

Environmental Quality Commission



REGULAR MEETING MINUTES

Date: 12/17/2025
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 McKenna called the meeting to order at 6:01 p.m.

B. Roll Call

Present: Angiel, Hernandez, Hedley, Hill, Kissel (Remote – Brown Act), Chair McKenna, Vice Chair Meyer
Absent: None
Staff: Sustainability Manager Rachael Londer, Management Analyst II Ori Paz

C. Public Comment

- Brian Schmidt spoke on concerns related to Bay Area Air District stationary source zero-NOx rules and California Air Resources Board changes to reduce standards.

D. Regular Business

D1. Approve the October 15, 2025 Environmental Quality Commission meeting minutes (Attachment)

ACTION: Motion and second (Hedley/ Hill), to approve the October 15, 2025, Environmental Quality Commission meeting minutes, passed 6-0-1 (Hernandez abstaining).

D2. Deny the appeal and uphold staff's decision to approve the permit application to remove thirteen heritage trees at 68 Willow Rd (Staff Report #25-002-EQC) (Attachment)

Chair McKenna recused himself and exited the meeting at 6:07 p.m.

Sustainability Manager Rachael Londer introduced the item.

ACTION: By acclamation, the Commission continued the item to the January 2026 EQC meeting.

Chair McKenna rejoined the meeting at 6:10 p.m.

D3. Update on installation of solar at city facilities (Attachment)

Management Analyst II Ori Paz made the presentation (Attachment).

The Commission received clarification on facilities, system sizing future battery storage plans, EV (electric vehicle) charging and infrastructure connections across facilities.

The Commission discussed construction impacts, communications and outreach and forming a celebration committee.

D4. Emissions Reductions Impact Study Ad Hoc Subcommittee report out (Attachment)

Chair McKenna introduced the item.

Commissioners Hill and Kissel made the presentation (Attachment).

The Commission received clarifications on the extent of the emissions reductions recommendations of the subcommittee.

- Jeff Schmidt provided updates on City Council assignments including a future liaison to the transportation agencies.
- Brian Schmidt spoke in support of the analysis by the subcommittee and offered to share analysis shared with the board of Menlo Spark to identify additional steps needed to meet the goal including Mountain View end-of-flow policy.

The Commission discussed the subcommittee's recommendation to disband and create a new subcommittee to support efforts in the new year with a presentation to the Stanford Sustainable Cities Class in March and a final report out in June.

ACTION: Motion and second (Hernandez/ Angiel), to disband the emissions reduction ad hoc subcommittee and form the Sustainable Cities Project Ad Hoc subcommittee with Commissioners Hill, Kissel and Meyer, passed unanimously.

E. Reports and Announcements

E1. Reports and announcements from staff and Commissioners

Sustainability Manager Rachael Londer reported out on the City Hall administrative offices winter closure, Home Upgrade Services Program enhancements including the E-bike and EV voucher program RFP, matching rebates and building code updates for the 2025 code starting Jan. 1, 2026.

Management Analyst II Ori Paz reported out on city solar projects and facility electrification.

Commissioner Hernandez spoke on supporting participation in the community SAFER bay meeting and upcoming transit funding efforts.

Chair McKenna reported out on the end of Peninsula Clean Energy's citizen advisory committee and new community feedback forum; and an update on efforts related to plastic bans.

F. Informational items

F1. Work plan

- Brian Schmidt spoke in support of adding discussion on enrolling Home Upgrade Services Program participants with Acterra's virtual power plant efforts to the work plan.

G. Adjournment

Chair McKenna adjourned the meeting at 7:26 p.m.

Management Analyst II Ori Paz

Minutes approved at the January 21, 2026 Environmental Quality Commission meeting.



Update on installation of solar at City facilities

Presented by

Ori Paz, Management Analyst II



Agenda

- Background
- Peninsula Clean Energy (PCE) program overview
- City facilities
- Estimated generation & savings
- Process and current status
- A look ahead – city hall systems



Background

- Electrification benefits
 - Air quality improvements
 - GHG reductions
 - Resilience
- Policy framework
 - Climate Action Plan
 - Strategy No. 5
 - Eliminate fossil fuels from municipal operations
 - City Council goal setting priority



PCE overview

- PCE is San Mateo County's not for profit locally led electricity provider
- Mission: To reduce greenhouse gas emissions by expanding access to sustainable and affordable energy solutions



Peninsula Clean Energy provides electricity from clean energy sources at lower rates than PG&E.

