



## REGULAR MEETING MINUTES

**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**

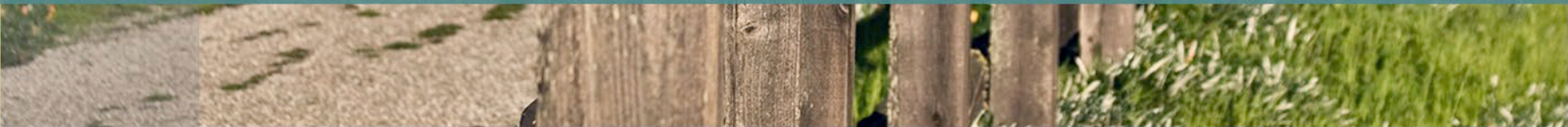
Chair Hedley adjourned the meeting at 8:36 p.m.

Ori Paz, Management Analyst II

Minutes approved at the September 20, 2023 Environmental Quality Commission meeting

The background image shows a lush green grassy field under a cloudy sky. A wooden post-and-rail fence runs across the middle ground. In the distance, two people are standing on the grass. The image is partially obscured by a dark teal banner at the bottom.

## 2025-2030 IMPLEMENTATION FOR CLIMATE ACTION PLAN STRATEGIES NO.1 AND NO.2





# 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





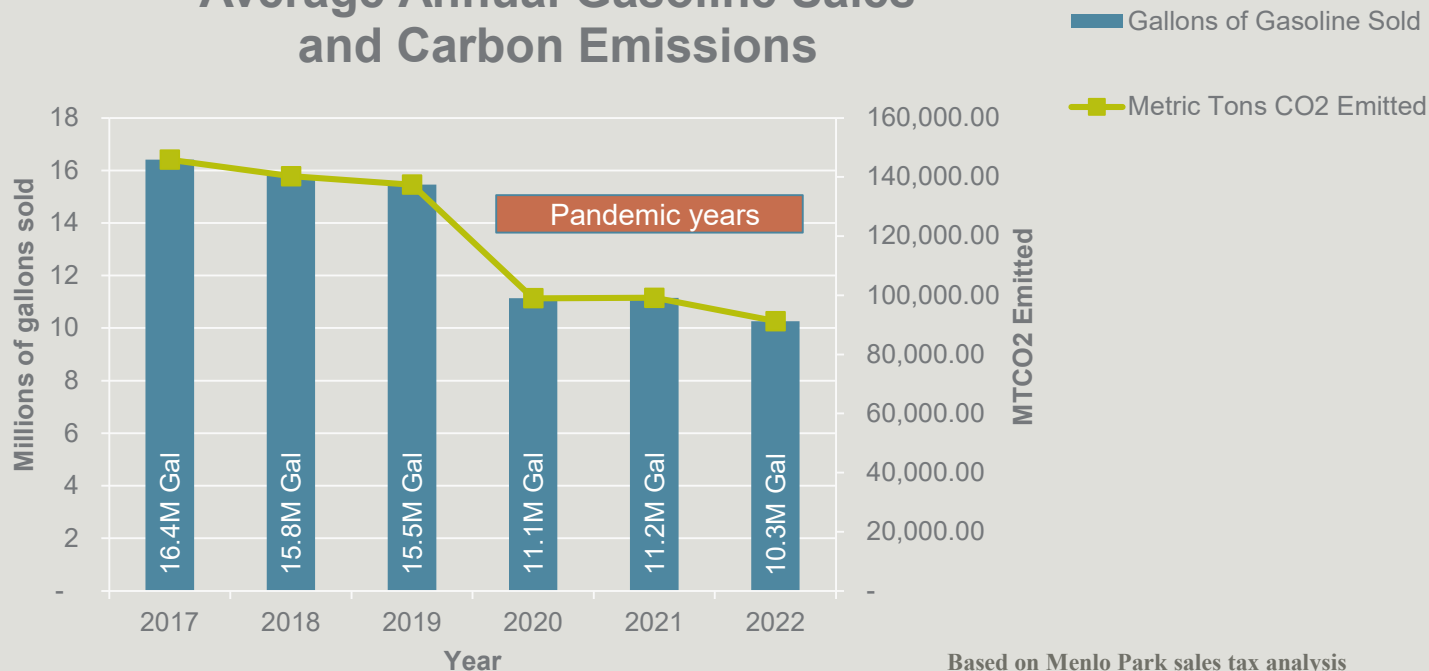
## EXISTING CONDITIONS: EV REGISTRATIONS

- 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 family of 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



