



ENVIRONMENTAL COMMISSION MEETING

TUESDAY, NOVEMBER 5, 2019 – 7:00 P.M.

Community Meeting Chambers, Los Altos City Hall
1 North San Antonio Road, Los Altos, California

ESTABLISH QUORUM

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Members of the audience may bring to the Commission's attention any item that is not on the agenda. Please complete a "Request to Speak" form and submit it to the Staff Liaison. Speakers are generally given two or three minutes, at the discretion of the Chair. Please be advised that, by law, the Commission is unable to discuss or take action on issues presented during the Public Comment Period. According to State Law (also known as "the Brown Act") items must first be noticed on the agenda before any discussion or action.

ITEMS FOR CONSIDERATION/ACTION

1. Environmental Commission Minutes
Approve minutes of the regular meeting of October 14, 2019
2. Herbicide Use in Los Altos City Parks
Discuss the next steps in investigating the use of synthetic herbicides and pesticides in the city
3. Silicon Valley Clean Energy Authority
Discuss proposed electrification Reach Codes for 2019 Energy Code
4. Environmental Commission Work Plan
Discuss Commissioner updates on work plan items

INFORMATIONAL ITEMS

5. City Staff Updates
Receive information and announcements from City staff

COMMISSIONERS' REPORTS AND COMMENTS

POTENTIAL FUTURE AGENDA ITEMS

ADJOURNMENT

SPECIAL NOTICES TO PUBLIC

In compliance with the Americans with Disabilities Act, the City of Los Altos will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk at least 48 hours prior to the meeting at (650) 947-2720.

Agendas, Staff Reports and some associated documents for the Environmental Commission items may be viewed on the Internet at https://www.losaltosca.gov/meetings?field_microsite_tid_1=2261.

If you wish to provide written materials, please provide the Commission Staff Liaison with **10 copies** of any document that you would like to submit to the Commissioners in order for it to become part of the public record.

For other questions regarding the meeting proceedings, please contact the City Clerk at (650) 947-2720.

**MINUTES OF THE MEETING OF THE ENVIRONMENTAL COMMISSION OF
THE CITY OF LOS ALTOS, HELD ON MONDAY, OCTOBER 14, 2019 BEGINNING
AT 7:00 P.M. AT COMMUNITY MEETING CHAMBERS, LOS ALTOS CITY HALL, 1
NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA**

ESTABLISH QUORUM

PRESENT: Chair Weiden, Vice Chair Yuan, Commissioners Bray, Teksler, and Martin

ABSENT: Commissioner Klein and Halkola

STAFF: Staff Liaison Niday

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Jane Packard announced upcoming events put on by the Los Altos History Museum as well as announced that the Orchard Commons Commission is working on an orchards manual which will include pest management strategies.

ITEMS FOR CONSIDERATION/ACTION

1. Environmental Commission Minutes

Approved minutes of the regular meeting of September 9, 2019

Action: Upon a motion by Commissioner Teksler, seconded by Commissioner Bray, the Environmental Commission approved the minutes from the September 9, 2019 regular meeting as written.

The motion was approved (5-0) by the following vote:

AYES: Weiden, Yuan, Bray, Teksler, and Martin

NOES: None

ABSENT: Klein and Halkola

ABSTAIN: None

2. Herbicide Use in Los Altos City Parks

Reviewed and discussed current use of herbicides in City parks

Public Comment: Bruno D., Tanya Lindermeier, Stuart Eckmann, and Scott S. spoke about the harmful effects of glyphosate and synthetic herbicides and pesticides.

Action: The Environmental Commission voted unanimously to recommend eliminating the use of synthetic herbicides and pesticides in City Parks and request Council and staff guidance on further Commission work on this topic.

The motion was approved (5-0) by the following vote:

AYES: Weiden, Yuan, Bray, Teksler, and Martin

NOES: None

ABSENT: Klein and Halkola

ABSTAIN: None

3. Silicon Valley Clean Energy Authority

Discussed proposed electrification Reach Codes for 2019 Energy Code

Public Comment: Dashiell Leeds (Sierra Club Loma Prieta Chapter) and Lexi Crilley (LAHS Green Team, Climate Justice Coalition, and Silicon Valley Climate Youth) announced their support to adopt an all-electric reach code.

Action: Upon a motion by Commissioner Teksler, seconded by Commissioner Yuan, the Environmental Commission recommends that Los Altos adopt the all-electric and electrically heated mixed fuel building pathways for both residential and commercial buildings as well as adopt the Electric Vehicle Infrastructure Reach Codes.

The motion was approved (5-0) by the following vote:

AYES: Weiden, Yuan, Bray, Teksler, and Martin

NOES: None

ABSENT: Klein and Halkola

ABSTAIN: None

4. Environmental Commission Work Plan

Discussed Solid Waste Disposal Contract Subcommittee and reviewed consideration of statement to City Council

Public Comment: None

Action: Upon a motion by Commissioner Teksler, seconded by Commissioner Martin, the Environmental Commission recommends presenting the statement to City Council and City Staff on the Mission Trails Waste System contract extension.

The motion was approved (5-0) by the following vote:

AYES: Weiden, Yuan, Bray, Teksler, and Martin

NOES: None

ABSENT: Klein and Halkola

ABSTAIN: None

INFORMATIONAL ITEMS

5. City Staff Updates

Received information and announcements from City staff

COMMISSION REPORTS AND COMMENTS

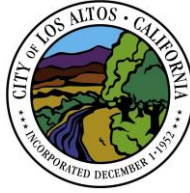
None

POTENTIAL FUTURE AGENDA ITEMS

None

ADJOURNMENT

Chair Weiden adjourned the meeting at 9:13 P.M.



DATE: November 5, 2019

AGENDA ITEM #2

TO: Environmental Commission
FROM: Callie Niday, Staff Liaison
SUBJECT: Herbicide Use in Los Altos City Parks

RECOMMENDATION:

Review and take action, as appropriate, on the current use of herbicides in Los Altos City parks

BACKGROUND

At the regular meeting of August 14, 2019, the Parks and Recreation Commission (PARC) approved a motion to recommend to City Council the banning of the use of synthetic herbicides and synthetic pesticides in Los Altos parks. The PARC forwarded the August 14, 2019 commission's agenda report on "Herbicide Use in Los Altos City Parks" along with the other documents to the Environmental Commission to explore the banning of synthetic herbicides and synthetic pesticides in the City of Los Altos. At the regular meeting of September 9, 2019, Manny Hernandez, Municipal Services Director, gave a presentation to the Environmental Commission on the herbicide use in the Los Altos City parks. The Commission agreed to continue to evaluate and investigate the effects of synthetic pesticides and herbicides before continuing discussion and considering a recommendation to the PARC.

