



Item No. 9 Town of Atherton

CITY COUNCIL STAFF REPORT – REGULAR AGENDA

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: RACHAEL LONDER, MANAGEMENT ANALYST II

DATE: APRIL 19, 2023

SUBJECT: Discuss and Decide on the Installation of Electric Vehicle (EV) Charging Infrastructure at Holbrook-Palmer Park through Peninsula Clean Energy's EV Ready Program

RECOMMENDATION

It is recommended that the Council discuss and decide if the Town should allocate funding to install EV Charging Infrastructure at Holbrook-Palmer Park through Peninsula Clean Energy's EV Ready Program

BACKGROUND

Electric vehicle (EV) adoption is soaring, nearly 50 percent of personal vehicles purchased last year in San Mateo County were electric. About one of every seven, or 14%, of Atherton 6,261 vehicles are electric supporting the Town in reaching its climate action goals of a 49% reduction of 2005 greenhouse gas emissions by 2030. In alignment with this broad community interest, the State's goal to have all new vehicles sold be electric by 2035, and the Town's Climate Action Plan, the Town installed two EV chargers with capacity to charge four vehicles at a time as a part of the new Town Center. These stations were activated in August 2022 and now have an average of 50 charging sessions per month.

There remains an opportunity to install chargers at Holbrook-Palmer Park that can be shared by residents, employees, and set up the Atherton fleet for the transition to EVs. The Town's Department of Public Works initiated a study with Peninsula Clean Energy, San Mateo County's not-for-profit, community led electricity provider through their EV Ready Program. In Spring of 2022, Peninsula Clean Energy provided Atherton free site design assistance and generated a Charging Evaluation Report for EV charging at three sites in Holbrook-Palmer Park. In addition to design assistance, Peninsula Clean Energy's offering funding of up to \$5,000 per Level 2 charging connector.

ANALYSIS

Staff has reviewed the Charging Evaluation Reports for each of the three locations in Holbrook-Palmer Park. The full reports are attached and are summarized below:

| | |
|--------------------------------|---|
| Location 1 – Entry Lot | Four Level 2 Ports Estimated Cost - \$40,000 PCE Rebates - \$20,000 Total Net Cost To Town - \$24,000 |
| Location 2 – Main House | Two Level 2 Ports Estimated Cost - \$33,000 PCE Rebates - \$10,000 Total Net Cost To Town - \$23,000 |
| Location 3 – Jennings Pavilion | Four Level 2 Ports Estimated Cost - \$50,000 PCE Rebates - \$20,000 Total Net Cost To Town - \$30,000 |

The Town may select any or all locations scoped by Peninsula Clean Energy. Additionally, the Town could explore increasing the number of ports at any location to achieve a more cost-efficient solution on a per port basis. As currently scoped, Location #1 – the Park’s Entry Building is the most cost-effective option.

FISCAL IMPACT

The funding offered by Peninsula Clean Energy covers \$5,000 per charging port installed. The Town would be required to pay the additional amount needed to install chargers. Each option comes at a different cost to the Town. The most cost-effective option is installing four Level 2 ports at the Entry Building to Holbrook-Palmer Park. The Town would need to allocate \$24,000 to this project that is not currently budgeted.

If the Town opted to install stations at all three (3) locations, the total cost would be \$77,000.

GOAL ALIGNMENT

This Report and its contents are in alignment with the following Council Policy Goals:

- Goal Area F – Be Forward-Thinking, Well-Managed, and Well-Planned

POLICY FOCUS

In 2006, the California state legislation passed Assembly Bill (AB) 32, California’s Global Warming Solutions Act of 2006. AB 32 committed the state to reduce its greenhouse gas emissions (GHG) to 15 percent below 2005 levels by 2020. Local jurisdictions across California, including the Town of Atherton, adopted a local Climate Action Plan (CAP) to assist with the State’s effort to reduce GHG emissions. The Town’s Climate Action Plan first adopted on October 19, 2016 exceeded this 2020 goal by reducing GHG emissions by 27% below 2005 levels by 2019. The single largest contribution to achieving this goal was through the creation and participation in

Peninsula Clean Energy. In September of 2016, the California legislature approved Senate Bill (SB) 32, which extends the state's targets for reducing greenhouse gas from 2020 to 2030. Under SB 32, the state will reduce greenhouse gas emissions to 49% below 2005 levels by 2030.

Now, that Atherton has 100% GHG free electricity and directive with SB 32, the Town is in the process of updating the CAP to further reduce emissions by identifying strategies for electrifying transportation and buildings. The draft updated CAP will be presented to the City Council in June. Installing EV chargers at Holbrook-Palmer Park will support achieving the Town's climate goals by enabling more community members to drive electric vehicles.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders –to include, but be not limited to, media outlets, school districts, Menlo Park Fire Protection District, service providers (water, power, and sewer), and regional elected officials.

COMMISSION/COMMITTEE FEEDBACK/REFERRAL

This item has not been before a Town Committee or Commission

ATTACHMENTS

1. Attachment 1: Charging Evaluation Report for Entry Lot
2. Attachment 2: Charging Evaluation Report for Jennings Pavilion
3. Attachment 3: Charging Evaluation Report for Main House