within the UN's initiative and is coordinated by city network partners:



An opportunity to:



Lead by Example



Be the Future



Clean Air



Prepare for the Future



Collaborate



Attract Investments



Create Jobs



Innovate



Reduce Emissions



An Invitation to Go Further Faster

Cities Race to Zero pledge:

5 REQUIREMENTS

01

Endorse the following principles:

- We recognize the global climate emergency.
- We are committed to keeping global heating below the 1.5 °C goal of the Paris Agreement.
- We are committed to putting inclusive climate action at the center of all urban decision making, to create thriving and equitable communities for everyone.
- We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognizing the global climate emergency and help us deliver on science based action to overcome it.

02

Pledge to reach net -zero in the 2040s or by mid - century at the latest and limit warming to 1.5 °C.

03

Plan to set an interim 2030 target consistent with a fair share of 50% global emission reductions.

04

Proceed to planning at least one inclusive climate action, eg. Procure only zero emission buses from 2025.

05

Publish your target and action to your usual reporting platform and report progress annually.



The ICLEI 150 is a movement of local governments across the ICLEI USA network stepping up to join the Cities Race to Zero to cut global emissions in half by 2030 and to zero by 2050.

ICLEI 150 Technical Support



**Your
Science-Based
Target**



**High-Impact
Action
Identification**



**Personalized
Support
Package**



**Tech Assistance
To Proceed
on Action**

2030 Science-Based Targets (SBTs)



SBTs include a 2050 zero carbon goal and an interim 2030 goal.
To meet the Paris Agreement commitment of keeping warming below 1.5°C.



SBTs are significant because:

- It is important to have a short term goal.
- Most short terms goals aren't aligned with SBTs.
- Most analyses are outdated.



ICLEI's calculation methodology is based on the World Wide Fund for Nature's (WWF) One Planet City Challenge (OPCC) and uses inventories from between 2016 and 2019

Nationwide SBT Overview

Per Capita SBT

62.8-63.4%

Min-Max

63.3%

Average and Median

Absolute SBT

45.2-64.4%

Min-Max

60.7%

Average

62.2%

Median

High Impact Action Pathways

Accelerating



Renewable Energy



Building Electrification (and Efficiency): New and Existing



**EV Transition
(and VMT Reduction)**



It can't be done alone.

The High Impact Action Pathways include avenues for advocacy and collaboration for systemic change

Supporting



Waste and Methane



Nature-Based Solutions



Sustainable Food Systems



Circular Economy



**Community Resilience,
Health, and Equity (Just and
Equitable Transition)**

High Impact Action Pathways

General Categories:

1. Grid Decarbonization
2. VMT Reduction
3. Vehicle Electrification
4. Building Efficiency
 - a. New and Existing
5. Building Electrification
 - a. New and Existing

HIA Summary Report (1/2)

SBT and Emissions	2030 Per Capita	2030 Absolute	Baseline Scope 1 & 2	2030 Scope 1 & 2
	63.4%	56.6%	8,998,051	3,909,274