Like many Bay Area agencies, herbicides are used to control or eliminate unwanted vegetation in public parks, open spaces and other city-owned outdoor spaces. The City of Los Altos does not use Roundup; however, the current herbicide being used to control weeds is Ranger Pro. Ranger Pro contains 41% Glyphosate (same active ingredient as Roundup). This product is a complete broad spectrum non-selective post-emergent professional herbicide, approved and in compliance. Ranger Pro is generic for Roundup and is equivalent and just as effective as the name brand. This generic roundup will kill most weeds and grasses. Ranger Pro moves through the plant from the point of foliage contact to and into the root system. It is then absorbed into the soil and breaks down naturally, and therefore will not spread through the ground and kill neighboring plants.

Within the Municipal Services Department, the Park Maintenance Division makes efforts to avoid usage of herbicide around the public or common areas. Pathway spraying is done as early as 5am to allow drying prior to the arrival of park users. There are no public pathways through median landscapes. In addition, staff uses a diluted mix of Ranger Pro, a dilution of 2% with water. Application happens once a year, to target the weed explosion in the spring. Ranger Pro is applied along park pathways, City owned medians, and hardscape as needed. On direction from the County, Glyphosate herbicide is not used on the Foothill medians as it is owned by the County. Weeds in those areas are knocked down throughout the year. Several other "organic" herbicides and time-consuming

techniques, such as torching and use of vinegar, have not proven successful. Neighboring agencies have experienced the same.

Over the last few years, the City of Los Altos has severely cut back on the usage of Glyphosate herbicides in parks and medians by limiting where they are used and when the public is least present. A move completely away from the use of Glyphosate products will have aesthetic implications in the parks and medians.

The City is currently mandated by the Santa Clara Valley Urban Runoff Pollution Prevention Program through a Municipal Regional Permit to maintain an Integrated Pest Management Program that mandates minimal herbicide use. The City is currently in compliance. The current Integrated Pest Management Policy prohibits the use of pesticides for pest control.

Staff reached out to surrounding agencies and below is a summary of the information received from six neighboring agencies on their weed control practices.

Redwood City:

Redwood City uses pre-emergent treatment twice per year (Cool/Warm). The herbicides they have used since stopping the use of Glyphosates include:

- Scythe- not found to be effective in recycled water or high salinity soils areas, stopped use.
- Avenger Organic- not found to be effective at all.
- Fiestas Organic- used for a long time, not super effective but some staff like it for very specific uses so we keep it.
- Finale- Was effective, new main product, then they didn't re-register it for use in California. (Tons of So Cal cities switched to it also)

Atherton:

Atherton currently uses Roundup on non-turf areas. However, in the coming weeks Council will discuss discontinued use of it. If they approve and it is discontinued, Atherton proposes to use Mirimichi or Reward. When using Roundup, Atherton applied it 5 times a year (3 applications over 3 days) in the early morning and close off sections until dry. The City has not used herbicides on turf areas for a few years now. The City only has one 22-acre park so it may be easier for the City to control weeds. The focus is to keep the turf healthy. The City dethatches once a year, aerates twice a year and fertilizes every 3 months with a seasonal fertilizer. When the City gets Clover, it uses nitrogen. The City has well water and keeps the turf areas well irrigated.

Sunnyvale:

Sunnyvale has not banned the use of Roundup or Glyphosate derivatives. It is still legal use in California. CA DPR, CA EPA, and the US EPA still has listed it as a legal product to use. Sunnyvale has been looking into alternatives because Baylands Park is a 177-acre Santa Clara County park and the county banned the use of Glyphosate on all county owned facilities last fall.

The City is trying an alternative which is Glufosinate-ammonium, trade name of the product we use is Lifeline Herbicide. Its mode of action is like Glyphosate in the it is an enzyme blocker of an amino acid synthesis pathway. The amino acid synthesis blocked by Glyphosate is more effective than Glufosinate-ammonium enzyme action. Because of the stigma of the most recent litigation many

agencies are banning its use just to avoid any potential litigation that could arise. So far Glufosinate-ammonium has not been linked to any cancers.

Currently the City does not have any hard data on its use. The first use of Lifeline Herbicide has been at Baylands Park. The City has just started using it. Some City staff are experimenting with Lifeline Herbicide at other parks and open space facilities but for the most part most the staff still uses tried and true Roundup.

Foster City:

Foster City stopped using Roundup last year, but continued to use Ranger Pro. The City has since stopped using both products and has just started using Lifeline mixed with Magnify (surfactant). As a result, the City started applying this last week. Foster City has limited to spraying windows due to what seems to be never-ending winds. The City also uses Reward when necessary as well as some broadleaf chemicals such as Speedzone and Turflon. The City has also increased the usage of Surflan for pre-emergent control. It has had mixed results with this, especially in areas where the City has done a lot of mulching.

San Mateo County Parks:

San Mateo County currently uses a Glyphosate herbicide but are stopping use once the product on hand is used up, which will be by December 2019 when the staff recommendation expires. The County has been using Finalsan with Oroboost as a surfactant. We also have recommendations for Gallery and Dimension, the results are somewhat comparable to Roundup but decreases staff time by mechanically removing weeds as well as Workers Comp claims for repetitive motion injuries. Glyphosate is really the optimum treatment choice since it is selective in what it treats. The others mentioned are not selective and have a warning label compared to a danger label on Roundup.

Santa Clara:

The County of Santa Clara stopped using Glyphosate last year in public areas. They were spraying Reward and tested a propane burner until something caught on fire. Currently, there are not using any organics.

DISCUSSION

Under the Community Development Department, the City of Los Altos Environmental Commission “shall have those powers and duties entrusted to it by the council from time to time and shall submit an annual report to the council. The Environmental Commission studies and makes recommendations to Council on issues that affect the natural and built environment in the city and the region. Additional duties include special projects as directed by the Council.”

During the regular meeting of October 14, 2019, the Environmental Commission received public comments and discussed the Parks and Recreation Commission request to explore the banning of synthetic herbicides and pesticides in the City of Los Altos. The Environmental Commission voted unanimously (5 – 0) to recommend eliminating the use of synthetic herbicides and pesticides in City Parks and to request Council and staff guidance on further Environmental Commission work on this topic.

Attachments:

- A. Herbicides Memo to City Council

November 5, 2019

To: Los Altos City Council
From: Los Altos Environmental Commission
Subject: Herbicides

During its October 14, 2019 meeting, the Environmental Commission received public comments and discussed the Parks and Recreation Commission request to explore the banning of synthetic herbicides and pesticides in the City of Los Altos. The Environmental Commission voted unanimously (5 – 0) to recommend eliminating the use of synthetic herbicides and pesticides in City Parks and to request Council and staff guidance on further Environmental Commission work on this topic.

The Environmental Commission reviewed several publicly available research articles on synthetic herbicides and pesticides and found reasonable support that such products can be toxic to applicators as well as people, plants and animals that may come in contact with such products unintentionally. As a precautionary measure, the Environmental Commission believes limiting the use of synthetic herbicides and pesticides in the City and eliminating their use in our parks is appropriate.