PG&E owns the power lines and delivers the power we generate. They send a consolidated bill.

As a **customer** of Peninsula Clean Energy, you are helping the environment and saving money.



PCE Solar and storage for public buildings program (GovPV)

Goal:

- Accelerate renewable energy at local government facilities to reduce energy costs and meet sustainability goals

Benefits:

- No upfront cost
- PCE manages contracts for design, installation, and maintenance
- Solar PV systems for city buildings through a power purchase agreement (PPA)
- The PPA term will run for 20 years, the City will have the option to extend, purchase the system, or have the panels removed
- Aggregation of projects brings costs down and bigger vendors to the table
- Visible symbol of climate action



How it works

- City staff identified sites, secured approvals, informed the design, and coordinated construction communications
- PCE installs and owns solar PV systems on city buildings/carports
- The City uses the electricity generated and buys any excess needed from PCE
- PCE discounts the electricity price for the amount produced by the systems on City property



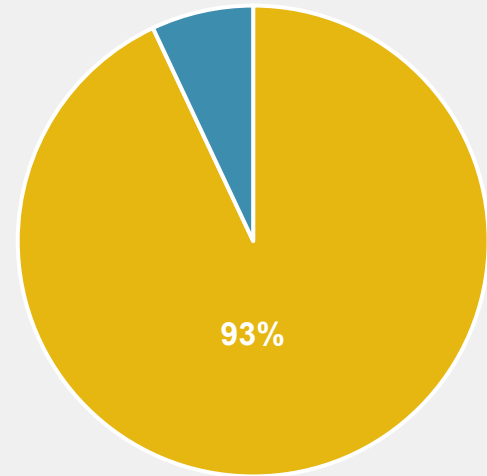
City facilities

Facility	Estimated system size
Menlo Park library	229.1 kW
City hall	379.0 kW
Burgess pool (on Arrillaga Family Gymnastics center)	54.3 kW
Belle Haven child development center (BHCDC)	33.1 kW