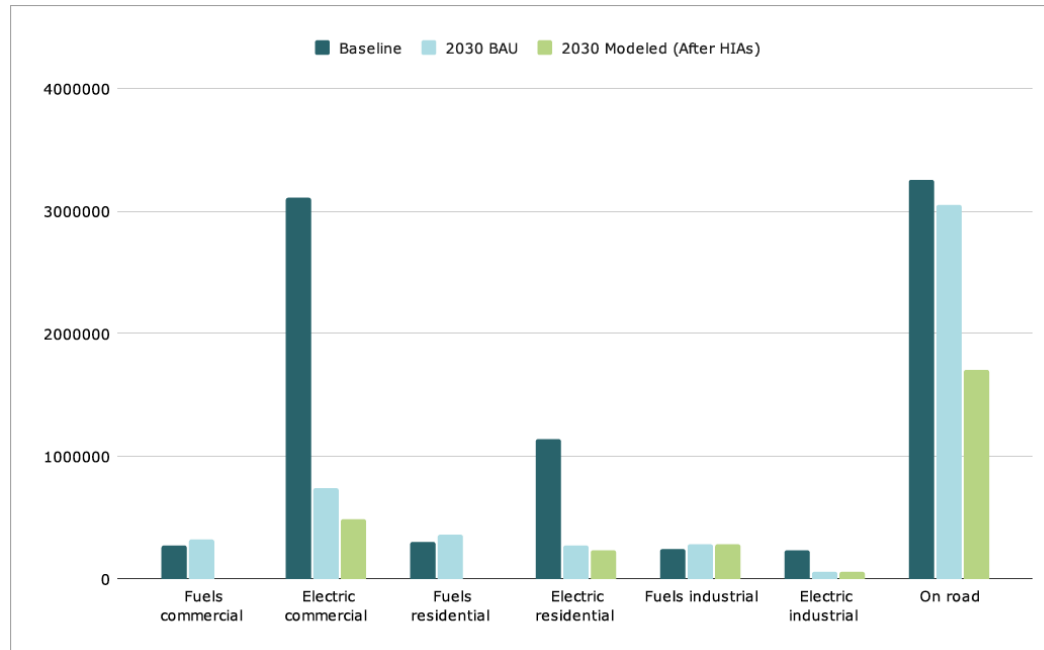
Growth Rates	Commercial	Residential	Industrial	On-Road	Grid Decarbonization
	Population Growth	Population Growth	Population Growth	Population Growth	CES
	18.74%	18.74%	18.74%	18.74%	-80.00%

	Baseline & BAU 2030 Emissions			Modeled Emissions (After HIAs)	
	Baseline Emissions	% of total (Adjusted)	2030 BAU Emissions	2030 Modeled Emissions	Change
Fuels commercial	266,379	3%	316,300.64	0.00	-100.00%
Electric commercial	3,103,950	34%	737,131.86	480,375.41	-34.83%
Fuels residential	302,515	3%	359,208.72	0.00	-100.00%
Electric residential	1,140,428	12%	270,830.98	235,194.61	-13.16%
Fuels industrial	238,965	3%	283,749.52	283,749.52	0.00%
Electric industrial	232,642	3%	55,248.20	55,248.20	0.00%
On road	3,257,741	35%	3,047,320.78	1,706,499.64	-44.00%
Sum of Primary Sectors	8,542,620	93%	5,069,790.71	2,761,067.38	-45.54%
Inventory Total	19,040,657	-	-	-	-

HIA Overview			
Type	Name	Net Reduction (MT CO2e)	Description
Grid Decarbonization	CES	1,009,973.31	80% Reduction in carbon intensity (kg CO2/MWh) by 2030.
High Level VMT Reduction	Aggressive (20% VMT Reduction Annually)	609,464.16	20% Reduction in total VMT
On-road Electric Vehicles Adoption	California-BAU (6% Annual Growth)	663,030.82	30% of VMT is EV by 2030. This action influences an increase in Residential & Commercial buildings electricity emissions.
Commercial Building Efficiency	IECC New + 10% Existing	282,213.30	All new buildings and 1% of existing Sq FT (renovations and turnover) will meet IECC 2018 (37.30% reduction in building EUI) & 10% Existing Sq FT (renovations and turnover) EUI is reduced by 20%.
Residential Building Efficiency	IECC New + 10% Existing	103,688.51	All new buildings and 1% of existing Sq FT (renovations and turnover) will meet IECC 2018 (37.30% reduction in building EUI) & 10% Existing Sq FT (renovations and turnover) EUI is reduced by 20%.
Commercial Building Electrification	New + 11% EB Electrified	304,509.03	All new buildings & 11% Existing Sq FT per year are electrified. This action influences an increase in Commercial buildings electricity emissions.
Residential Building Electrification	New + 11% EB Electrified	345,817.51	All new buildings & 11% Existing Sq FT per year are electrified. This action influences an increase in Residential buildings electricity emissions.