The Environmental Commission also expressed interest in further investigations of the use of these chemicals in the City of Los Altos, including consideration of limiting or eliminating their use in all public areas, residents and by businesses in the City.

The Commission is seeking Council and Staff guidance on whether to pursue this area of research for the following reasons:

- An investigation of the use of synthetic herbicides and pesticides in the City of Los Altos is not part of the Environmental Commission's 2019-2020 Work Plan reviewed with the Council.
- Consideration of limiting product use is a policy issue that is best directed by Council.
- Use of herbicides and pesticides is, in part, controlled under the required City Integrated Pest Management Program.
- The Commission would need to conduct substantial research in order to recommend additional limitations of synthetic herbicides and pesticides, particularly one that would limit the use by residents or businesses. Therefore, the Commission is seeking direction from Council as to whether this is an action the Council would potentially support given appropriate information and recommendations.



DATE: November 5, 2019

AGENDA ITEM #3

TO: Environmental Commission

FROM: Callie Niday, Staff Liaison

SUBJECT: Silicon Valley Clean Energy Authority (SVCEA) 2019 Building Electrification and Electric Vehicle Infrastructure Reach Code Initiative

RECOMMENDATION:

Discuss proposed electrification Reach Codes for 2019 Energy Code and make a recommendation to City Council

BACKGROUND

Silicon Valley Clean Energy (SVCE), along with Peninsula Clean Energy (PCE) and the San Mateo County Office of Sustainability, are supporting their municipalities to adopt building codes that will result in safer and more comfortable buildings, increase their electric vehicle charging infrastructure, and reduce their carbon footprint.

In support of municipalities and counties in SVCE and PCE service territory, SVCE and PCE are providing extensive technical assistance plus a \$10,000 incentive to each city that brings reach codes to their councils.

Reach Code Adoption Process

Every three years, the State of California adopts new building standards that are organized in Title 24 of the California Code of Regulations, referred to as the California Building Standards Code. This regular update is referred to as a “code cycle.” The last code cycle was adopted in 2016 and was effective as of live on January 1, 2017. The next code cycle will be adopted in 2019 and will be effective January 1, 2020. Cities and counties can adopt reach codes that require items that are above and minimum state code requirements. However, these reach codes must be filed with the State.

In addition, the California Energy Commission (CEC) requires that a cost-effectiveness study be conducted and filed in the case of local amendments to the Energy Code (Title 24, Part 6). It is required that the City demonstrate to the CEC, using a cost-effectiveness study, that the amendments to the code are financially responsible and do not represent an unreasonable burden to the non-residential and residential applicants. A cost-effectiveness study is not required for amendments to the Green Building Code (Title 24, Part 11).

Statewide Cost-Effectiveness Study for Energy Code Reach Codes

Funded by the California investor-owned utilities, the California Statewide Codes and Standards Program (Statewide Program) led the development of a cost-effectiveness study for Energy Code reach codes that examined different performance-based approaches for new construction of specific

building types. There are two kinds of reach code approaches: performance-based ordinances and prescriptive ordinances. Performance-based ordinances mandate an increase in the overall energy efficiency required but leave flexibility for the builder on how to achieve this goal. In contrast, prescriptive ordinances mandate implementation of a specific measure (such as solar panels or cool roofs). The Statewide Program's analysis focused on performance-based ordinances but some conclusions about prescriptive measures can be made from the results.

Prescriptive Codes: Require one or more specific energy efficiency measures.

Performance Codes: Require a building to perform more efficiently based on accepted computer modeling and allow trade-offs between energy efficiency measures.

Why Establish Reach Codes?

The benefits of greenhouse gas (GHG) free electricity can best be realized by electrification of new and existing buildings and transportation vehicles. Electrifying buildings and vehicles transition them away from the use of natural gas and gasoline to clean energy provided by SVCE. By developing electrification reach codes, cities can save energy and reduce GHG emissions in Santa Clara and San Mateo County. All-electric buildings are safer and healthier to live in along with being cost effective, especially when adopted at the new construction stage. It is most efficient for cities to coordinate adoption of reach codes with the adoption of the new 2019 building code, taking effect January 1, 2020.

Electric Vehicle Charging Infrastructure

Electric Vehicle (EV) charging requirements in California can generally be broken into three categories:

1. EV Charging Installed: all supply equipment is installed at a parking space, such that an EV can charge without additional equipment.
2. EV Ready: Parking space is provided with all power supply and associated outlet, such that a charging station can be plugged in and a vehicle can charge.
3. EV Capable: Conduit is installed to parking space, and building electrical system has ample capacity to serve future load. An electrician would be required to complete the circuit before charging is possible.

EV charging capacity and speed can be summarized as three categories:

1. Level 1: Capable of charging at 120V, 20A. This is equivalent to a standard home outlet.
2. Level 2: Capable of charging at 240V, 30-40A. This is the service capacity typically used for larger appliance loads in homes
3. Level 3 (DC Fast Charging): Capable of charging at 20-400kW. This is the type of charger used for Tesla Superchargers and DC Fast Chargers at some supermarkets.

The 2019 California Green Building Code Update (Title 24, Part 11) increases requirements for electric vehicle charging infrastructure in new construction; including:

1. New one- and two-family dwellings and townhouses with attached private garages: must be Level 2 EV-capable
2. Multi-family dwellings: 10% of parking spaces must be Level 2 EV-capable
3. Non-residential: 6% of parking spaces must be Level 2 EV-capable

Building Appliance Electrification

For multiple reasons including health, safety economics and environmental benefits, there is considerable interest in mandating all-electric new construction, or “building electrification,” which means that the buildings would not have any fossil fuel services. All-electric buildings have electric appliances for space heating, water heating, clothes-drying, and cooking. The interest in building electrification stems from the fact that SVCE is providing 100% carbon-free electricity and eliminating the use of natural gas can greatly reduce greenhouse gas emissions from the building sector. To date, the City does not often see all-electric buildings constructed. Mandating that all new construction be all-electric through the building reach code process has not been chosen as the appropriate path because of legal implications in proving cost-effectiveness of this approach to the CEC. The leading approach is to encourage electrification by giving builders the choice of two options:

1. achieving a higher energy efficiency level than the Energy Code using mixed fuels (natural gas and electricity); or
2. building an all-electric building at the minimum efficiency as required in the Energy Code. The Statewide Program’s study analyzed this approach.

Electric Vehicle Charging Infrastructure

Local residents are showing a significant interest in electric vehicles. For example, the number of registered plug-in vehicles in Santa Clara county increased by 31% in 2018. By comparison, registrations for vehicles powered by fossil fuels shrank in 2018. It is widely known that availability of EV charging infrastructure is a critical component to EV adoption. Meanwhile, it is significantly more expensive to install charging infrastructure as a retrofit than it is during new construction. As such, ensuring that newly constructed residential and non-residential parking has ample EV charging capability will reduce long-term costs of EV infrastructure installation, while helping to increase EV adoption and decrease transportation-related greenhouse gas emissions. While California’s new minimum requirements are a step forward, it is unlikely that the requirements for multi-family dwellings and non-residential buildings are enough to keep pace with expected EV growth looking towards 2030. The Statewide Program’s team reviewed approaches to increase the amount of EV infrastructure in new construction buildings, while keeping construction costs as low as possible.