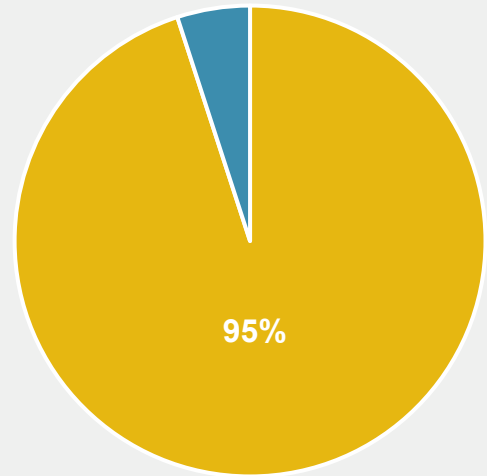
Estimated generation and savings

■ Solar power ■ Grid power



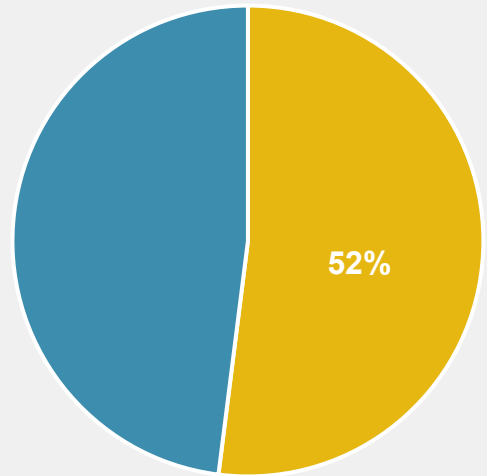
Menlo Park Library

Estimated bill savings \$1.1M



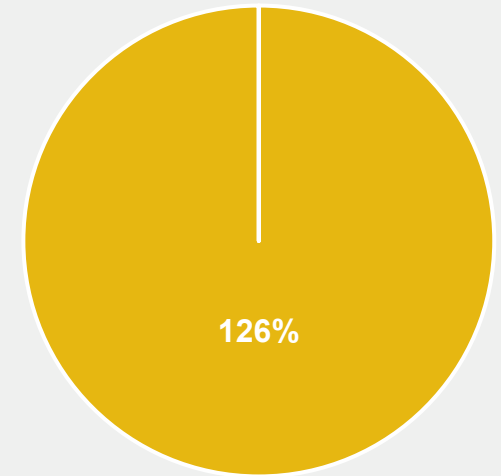
City hall

\$1.5M



Burgess pool

\$265K

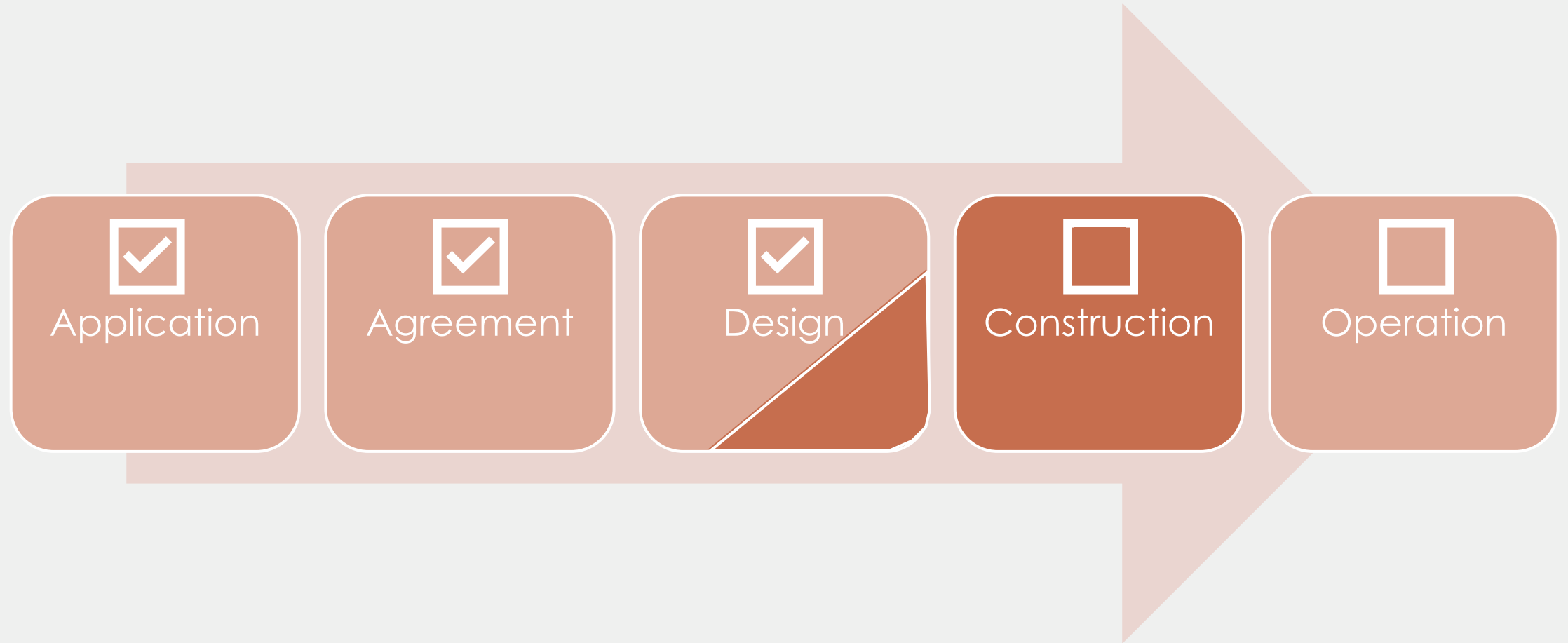


BHCDC

\$370K

Total estimated utility bill savings: **\$3.2M** over the 20-year term

Process and timeline



Current construction status

Menlo Park Library:
nearly complete



Burgess Pool/Gymnastics
Center: over halfway



City Hall:
Starting construction soon



Belle Haven Child
Development Center:
nearly complete



A look ahead – city hall parking lot impacts

- Rooftop system construction: mid December
 - Limited parking disruptions
- Carport system construction: late January
 - Temporary parking lot closure (Jan – Mar)
- Outreach planned to share more information about temporary parking disruptions in January 2026
 - See weekly digest and solar project webpage