HIA Summary Report (2/2)

2030 Outlook	2030 HIA Modeled Emissions + Other Scope 1	Reduction Achieved (Absolute)	Percent To Go (Absolute)	2030 Modeled Emissions (Per Capita)	Reduction Achieved (Per Capita)	Percent To Go (Per Capita)
	3,216,498.82	64.3%	-7.7%	5.73	69.9%	-6.5%



Upcoming Resources

- Resource guides (curation of existing resources) for grid decarbonization, EV transition, and building electrification.
- **California specific webinars for achieving science based targets**



CODES & POLICY RESOURCES

An increasing number of cities, counties, and states around the U.S. are committed to reducing their greenhouse gas emissions. Here we provide a curated list of leading energy goals, policies, and energy stretch codes from states and local jurisdictions, as well as programs that support jurisdictions. Resources include legislation, strategic plans, energy and climate action plans, roadmaps, stretch codes, and more.

Policies, plans, programs, and energy codes can dramatically change the landscape for zero energy and zero carbon buildings. There is increasing market interest in getting to zero and policies and programs can foster and grow that interest through leadership, direct support, and the reduction of risks and uncertainties. Some states and cities are implementing mandatory zero policies while leading state and local governments are working to pursue goals via methods ranging from standards imposed on government buildings, to codes regulating all new construction within the state. National leaders include California, Washington State, New York, Massachusetts, and Vermont. Building policies for agencies within the federal government have also made large strides in recognizing the importance of zero and working toward this goal. Aggressive targets for building energy use and carbon reduction at all levels encourage architects and engineers to design for getting to zero.

BUILDING ELECTRIFICATION INSTITUTE

City Playbooks for the Equitable Electrification of Multifamily Buildings

The *City Playbooks for the Equitable Electrification of Multifamily Buildings* were developed collaboratively with sustainability s Somerville, MA; and New York, NY, with input from Massachusetts Clean Energy Center (MassCEC), New York State Energy Rese (NYSERDA), New York City Housing Preservation and Development (HPD), and Emerald Cities Collaborative.

The project was funded thanks to support from the [Urban Sustainability Directors Network](#).



CITY PLAYBOOKS FOR THE EQUITABLE ELECTRIFICATION OF MULTIFAMILY BUILDINGS

Playbook 1: Multifamily Electrification Background and Recommendations



CITY PLAYBOOKS FOR THE EQUITABLE ELECTRIFICATION OF MULTIFAMILY BUILDINGS

Playbook 2: Multifamily Electrification Retrofits and Considerations



CITY PLAYBOOKS FOR THE EQUITABLE ELECTRIFICATION OF MULTIFAMILY BUILDINGS

Playbook 3: Multifamily Electrification Retrofits and Considerations



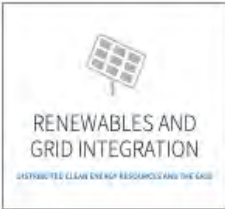
ROADMAPS AND GOAL SETTING

HOW JURISDICTIONS ARE LEADING



STRETCH AND ADVANCED ENERGY CODES

STRETCH CODES FOR ENERGY AND CARBON ACHIEVEMENT



RENEWABLES AND GRID INTEGRATION

DISTRIBUTED CLEAN ENERGY RESOURCES AND THE GRID



PROGRAMS

SUPPORTING ZERO GOALS

Filter by Topic:
Select one or more topics to filter the list of resources

CLEAR

- ☐ Green
- ☐ Legislation
- ☐ Low And Community
- ☐ Modern Plan
- ☐ Codes
- ☐ Climate Action

DO NO HARM: ACHIEVING NET ZERO BUILDINGS

This video presentation with speakers from ICF, Kengoan, ZH Architects, and Building Energy Exchange features Danie Dugan, real world provides and illuminates the power of urban zero energy targets to meet long-term climate action goals as well as interim targets like New York City's carbon emissions limit for buildings (E. 97).