For more information on the Reach Code initiative, please visit:
<https://www.svcleanenergy.org/reach-codes/>

DISCUSSION

Staff attends monthly Member Agency Working Group (MAWG) meetings with SVCEA. The monthly updates can be found below.

SVCEA MAWG Updates (January 2019 – August 2019):

The MAWG did not meet in December 2018. City staff attended the SVCE County-wide Reach Code Working Group Launch on January 15, 2019 to learn more about the Reach Code project described above. Members of the City Manager’s Office and Community Development Department attended as well.

At the January 24, 2019 MAWG meeting, the group discussed the potential for SVCEA to form a joint funding mechanism with BAAQMD and other agencies to fund EV infrastructure. SVCEA staff is currently developing an RFP and scope of work to secure a consultant to explore the EVSE market

and identify barriers, forecast infrastructure needs, and establish a mechanism to pursue grant funding. SVCEA also updated the group on youth focused programs like the Bike to the Future event, which took place in April 2019 and the creation of a student ambassador program, focused on educating students and schools about ways to reduce GHG emissions.

On March 20, 2019, SVCEA hosted a workshop on the Reach Code project to the appropriate City Staff, the Building/Developer Community and interested stakeholders. The Reach Code project is currently underway, the consultant completed the cost effectiveness study, and the initial draft of the reach codes was released in March.

At the April 25, 2019 MAWG meeting, the group discussed the release of the new PG&E rates for 2019. Sunnyvale gave a presentation on their Climate Action Playbook. The group received an update from Aimee Bailey, Director of Decarbonization and Grid Innovation, on SVCE Innovation Onramp which went live April 3, 2019. The Heat Pump Technology Days: Water Heating Meeting was held on May 9, 2019 in San Francisco. SVCEA also informed the group that the results of the cost effectiveness study for the Reach Codes project are available. SVCE is looking for input from cities and stakeholders; May 15, 2019 is the deadline to provide input before the reach code language is drafted. In May 2019, SVCEA launched a showcase design grant focused on all-electric projects within the service territory; the new all-electric Los Altos Community Center may be eligible. Also, the group announced that PG&E has delivered gas data for the Climate Action Plan.

At the May 23, 2019 MAWG meeting, SVCE presented the heat pump water heater program, which launched in June 2019. This program is offering funding for 100 residential projects including incentives for new heat pump water heaters and new solar panels. The group received an update on the showcase of all-electric design awards, which also launched in June 2019. The awards are going to be available for all-electric buildings that are already built, rather than future projects. The goal is to showcase the participating projects in SVCE's resource center. SVCE also gave an update on the jurisdictions that have sent in a letter of intent for the reach codes – including Cupertino, Milpitas, Morgan Hill, Mountain View, Campbell, Los Altos, and Sunnyvale. On May 29, 2019, the building model reach code language was shared and on June 6, 2019, the electric vehicle model reach code was discussed.

At the June 27, 2019 MAWG meeting, the group discussed the reach codes initiative with the building officials from various jurisdictions. The building officials from the City of Sunnyvale, City of Milpitas, and the City of Cupertino attended this meeting. As previously discussed, the overall goal of adopting a reach code is to increase the electrification of buildings and decrease buildings overall carbon emissions. Additional benefits of constructing a home that is all-electric is that they are the healthier, cleaner, safer, and more cost-effective option than building a home that has mixed-fuel (electricity and natural gas). Three pathways were presented at the meeting, including: pathway 1 (all-electric), pathway 2 (mixed fuel), and pathway 3 (mixed-fuel with no space and water heating). Pathway 3 would cut the carbon emissions by 80% and would still offer people the option to have comfort appliances (i.e. gas stove top and gas fire pit). In addition, the group received an update that the all-electric showcase awards are now live; applications will be accepted until July 26, 2019. SVCE will showcase the customers who have successfully constructed an all-electric home and will showcase the design elements to help support the reach code effort. The FutureFit Heat Pump Water Heater program launched on June 28, 2019 and about 115 people have already shown their interest. The Heat Pump Cost Effectiveness webinar was given on July 3, 2019.

At the July 25, 2019 MAWG meeting, Aimee Bailey introduced a new program focused on grid integration called the Virtual Power Plant (VPP) initiative. To better understand VPP functions and values, SVCE and Gridworks are releasing the [Silicon Valley Clean Energy Virtual Power Plant Options Analysis Discussion Draft](#) to generate thoughts, ideas, and feedback on possible solutions and the path to achieving those solutions in Silicon Valley. Other programs discussed at the MAWG meeting include the [Innovation Onramp Program](#), the [All-Electric Showcase Awards](#), and [FutureFit](#) – the heat pump water heater program. The Heat Pump Water Heater Buyers Guide can be found in Attachment A. It was announced that the City of Berkeley unanimously voted to ban natural gas for new low-rise residential buildings starting January 1, 2020. PG&E has offered to attend council meetings in support of building electrification. There is a Building Decarb Coalition webinar on August 29, 2019 called “Is a Gas Moratorium Right for You?” In addition, SVCE announced that there are existing tools on their website to help support the reach code effort, including the Model Staff Report Letter Template and informational flyers (found in Attachment B). Additional tools are currently under development, including a general slide deck for City staff use, building department checklists, a cost effectiveness informational chart, an electric vehicle cost effectiveness analysis, and an informational video. An update was given to the group that the 2018 GHG inventory is almost completed. Lastly, the Draft EV Infrastructure Joint Action Plan was discussed.

At the August 22, 2019 MAWG meeting, Don Eckert, the Director of Finance of SVCE, gave a presentation on the proposed 2019-2020 operating budget. A status update of the following programs was given: all-electric showcase awards, heat pumps, reach codes, and VPP. In addition, an announcement was made about the California Electric Vehicle Infrastructure Project (CALeVIP): SVCE formed a regional coalition with other Community Choice Aggregations and municipal utilities to try to interest the CEC in partnering on a CALeVIP program in our area. The CEC announced earlier this month that they have chosen SVCE for a CALeVIP launch in 2020, with a combined funding of \$60 million! As SVCE’s territory will have \$12 million dedicated to it (with half coming from the CEC and half from SVCE), this program will lead to substantially more charging infrastructure installed throughout SVCE territory.

At the September 26, 2019 meeting, the group introduced the new SVCE staff members and announced the new open positions. The group discussed a status update on the current SVCE programs. A presentation on the Climate Youth Ambassador Program was given which focuses on bringing environmental awareness to elementary, middle, and high school students. To date, the group has engaged in 11 community outreach events and have talked to over 600 kids. The group intends to expand the climate youth ambassador team so they can continue to spread awareness of the climate crisis.