Thank you

Update: Emissions Reductions Impact Study ad hoc subcommittee

To: Menlo Park Environmental Quality Commission

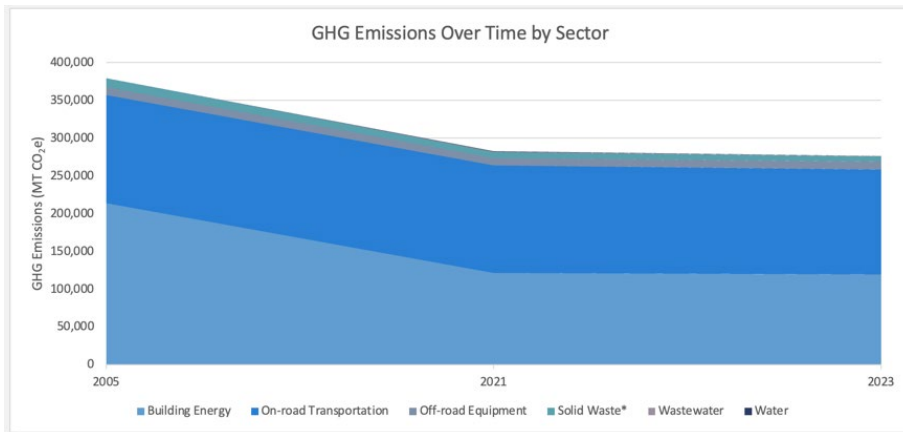
Date: December 17, 2025

1. Subcommittee Task:

Review bi-annual greenhouse gas emissions inventory and identify opportunities for sharing data with a community facing dashboard

2. Subcommittee Findings:

The city is not on a trajectory for 90% GHG emissions reduction by 2030 per these results of its latest GHG inventory:



- City not on track to achieve zero carbon by 2030.
- Largest reduction was the 2021 switch to Peninsula Clean Energy.
- **Building Energy** (dark blue) and **On-Road Transportation** (light blue) are the biggest drivers of GHG emissions in the city.
- We believe these are the best areas for focus. But what and how?

3. Subcommittee Update:

The subcommittee decided that we would not spend further time on a gap analysis between the city's progress and its goal. The gap is large and the goal will not be met.

Instead, we believe the best action for the subcommittee's remaining time is to take action with staff on identifying the best initiatives for the city's limited time and budget. That is, where to focus to achieve the highest GHG emissions reductions.

4. Subcommittee Request:

We request the full EQC's agreement for the subcommittee to pivot to a new work product: recommendations for the highest impact use of the city's time and budget.

5. Other Update Items:

The subcommittee has pushed forward under the assumption of being approved to pivot. Our intention is to find resources at no or low cost that can perform specialist analysis for recommendations.

Staff and subcommittee have identified several possible partners and are extending request for proposals and/or assistance (as appropriate) from:

- Stanford University Impact Lab
- County of San Mateo
- Consultants recommended by city of San Mateo and/or the County
- Advice of City of San Mateo (see below)

We observed that the City of San Mateo has an excellent analysis of the kind we have in mind. Some excerpts from the San Mateo CAP appear in the appendix below. We believe that if we are unable to obtain consultant support we may gain a "good enough" direction for our prioritization by studying what the City of San Mateo learned.

APPENDIX: Excerpts of analysis of GHG reduction initiatives from the City of San Mateo CAP

Table 9: Reductions from CAP Measures (2030 – 2045)

Measure	2030	2040	2045
BE 1: All-electric new construction	-19,400	-35,240	-43,140
BE 2: All-electric existing buildings	-102,200	-184,600	-221,250
RE 1: Peninsula Clean Energy	-160	-180	0
RE 2: Renewable energy systems for new and existing residences	-70	-160	0
RE 3: Renewable energy systems for new and existing nonresidential buildings	-60	-90	0
EE 1: Residential energy efficiency retrofits	-6,160	-7,020	-6,790
EE 2: Nonresidential energy efficiency retrofits	-3,790	-8,860	-13,380
EE 3: Residential tree planting	Less than -10	Less than -10	Less than -10
ME 1: Energy efficiency for new municipal buildings	Supportive (no measurable GHG reductions)		
ME 2: Energy efficiency at existing municipal buildings	-10	-30	-40
ME 3: All-electric municipal buildings	-130	-200	-270
CF 1: Electric vehicle charging infrastructure	-24,040	-47,900	-67,360
CF 2: Electric vehicle education and outreach	-4,910	-8,030	-12,030
CF 3: Clean city fleet	-130	-200	-270
CF 4: Clean fuel and vehicle emissions	-4,210	-16,910	-26,340
ST 1: Bicycle mode share	-80	-170	-180
ST 2: Pedestrian mode share	-110	-120	-130
ST 3: Micromobility and shared mobility	Supportive (no measurable GHG reductions)		
ST 4: Public transit service	-3,610	-5,660	-6,900
ST 5: Commuter programs	Less than -10	-70	-160
ST 6: Transportation Demand Management	-2,010	-7,420	-12,830
ST 7: Transit-oriented development	-9,520	-17,750	-22,680
SW 1: Composting program	-1,020	-1,680	-1,810