EXPLORING BUILDING PERFORMANCE STANDARDS

Fighting climate change at the local level means taking concrete steps to reduce carbon emissions from buildings. The most powerful of which is a building performance standard. The National Green Building Coalition's Building Performance Standard (BPS) is a model for local governments and building owners and tenants.

REPORTING

Signatories must report their targets and actions through the CDP - ICLEI Unified Reporting System.

In 2022, cities will report confirmed or updated targets, and start reporting progress annually.

Cities that have not reported before will be guided through this process.



CDP-ICLEI UNIFIED REPORTING SYSTEM

A streamlined free-to-use platform for local governments to annually report their climate and environmental data



- ▼ CDP is a global environmental non-profit working to secure a thriving economy that works for people and planet in the long term.
- ▼ Aims to make environmental reporting mainstream and provide detailed insights to drive action for a climate safe, water secure, deforestation free world.
- ▼ In 2020, over 800 cities from around the world reported through the CDP-ICLEI Unified Reporting System.



ICLEI social media and newsletter highlights

Potential media opportunities

In-house communications support, including social, press release, and other media guidance

Menlo Park, CA

- 2030 Per Capita target = **63.4%**
- 2030 Absolute Target = **61.4%**

Type	Name	Net Reduction (MT CO2e)	Description
Grid Decarbonization	CES	18,154	Clean Energy Standard: 80% Reduction in carbon intensity (kg CO2/MWH) by 2030.
High Level VMT Reduction	Moderate (10% VMT Reduction)	13,013	10% Reduction in total VMT
On-Road Electric Vehicles Adoption	California-BAU (6% Annual Growth)	34,703	30% of VMT is EV by 2030. This action influences an increase in Residential & Commercial buildings electricity emissions.
Commercial Building Efficiency	IECC New + 10% Existing	903	All new buildings and 1% of existing Sq FT (renovations and turnover) will meet IECC 2018 (36.95% reduction in building EUI) & 10% Existing Sq FT (renovations and turnover) EUI is reduced by 20%.
Residential Building Efficiency	5% EB Renovated	140	5% of all SF (existing) per year is reduced by 20% (energy)
Commercial Building Electrification	New + 11% EB Electrified	64,674	All new buildings & 11% Existing Sq FT per year are electrified. This action influences an increase in Commercial buildings electricity emissions.
Residential Building Electrification	5% EB Electrified	22,048	5% of existing SF per year is electrified. This action influences an increase in Residential buildings electricity emissions.

California Cities in the Race to Zero

- San Jose, CA
- Palo Alto, CA
- Hayward, CA
- Berkeley, CA
- Fremont, CA
- Oakland, CA
- San Francisco, CA
- Cupertino, CA

- Chula Vista, CA
- Davis, CA
- Glendale, CA
- Los Angeles, CA
- San Diego, CA
- Santa Cruz, CA
- Santa Monica, CA
- West Hollywood, CA
- Irvine, CA
- Manhattan Beach, CA
- Sacramento, CA

Getting Started

1. Adopt Council Resolution
2. Commit to the ICLEI150
3. Complete/Review Inventory (2016-2019)
4. ICLEI will recalculate SBT and HIA summary
5. Set up meetings to customize HIAs



ICLEI150 COMMITMENT FORM

I have read the information below about the ICLEI150 and the Race to Zero commitment and I understand all that is expected of me, my staff, and ICLEI USA. By signing below, I agree to participate and to allow ICLEI to publish our commitment, target, and actions on the ICLEI USA website and to report this information to the global Cities Race to Zero platform.