At the October 24, 2019 meeting, an announcement was made regarding the Energy Atlas tool for local governments. The group discussed the SVCE program updates including: reach codes, FutureFit heat pump water heater program, EV priority zones for DC fast charging, VPP, EBCE resiliency RFP, and the customer resource center. In addition, Don Bray lead a discussion on local regulatory opportunities.

Attachments:

- A. Draft Reach Code Presentation
- B. Draft Reach Code Agenda Report

Good Evening Council Members,

I am Laura Teksler, member of the Environmental Commission and chair of its Green Building subcommittee and I'm here with Don Weiden, Chair of the Commission. The Environmental Commission is pleased tonight to present our recommendation for Building and Electric Vehicle Reach Codes. I will begin our presentation tonight by providing some background on the Commission's work on Green Building, then John Supp from Silicon Valley Clean Energy will provide an overview of reach codes and I will finish with the Commission's recommendations.

The Commission first began working on Green Building recommendations more than two years ago, producing our Green Building subcommittee report in June 2017. In that report two of our primary recommendations were to encourage 100% Electric Buildings, as well as electric vehicle charging infrastructure. Our subcommittee focused on these items because they had the most potential for carbon reduction in our city. The subcommittee then began to work with City staff to try to identify appropriate incentives to encourage these voluntary green building measures. Additionally, City staff shared the Commission's report with the Member Agency Working Group (MAWG) of Silicon Valley Clean Energy. In 2018 that working group identified Reach Codes as one of the top ranked priorities for SVCE to pursue and they began to develop model building and electric vehicle codes for cities to adopt in conjunction with the new 2019 building code.

I'd now like to introduce John Supp, Account Services Manager at SVCE who will talk about reach codes and the process used to develop them.

John's Presentation

As Mr. Supp detailed, the SVCE / PCE developed Building Reach Codes offer municipalities implementation options; providing codes that allow for exclusively all-electric building, both mixed fuel and all-electric buildings, or electrically heated mixed fuel buildings. After careful evaluation, the Environmental Commission recommends that Los Altos adopt the all-electric and electrically heated mixed fuel building pathways for both residential and commercial buildings. Additionally, the Commission recommends the adoption of the Electric Vehicle Infrastructure Reach Codes. The Environmental Commission recommends the Council introduce and waive further reading of these codes.

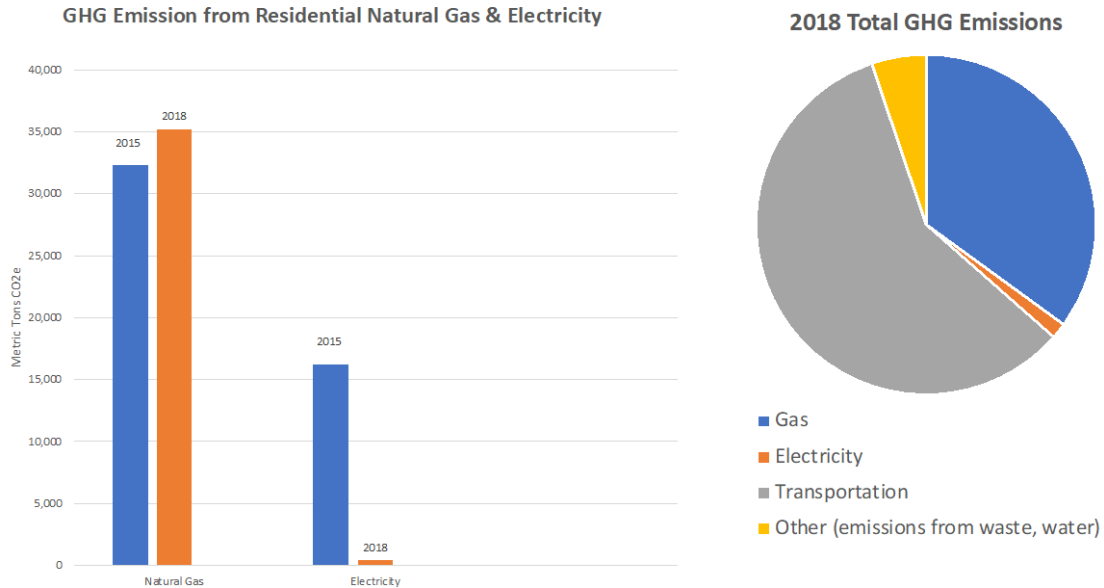
This table details the proposed codes.

Proposed EV Infrastructure Reach Code					
Proposed Reach Code All New Buildings		Level 2 EV Installed	Plug & Play Level 2 EV Circuit	Capable Level 2 EV Circuit	Plug & Play Level 1 EV Circuit
1. Require electric fuel source for space heating, water heating and clothes drying			1	1 (if >1 parking space)	
2. Natural gas can be used for cooking stoves, fireplaces and other "comfort" appliances. Prewiring for electric appliances required where natural gas appliances are used. Mixed-fuel buildings must have a higher efficiency rating			1 per unit		
				25%	75%
		10%		30%	10%
		6%			5%

Fuel switching from natural gas to electricity offers Los Altos an opportunity for significant GHG emission reductions. In 2018 residential gas use in Los Altos accounted for over 35,000 metric tons of CO2 equivalent and the trend is that emissions from this sector are on the rise. From 2015 to 2018 natural gas emissions increased approximately 3,000 MT whereas electricity emissions dropped dramatically during that time period (from over 16,000 Metric tons to 436 MT) thanks mostly to the carbon-free electricity provided by SVCE. Carbon emissions from non-residential gas and electric use have followed the same trends. Ensuring that future buildings are fully, or nearly, 100% electric provides the City with an opportunity to reduce emissions immediately and over the lifetime of those buildings. Buildings that continue to use natural gas for cooking and comfort devices, such as fireplaces, will need to perform at a higher efficiency standard. Note the Reach Codes apply to the interior of the building, so gas can continue to be used outside the home. Electric buildings are cheaper to build and operate.

Emissions from Vehicle Miles Traveled represent the largest single contributor to Los Altos' GHG emissions. Despite increased miles traveled, these emissions have declined slightly over the three-year period, from over 78,000 MT to 71,500 MT, thanks to the increase in electric and low-emission vehicles. The potential GHG reduction Los Altos could realize through building and EV reach codes is substantial and will help the City address the largest remaining sources of carbon emissions.

Los Altos Greenhouse Gas Emissions Measured in CO² Equivalents



Our neighboring communities are also in the process of adopting reach codes and here is a current look at what other communities are considering. As shown in the table, our proposal is similar to what Mountain View and Los Altos Hills are evaluating, as well as what Menlo Park and San Jose have approved.

That concludes the Commission’s presentation and we are happy to answer any questions.