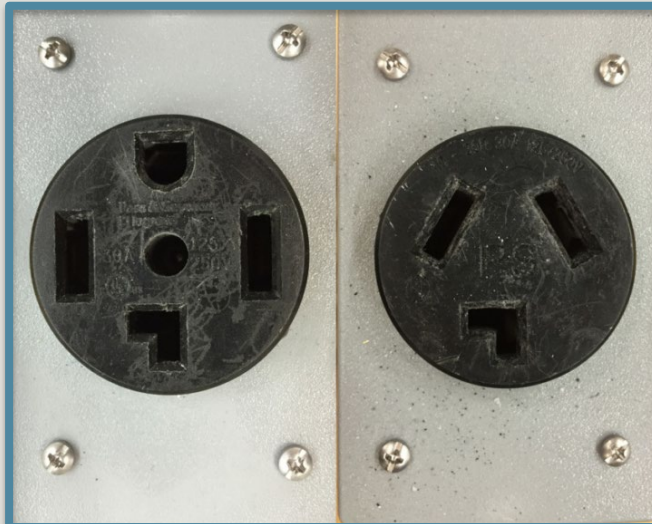
- December 2020: Peninsula Clean Energy launches EV Ready Program
  - \$28M in project incentive
    - \$12M state (CALeVIP) and Peninsula Clean Energy matching funds
    - \$16M Peninsula Clean Energy (PCE) funds
- Program has evolved over the last few years along with more funding



# 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

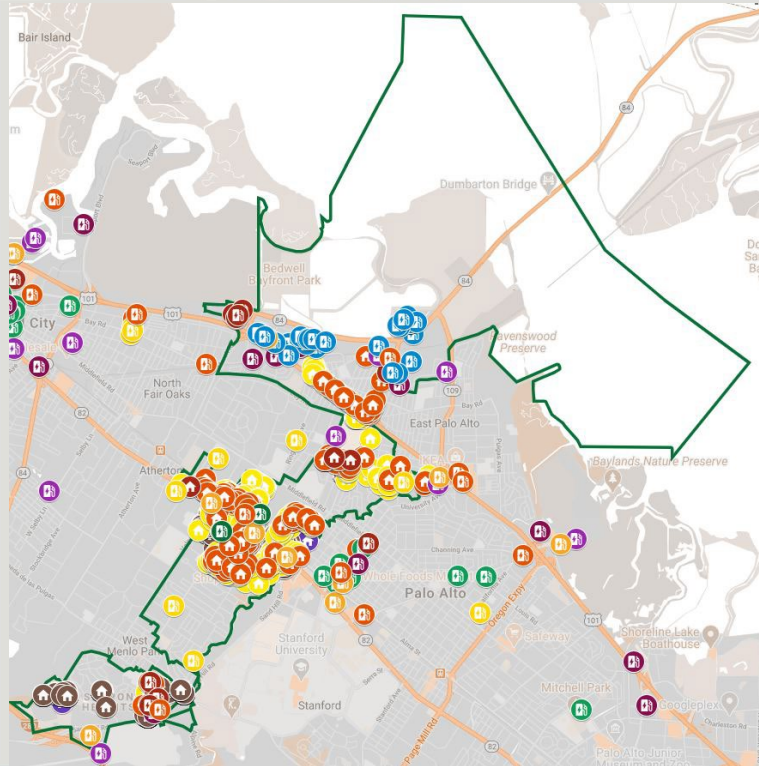


**THANK YOU**



# 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