I pledge to join the ICLEI150 on the Race to Zero on behalf of _____,
(name of state) (name of city/county)

Race To Zero is a global campaign (established June 2020) of the United Nations' Climate Champions to rally leadership and support from businesses, cities, regions, investors for a healthy, resilient, zero-carbon recovery that prevents future threats, creates decent jobs, and unlocks inclusive, sustainable growth.

CITIES

RACE TO ZERO

Thank you

Calyn.Hart@iclei.org

iclei.usa.org/race-to-zero/



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STAFF REPORT

City Council

Meeting Date:

2/16/2022

Staff Report Number:

22-001-EQC

Regular Business:

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

Recommendation

Staff recommends that the Environmental Quality Commission (EQC) 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.

Policy Issues

In 2019, the City Council declared a climate emergency (Resolution No. 6535) committing to accelerate climate action. In July 2020, the city adopted a new Climate Action Plan (CAP) with the bold goal to be carbon neutral by 2030. The 2030 CAP includes transportation emissions reduction goals such as increasing access to electric vehicle (EV) charging infrastructure.

Background

In October 2020, the city completed an EV charging gap analysis showing less than 2.5 percent of multi-unit property residents have at-home charging (Attachment A). It also found that 80 percent of EV charging occurs at-home and is preferred over work and public charging stations. This is due to both its convenience and increased cost savings through special electricity rates offered for overnight charging. If EV charging at multi-unit properties is unaddressed, this could leave an estimated 37 percent of households in Menlo Park without access to convenient, cost-effective, and reliable EV charging, impeding the city's ability to achieve carbon neutral by 2030.

In addition, equity issues arise for multi-unit renters and condo owners that must solely rely on workplace (if available) or public charging, which makes fuel savings difficult to achieve without at-home charging. There are typically time limits for public and work place charging sessions, making it difficult to receive an adequate or full charge as well as wait times for charging stations that are in use. More importantly, a multi-unit resident will not be able to access the same overnight energy rates as single-family residents to support fuel savings.

City Council Direction

City Council direction from April 2021 consists of the following:

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.

Staff has been monitoring the effectiveness of state and regional goals, but limited information was available since many incentives began recently. However, some information is now available.

In November 2021, staff met with Peninsula Clean Energy (PCE) to coordinate marketing efforts and inquire about current participation in incentive programs.

PCE's outreach resulted in six Menlo Park multi-unit properties signing up for its free technical assistance program that includes site visits, load analysis, site layout, contactor bid, permit and installation process support, and rebate assistance. The resulting analysis produces three engineering-based EV charging installation solutions for the property owner's site: one to install the number of charging ports requested by the program applicant, one to economically maximize the total charging ports at the site, and one to "future proof" by installing as many charging ports as possible at the site.

The six participating multi-unit properties are eligible for PCE's rebates to reduce the total project cost. However, despite these rebates, they are not enough to motivate any of the multi-unit properties to install EV charging, and would require more financial support beyond the additional \$5,000 to \$10,000 incentive allocated by the City Council in April 2021.

These findings were presented to the EQC in November 2021 with possible strategies to consider, such as the city matching the PCE EV charging rebate for existing Menlo Park multi-unit properties. The EQC requested additional information about the multi-unit properties that received technical assistance and details on the rebate structure and implementation.

Analysis

In September 2020, Menlo Park's electricity provider, PCE launched the EV Ready Program. This program offers free technical assistance, access to negotiated EV charging station pricing, and project rebates.

To date, six Menlo Park multi-unit properties (including one affordable housing site) have enrolled in the EV Ready Program's free technical assistance. Unfortunately, none of these sites have completed an EV charging installation project as retrofits become time consuming for the property owner/manager, and the rebates do not cover enough of the project costs that can include trenching, parking lot adjustments, electrical hardware upgrades, etc.