Reach Code Update

Mountain View Oct 22, 5-0
Morgan Hill Oct 23, 4-1

City	Status	Encourage Gas Reduction		Require Gas Reduction	
		High Reach + Electric Heat	High Reach Only	Limited Gas Usage	Ban Natural Gas
Mountain View	1 st Reading			→ X	
Morgan Hill	1 st Reading				X
Los Altos	Evaluating			X	
Los Altos Hills	Evaluating			X	
Saratoga	Evaluating	→		→ X	
Cupertino	Evaluating		→	X	
Sunnyvale	Briefing		X		
Campbell	Evaluating	X			
Gilroy	Evaluating	X			
Milpitas	Evaluating	X			
Los Gatos	Briefing	X			
County of Santa Clara	Briefing	X			
Monte Sereno	Evaluating	X ←			



_____ CALENDAR

Agenda Item # ____

AGENDA REPORT SUMMARY

Meeting Date: November 12, 2019

Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

Prepared by: Environmental Commission

Reviewed by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachment:

Ordinance No. 2019-466

Initiated by:

Environmental Commission

Previous Council Consideration:

None

Fiscal Impact:

None anticipated

Environmental Review:

The proposed Ordinance relates to organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment, and therefore is not a project within the meaning of the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines, sections 15378(b)(5). Alternately, this ordinance is exempt from CEQA pursuant to State CEQA Guidelines, section 15061(b)(3), “the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment” as the Ordinance has no potential to result in a direct, or reasonably foreseeable, indirect impact on the environment.

Policy Question(s) for Council Consideration:

Does the Council wish to adopt Building Electrification and Electric Vehicle Infrastructure Codes containing requirements that limits power sources to principally electric appliances and fixtures?

Summary:

Every three years, the State of California adopts new building standards that are organized in Title 24 of the California Code of Regulations, referred to as the California Building Standards Code. The code must be adopted in 2019 and will be effective January 1, 2020. Cities and counties can adopt

Reviewed By:

City Manager

CJ

City Attorney

CD

Finance Director

SE



Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

amendments to building codes that have requirements that exceed minimum building code requirements. Reach codes provide requirements that exceed the standards for the electrical code and require the installation of electric vehicle infrastructure in new construction.

Recommendation:

The Environmental Commission recommends the City Council adopt building electrification and electric vehicle reach codes, which amend the California Building Standards Code that, if adopted, become effective on January 1, 2020; to help reduce carbon emissions associated with new construction, reduce costs in new construction, improve indoor air quality and safety of our building stock, support affordable housing, and increase adoption of electric vehicles.

Purpose

The ordinance will put into effect requirements that mandate the use of certain electrical appliances and fixtures and the installation electric vehicle infrastructure for new construction.

Background

The City of Los Altos demonstrated leadership in sustainability when the City adopted a Climate Action Plan in December of 2013 and joined the Silicon Valley Clean Energy joint powers authority in March of 2016.

In alignment with the above, the Environmental Commission recommends modifying Part 6 and Part 11 of the California Building Code. This report provides an overview of the Statewide cost-effectiveness study, details findings, and provides language recommended for the associated reach code for the 2019 building cycle.

Reach Code Adoption Process

Every three years, the State of California adopts new building standards that are organized in Title 24 of the California Code of Regulations, referred to as the California Building Standards Code. This regular update is referred to as a “code cycle.” The last code cycle was adopted in 2016 and was effective on January 1, 2017. The next code cycle will be adopted in 2019 and will be effective January 1, 2020. Cities and counties can adopt reach codes that require items that are above and minimum state code requirements. However, these reach codes must be filed with the State if adopted by a local agency.

In addition, the California Energy Commission (CEC) requires that a cost-effectiveness study be conducted and filed in the case of local amendments to the Energy Code (Title 24, Part 6). It is required that the City demonstrate to the CEC, using a cost-effectiveness study, that the amendments to the code are financially responsible and do not represent an unreasonable burden to the non-residential and residential applicants. A cost-effectiveness study is not required for amendments to the Green Building Code (Title 24, Part 11).



Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

Statewide Cost-Effectiveness Study for Energy Code Reach Codes

Funded by the California investor-owned utilities (IOUs), the California Statewide Codes and Standards Program (Statewide Program) led the development of a cost-effectiveness study for Energy Code reach codes that examined different performance-based approaches for new construction of specific building types. There are two kinds of reach code approaches: performance-based ordinances and prescriptive ordinances. Performance-based ordinances mandate an increase in the overall energy efficiency required but leave flexibility for the builder on how to achieve this goal. In contrast, prescriptive ordinances mandate implementation of a specific measure (such as solar panels or cool roofs). The Statewide Program's analysis focused on performance-based ordinances but some conclusions about prescriptive measures can be made from the results.

Building Prototypes

The Statewide Program's analysis estimated cost-effectiveness of several building prototypes including one-story and two-story single-family homes, a two-story multifamily building, a three-story office building, a one-story retail building, and a four-story hotel. The single-family homes, multi-family buildings, and office building prototypes are directly applicable to development in Los Altos. The City has averaged approximately 40 new single-family homes constructed each year over the past five years. Additionally, many approved development projects include mixed-use developments or multi-family developments.

Electric Vehicle Charging Infrastructure

Electric Vehicle (EV) charging requirements in California can generally be broken into three categories:

1. EV Charging Installed: all supply equipment is installed at a parking space, such that an EV can charge without additional equipment.
2. EV Ready: Parking space is provided with all power supply and associated outlet, such that a charging station can be plugged in and therefore ready to charge a vehicle.
3. EV Capable: Conduit is installed adjacent to a parking space area, and the building electrical system has ample capacity to serve future energy loads. An electrician would be required to install the conductor and associate outlets before charging is possible.

EV charging capacity and speed can be summarized as three categories:

- Level 1: Capable of charging at 120V, 20A. This is equivalent to a standard home outlet.
- Level 2: Capable of charging at 240V, 30-40A. This is the service capacity typically used for larger appliance loads in homes.
- Level 3 (DC Fast Charging): Capable of charging at 20-400kW. This is the type of charger used for Tesla Superchargers and DC Fast Chargers at some public or commercial sites.



Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

The 2019 California Green Building Code Update (Title 24, Part 11) increases requirements for electric vehicle charging infrastructure in new construction; including:

- New one- and two-family dwellings and townhouses with attached private garages: must be Level 2 EV-capable
- Multi-family dwellings: 10% of parking spaces must be Level 2 EV-capable
- Non-residential: 6% of parking spaces must be Level 2 EV-capable

Discussion/Analysis

Building Appliance Electrification

For multiple reasons including health, safety, economic, and environmental benefits, there is considerable interest in mandating all-electric new construction, or “building electrification,” which means that the buildings would not have any fossil fuel services. All-electric buildings have electric appliances for space heating, water heating, clothes-drying, and cooking. The interest in building electrification stems from the fact that Silicon Valley Clean Energy (SVCE) is providing 100% carbon-free electricity and eliminating the use of natural gas can greatly reduce greenhouse gas emissions from the building industry sector. To date, Los Altos does not often see all-electric buildings constructed. Mandating that all new construction be all-electric through the building reach code process has not been chosen as the appropriate path because of legal implications in proving cost-effectiveness of this approach to the CEC. The leading approach is to encourage electrification by giving builders the choice of two options:

1. Achieving a higher energy efficiency level than the Energy Code using mixed fuels (natural gas and electricity); or
2. Building an all-electric building at the minimum efficiency as required in the Energy Code. The Statewide Program’s study analyzed this approach.