Table 13: Reductions from CAP Measures (2020 – 2050)

Measure	2020	2030	2050
BE 1: All-electric new construction	-880	-4,640	-7,420
BE 2: All-electric existing buildings	-620	-13,950	-85,960
RE 1: Peninsula Clean Energy	-380	-1,060	-0
RE 2: Renewable energy systems for new and existing residences	-60	-170	-0
RE 3: Renewable energy systems for new and existing nonresidential buildings	-10	-70	-0
EE 1: Residential energy efficiency retrofits	-410	-6,030	-17,860
EE 2: Nonresidential energy efficiency retrofits	-840	-9,930	-17,040
EE 3: Residential tree planting	-<10	-<10	-<10
ME 1: Energy efficiency for new municipal buildings	Supportive (no measurable GHG reductions)		
ME 2: Energy efficiency at existing municipal buildings	-0	-20	-70
ME 3: All-electric municipal buildings	-0	-110	-210
CF 1: Electric vehicle charging infrastructure	-2,650	-29,630	-71,150
CF 2: Electric vehicle education and outreach	-980	-17,050	-17,120
CF 3: Clean city fleet	-30	-170	-420
CF 4: Clean fuel and vehicle emissions	-20	-3,130	-7,000
ST 1: Bicycle mode share	-40	-240	-670
ST 2: Pedestrian mode share	-390	-760	-1,110
ST 3: Micromobility and shared mobility	Supportive (no measurable GHG reductions)		
ST 4: Public transit service	-830	-9,130	-25,110
ST 5: Commuter programs	0	-130	-3,420
ST 6: Transportation Demand Management	-60	-2,330	-8,460
ST 7: Transit-oriented development	-160	-990	-2,370
SW 1: Composting program	-950	-12,650	-14,850

Measure	2020	2030	2050
SW 2: Expanded recycling service	-810	-5,360	-8,530
SW 3: Waste awareness and source reduction	-420	-1,910	-5,510
WW 1: Water efficiency retrofits for existing buildings	-20	-100	-230
WW 2: Water-efficient landscaping	-<10	-<10	0
WW 3: Water efficiency in new construction	0	-<10	-10
OR 1: Alternative fuel lawn and garden equipment	0	-200	-1,140
Total	-10,560	-119,760	-295,660

CF 1: Electric vehicle charging infrastructure

Widespread availability of electric vehicle (EV) charging stations is critical to ensuring that EV drivers can quickly and easily charge up their vehicles. This helps reduce both real and perceived barriers to EV adoption, increasing the rate of EV ownership in the community. A large number of EV charging stations can also encourage EV drivers from other communities to stop in San Mateo, which can provide economic opportunities. The City can ensure that EV drivers are not challenged to find a charging station at both public and private facilities.

	2020	2030	2050
GHG reduction (MTCO ₂ e)	2,650	29,630	71,150

Recommended actions:

- For each three-year code cycle, update reach codes to exceed the state-mandated minimum percentage of EV parking spaces designed to accommodate the future installation of electric vehicle supply equipment in new residential and commercial development.
 - Promote incentives to encourage the expansion of EV charging infrastructure in existing public and private properties, including parking structures, hotels and motels, multi-unit dwellings, and workplaces.
 - Partner with other agencies to incentivize property owners to install EV charging stations.
 - Install additional public EV charging stations in desirable, high-volume, and prominent City-owned locations.
 - Encourage the expansion of EV charging infrastructure in existing buildings.
 - Encourage pairing EV charging infrastructure with battery storage systems.
 - Explore options to reduce or eliminate permit fees for the installation of EV charging infrastructure.
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