The following gaps to project completion were identified for multi-unit properties in Menlo Park:

- Due to existing building age, site conditions, etc., remaining project costs are still significant
 - Based on available project costs, 45-75 percent of total estimated cost is still needed from the property owner to cover the cost of installation. In general, participation in incentive programs occur when 85-100% of the project costs are covered by the rebate as demonstrated in the Bay Air Quality Management District's (BAAQMD) Charge! Program that uses a 15% cost share from property owners.
- Lack of time and effort to participate in the EV Ready program as it includes project management.
- Contractor availability especially for smaller sized projects is difficult.

It is also important to note that the multi-unit properties will carry a larger share of the obligation to help the community to be carbon neutral by 2030, and will likely need the greatest support. In addition to providing at-home charging to renters and condo owners, multi-unit properties will also likely need to convert natural gas (fossil fuel) heating systems to electric (e.g. water heating, space heating). These retrofits are not as straight forward as single-family homes which already have the infrastructure for EV charging, and have less complexity in installing electric appliances for heating. Whereas other sectors mainly need to focus on building electrification to address climate change, multi-unit properties must take a two-pronged approach (building and transportation electric infrastructure) to assist its residents in becoming carbon neutral.

Also, prioritizing electric vehicle infrastructure at multi-unit properties would yield the greatest greenhouse gas (GHG) emission reductions to address climate change as one gallon of gasoline emits about 20 pounds of GHG emissions that contribute to climate change compared to other fossil fuels, such as natural gas. Vehicle use for commutes and travel is high throughout the year so making the switch to an electric vehicle that is powered by greenhouse gas (GHG) free electricity will advance the CAP.

To meet the 2030 CAP strategy goal no. 3 (increase access to EV charging) and gain voluntary participation from multi-unit properties to install EV charging, the city could offer to match PCE's rebate for existing multi-unit properties. The city has provided matching rebates in the past that included matching the state's Energy Efficient Upgrade program incentives. The city has also provided generous rebates for water efficient landscapes for multi-unit and commercial properties in an effort to conserve water in the last decade.

The table below describes the current PCE project rebate and total if Menlo Park matches the rebate:

Table 1: Proposed Rebate 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	\$4,000	Up to 100% of project costs
	Level 2	\$4,500	Up to 75% of project costs, maximum \$36,000 per property	\$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	\$5,000	Up to 100% of project costs
	Level 2 and main panel upgrade are same as multi-unit dwelling above			Level 2 and main panel upgrade are same as multi-unit dwelling above	

PCE provided an analysis on the impact the proposed matching rebate would have on three Menlo Park multi-unit properties that have participated in PCE's technical assistance (Table 2 below). Of note, the

smaller multi-unit property will experience nearly no project share costs to install electric vehicle chargers compared to larger multi-unit properties that will need to still cover an estimated 30 to 38 percent of the project's share costs. As mentioned previously, a good threshold for rebates/grants is asking for a cost share of 10 to 15 percent. The matching rebate may still be out of reach for some large multi-unit properties, but will offer greater support to smaller multi-unit properties. Also approximately 62 percent of multi-unit properties in Menlo Park are considered small consisting of less than 20 units and could benefit from a matching rebate program. Providing an incentive can also help protect rental rates as the cost to recover the investment will be minimal.

Table 2: Impact of matching incentive for three Menlo Park multi-unit properties

Impact of matching incentive to existing Menlo Park multi-unit projects							
No. units and complex size	Proposed Level 1 ports	Proposed Level 2 ports	Est. project cost	PCE rebate	Est. cost to property owner after PCE rebate is applied	Incentive total with proposed matching rebate	New est. cost to property owner
4 (small)	0	4	\$39,800	\$22,000*	\$17,800 (44% cost share required)	\$39,800	\$0 (0% cost share required)
41 (medium)	0	9	\$103,700	\$36,000	\$67,700 (65% cost share required)	\$72,000	\$31,700 (30% cost share required)
68 (large)	15	4	\$175,500	\$54,000*	\$121,500 (69% cost share required)	\$108,000	\$67,500 (38% cost share)

*Includes \$4,000 main panel upgrade incentive.