Electric Vehicle Charging Infrastructure

Local residents are showing a significant interest in electric vehicles. For example, the number of registered plug-in vehicles in Santa Clara county increased by 31% in 2018 and registrations for vehicles powered by fossil fuels shrank in 2018. It is widely known that availability of EV charging infrastructure is a critical component to EV adoption. Meanwhile, it is significantly more expensive to install charging infrastructure as a retrofit than it is during new construction. As such, ensuring that newly constructed residential and non-residential parking has ample EV charging capability will reduce long-term costs of EV infrastructure installation, while helping to increase EV adoption and decrease transportation-related greenhouse gas emissions. While California’s new minimum requirements are a step forward, it is unlikely that the requirements for multi-family dwellings and non-residential buildings are enough to keep pace with expected EV growth looking towards 2030.



Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

The Statewide Program’s team reviewed approaches to increase the amount of EV infrastructure in new construction buildings, while keeping construction costs as low as possible.

Building Appliance Electrification Reach Codes:

Staff and the Environmental Commission have worked closely with SVCE to interpret the study’s results and infer what options may or may not be cost-effective for the building types that are prevalent in Los Altos. Peninsula Clean Energy (PCE) and SVCE have also provided consultant support to assist cities in understanding the cost-effectiveness study results and adopting reach codes. The proposed reach codes meet the requirements of the CEC for cost-effectiveness, and are also a cost-effective approach for constituents, contractors, and developers pursuing new construction within the city limits. In addition, the analysis results show that all-electric buildings are typically less expensive to construct.

The recommended reach code requirements for newly constructed buildings using electrically-heated mixed-fuel are dependent upon the building type per the attached ordinance.

Electric Vehicle Charging Infrastructure Reach Codes

Unlike amendments to the Energy Code, a cost-effectiveness study is not required for amendments to Title 24, Part 11, or the Green Building Code “CALGreen” which covers items such as electric vehicle (EV) charging infrastructure. However, to evaluate the financial impact on first costs, PCE/SVCE commissioned an analysis of the total cost of implementing various EV infrastructure measures. Staff have worked closely with Peninsula Clean Energy, Silicon Valley Clean Energy, and the Statewide Program’s team to establish new construction EV requirements which are more in-line with local EV adoption trends, while providing flexibility for the builder and keeping construction costs as low as possible.

Recommended requirements for EV infrastructure are:

Residential

- Single Family Dwelling: One dedicated “plug and play” Level 2 EV circuit, and if multiple parking spaces are provided for a dwelling unit, one dedicated “plug and play” Level 2 EV circuit and one dedicated “Capable” Level 2 EV circuit.
- Multi-Unit Dwelling, <20 units: Per unit, a single “plug and play” Level 2 EV circuit
- Exception: Not required for units without parking
- Multi-Unit Dwelling, >20 units: 75% of the units, a single “plug and play” Level 1 EV circuit; 25% of the units, a single “plug and play” Level 2 EV circuit
- Exception: Not required for units without parking

“plug and play” is defined as a full circuit installed including capacity to deliver electricity and outlet.



Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

Non-Residential Office

- 10% of the parking spaces, Level 2 EV charging infrastructure installed
- 10% of the parking spaces, “plug and play” Level 1 EV circuits
- 30% of the parking spaces EV capable at the pinch points utilizing at least Level 2-sized conduit with panel capacity for 2kW per EV capable parking space

Non-Residential, Non-Office

- 6% of the parking spaces, Level 2 EV charging infrastructure installed
- 5% of the parking spaces, “plug and play” Level 1 EV circuits
- For parking lots with over 100 spaces, first hundred spaces must adhere to Level 1 & Level 2 requirements, with option to substitute 80kW DC fast charger for subsequent sets of 100 spaces.

Once the reach codes are adopted – they must be submitted to the State of California for review and approval – the draft ordinance has been crafted to reflect that the reach codes go into effect once this approval by the State is granted.

A draft ordinance that amends the Building Code and adopts the Reach Codes is included with the agenda report; however, this is not the final version of the ordinance. The final version of the reach code ordinance can take one of several forms and as of the date of packet publication the Environmental Commission had not finalized its recommendation to the City Council on an appropriate version of these codes. It is anticipated that the Environmental Commission will finalize its recommendation on the Reach Code at its meeting of October 14 and the resulting ordinance will be provided to the City Council before its October 22 meeting, at which the ordinance may be considered for introduction. It is not a requirement that the Reach Codes be adopted at the same time as the new building code updates – they can be introduced/adopted later.

A representative from Silicon Valley Clean Energy (SVCE) will be in attendance at the City Council meeting to provide an overview of the proposed reach codes and electric vehicle infrastructure codes. Should the Environmental Commission not have reached a final version of the ordinance if wants to recommend to the City Council – this place on the agenda will serve as a study session that can assist in introducing these propose code amendments to the Community.



Subject: Building Electrification and Electric Vehicle Infrastructure Reach Codes – Proposed Reach Codes for 2019 Energy Code

Options

1) Hold only a study session on the reach codes

Advantages: Informative to the City Council and the Community on the proposed amendments and expectations for new construction in the future.

Disadvantages: Will delay, to a small degree, implementation of the proposed code amendments.

2) Introduce and waive further reading of Building Electrification and Electric Vehicle Infrastructure Reach Codes

Advantages: Reduce carbon emissions associated with new construction, improve indoor air quality and building safety, support affordable housing, and increase adoption of electric vehicles.

Disadvantages: None identified.

3) Do not introduce and read Building Electrification and Electric Vehicle Infrastructure Reach Codes

Advantages: None identified.

Disadvantages: Fail to follow PCE and SVCE member agencies that adopt reach codes to reduce carbon emissions associated with new construction, improve indoor air quality and building safety, support affordable housing, and increase adoption of electric vehicles.

Recommendation

The Environmental Commission recommends Option 2, assuming a draft of the appropriate version of the ordinance is finalized.



DATE: November 5, 2019

AGENDA ITEM #4

TO: Environmental Commission
FROM: Callie Niday, Staff Liaison
SUBJECT: Environmental Commission Work Plan

RECOMMENDATION:

Review and take action, as appropriate, on the 2019/20 Environmental Commission Work Plan

BACKGROUND

The Environmental Commission met in a Joint Meeting with the City Council on May 7, 2019 to review the Commission's 2018/19 Accomplishments and Draft 2019/20 Target areas and discussed issues and projects for the upcoming year. Based on this discussion, the targets were finalized, and the 2019/20 Work Plan was developed. The Targets and Work Plan are intended to focus the Commission's agenda items and will serve as a roadmap for projects and actions, as appropriate, during the 2019/20 year.