Although Level 1 is more economically desirable for installation, it is not typically chosen because it does not offer an easy solution to track usage in order to recover costs for electricity consumed. Typically, centralized parking spaces are not linked to a renter or condo owner's billing meter but rather to a shared meter. There are some technology solutions to address this. However, multi-unit properties tend to opt for Level 2 chargers that allow easy management for tracking usage and payment. This can still result in savings disparities between renters/condo owners as single-family residents can access a special rate plan from their electricity provider that is linked to their billing meter. However, it does provide increased equity by providing the same at-home convenience as residents living on single-family properties.

Based on available cost information and anticipated project costs for Menlo Park multi-unit properties, the minimum funding requirement would be \$250,000, which could fund seven or more projects in Menlo Park depending on the blend of Level 1 and Level 2 charging installed. This can remove a significant barrier toward purchasing and using an electric vehicle by a multi-unit resident. Providing up to \$500,000 could yield greater charging installations and create more case studies and evidence on how to support multi-unit properties with EV charging. It could also start to influence other multi-unit properties to see the benefits of installing EV charging for its residents.

This is intended to be a pilot and staff would report back on the results of the program for further consideration after one year.

Status on Outreach to Multi-Unit Properties

Staff have paused on sending a letter to multi-unit property owners informing them about the PCE incentive program to explore this unique opportunity to provide a matching incentive, and PCE has done some outreach on its incentive programs. It remains very difficult to find ways to reach multi-unit property owners in a manner that results in meaningful engagement. Staff continues to strategize and work with PCE to identify appropriate and innovative ways to engage with these stakeholders. An informational insert about the current PCE rebate will be included in the upcoming Recology waste bill scheduled for quarter two of this year that will be sent directly to multi-unit customers.

Bay Area Air Quality Management District (BAAQMD) Charge! Grant Program

The BAAQMD Charge! Grant Program has recently increased their incentives in recognition of retrofit challenges and costs to install EV Charging at multi-unit properties. However, funds available for multi-unit properties remains narrow, covering properties located in environmental justice communities that suffer from poor air quality (e.g. San Jose, West Oakland, Vallejo etc.) and disadvantage communities as defined by the state.

Multi-unit properties that do not fit the criteria can still apply for a grant, but then must meet certain standards such as minimum usage requirements for the charging stations, making it difficult for multi-unit properties to install stations for future needs. Many multi-unit properties have deeded or assigned parking, which the grant does not support. The project must also be shovel ready and installed within 12 months of award. The grant application is due March 1, 2022. In the past, projects have been awarded to large vendors that have previously scoped out suitable properties to apply for the grant rather than individual small multi-unit properties applying. The grant is highly competitive and available to all commercial and multi-unit properties in nine Bay Area counties, making it difficult and time intensive for smaller sized multi-unit properties in Menlo Park to obtain grant funding.

Impact on City Resources

A minimum of \$250,000 would be needed to support funding the multi-unit properties that have participated in PCE's free technical assistance to gather case study information and build momentum to encourage other multi-unit properties to install EV charging. Ideally, \$500,000 could fund the existing projects and market the additional incentive to other multi-unit properties to increase participation. The funds could come from a combination of sources such as the Climate Action Plan Capital Improvement Plan funds and General Fund. Other existing funding options are also being explored by staff to present to the City Council.

Depending on implementation and administration of the matching rebate program, there is likely to be limited to no impact on staff resources, increasing capacity to carry out other CAP priorities. The matching incentive could also easily fit into other electrification initiatives the city is exploring.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines § 15378 and 15061(b) (3) as it will not result in any direct or indirect physical change in the environment.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72

hours prior to the meeting.

Attachments

A. October 27, 2020 Staff Report on EV charging gap analysis:

<https://menlopark.org/DocumentCenter/View/26523/G4-20201027-CC-EV-charging>

Report prepared by:

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