DISCUSSION

Environmental Commission Targets and resulting Work Plan for 2019/20 are:

1. Climate Action Plan
2. Water Conservation and Stormwater Management
3. Solid Waste Diversion
4. Community Outreach and Education

The Commission will review the targets, projects, and status updates at each of its monthly meetings and act appropriately.

Attachments:

- A. Solid Waste Disposal Contract Subcommittee Statement
- B. 2019/20 Targets and Work Plan

November 5, 2019

To: Los Altos City Council and City Staff
From: Los Altos Environmental Commission
Subject: Mission Trails Waste System Contract

During its October 14, 2019 meeting, the Environmental Commission considered and discussed a subcommittee report that provided sustainability perspectives to City Staff during their preparation and negotiation of a draft Mission Trails Waste System (MTWS) Contract extension. The Environmental Commission voted unanimously (5 – 0) to present the following statement to City Council and City Staff on the MTWS contract extension.

We believe an overwhelming majority of the residents of Los Altos are committed to and value the recycling program currently provided by Mission Trails Waste Systems. Los Altos residents' care and value for recycling are demonstrated by the City's impressive 77% waste diversion rate, the second highest diversion rate as compared to other local jurisdictions. In addition, the results of the 2019 customer survey conducted by the City's consultant, R3 Consulting Group, show that 60% of respondents cited quality and range of services as most important to them while 20% rated cost as most important.

Based on this information, as well as the importance of minimizing our City's environmental impact through the best waste handling practices, the Commission strongly recommends that the current service of separate Garbage, Compost and Recycling collection be retained without reduction in frequency or process for the next 10 to 15 years. We urge the City to not lower the minimum diversion requirement of 65% proposed for the contract extension. We believe County, State and Federal laws will be enacted over the next few years that will improve diversion rates by requiring compostable and recyclable packaging materials, reducing food and product packaging, and limiting single use plastic items.

We recommend that the City increase participation with MTWS on education and outreach efforts. Behaviors that have been or are being learned need to be reinforced. The education and outreach efforts will ensure our community and MTWS customers ready for the time when the value of compost and recycled materials increases.

ENVIRONMENTAL COMMISSION
2019/20 Targets & Work Plan
November 5, 2019

Targets	Projects	Assignments	Target Date	City Priority related to	Status
Climate Action Plan	Review and comment on Building and Electric Vehicle Reach Codes	<ul style="list-style-type: none"> Subcommittee -Don Weiden, Laura Teksler and Lei Yuan 	January 2020	CAP Goals	<ul style="list-style-type: none"> SVCE presentation of Building Model Reach Code language on May 29, 2019 SVCE presentation of Electric Vehicle Model Reach Code language on June 6, 2019 SVCE presentation of Reach Codes to Environmental Commission on July 8, 2019; EC made a motion to support staff development and ratification of a reach code Subcommittee met on July 15, 2019 The subcommittee will come back with recommendations to City staff by the next EC meeting The Commission will vote on a recommendation of the reach code pathways on October 14, 2019
	Update of City's CAP	<ul style="list-style-type: none"> Subcommittee to work with staff and Subconsultant 	Monthly	CAP Goals	<ul style="list-style-type: none"> The Sustainability Coordinator position was approved by the City Council for the Fiscal Year 2019-20 / 2020-21 Operating Budget on June 11, 2019; the job posting has been created (Oct. 2019) This is on hold until the new Sustainability Coordinator is on board
Water Conservation & Stormwater Management	Green Infrastructure Plan	<ul style="list-style-type: none"> Assist staff in development and review of Plan 	June 2019	Storm Water Regional Discharge Permit	<ul style="list-style-type: none"> Staff made a presentation of their final plan to the Environmental Commission on May 13, 2019 Approved by City Council on July 9, 2019

Solid Waste Diversion	Provide review comments on Solid Waste Disposal Contract	<ul style="list-style-type: none"> Subcommittee Don Weiden, Laura Tekler and Chad Martin 	January 2020	Solid Waste Disposal	<ul style="list-style-type: none"> Subcommittee met with staff and City Consultant on March 20, 2019 for a study session; City held a Community Meeting on May 15, 2019; staff met with subcommittee on Thursday, August 15; a Study Session was held with City Council on August 27; the contract is on the agenda (tentatively) for October 22, 2019
	Investigate initiatives on limiting single use plastics	<ul style="list-style-type: none"> Subcommittee to work with staff and Subconsultant 	Monthly	Recycling	<ul style="list-style-type: none"> Update to EC on June 10, 2019 The City of Los Altos is participating in the Ad Hoc Model Foodware Ordinance Committee Andrea Trese from the City's Engineering Division is the Los Altos representative
Community Outreach & Education	Develop program in collaboration with the Los Altos History Museum	<ul style="list-style-type: none"> Environmental Education Fund held by LACF David Klein 	June 2019	Public outreach and education	<ul style="list-style-type: none"> Coordination with History Museum Apricot Stem Fair EnviroThon Challenge held at the Apricot STEM Fair on June 30, 2019 Winners and awards were selected at the EC meeting of July 8, 2019
	Update environmental measures on the City web site	<ul style="list-style-type: none"> Chad Martin 	Ongoing	Public outreach and education	
	Continue gas-powered leaf blower ban outreach and education	<ul style="list-style-type: none"> Laura Tekler 	Ongoing	Public outreach and education	
	Continue anti-idling outreach and education	<ul style="list-style-type: none"> Don Weiden 	Ongoing	Public outreach and education	<ul style="list-style-type: none"> June 10, 2019 Report on Los Altos HS Survey Results
	Continue to support SVCEA community outreach and education		Ongoing	Public outreach and education	
	Assist staff with various outreach and education efforts	<ul style="list-style-type: none"> Climate Action Plan Water Conservation Storm Water Management Solid Waste Diversion Urban Forest / Trees Downtown Vision 		Public outreach and education	



DATE: November 5, 2019

AGENDA ITEM #5

TO: Environmental Commission

FROM: Callie Niday, Staff Liaison

SUBJECT: City Staff Updates

RECOMMENDATION:

Receive staff update

BACKGROUND

Monthly staff updates will be discussed as listed below.

DISCUSSION

1. Environmental Commission attendance for upcoming Council meetings

Attachment:

- A. 2019 City Council Meeting Attendance Assignments



1 North San Antonio Road
Los Altos, California 94022-3087

M E M O R A N D U M

DATE: November 5, 2019
TO: Environmental Commission
FROM: Callie Niday, Staff Liaison

SUBJECT: TENTATIVE 2019 City Council Meeting Attendance Assignments

Please sign up to attend or view (online) three (3) Regular City Council meetings for 2019.

Tentative 2019 Schedule

2019 Regular City Council meeting dates:	Attendance by:
January 8, 2019	Don Weiden
January 22, 2019	Laura Teksler
February 12, 2019	Lei Yuan
February 26, 2019	Don Bray
March 12, 2019	Don Weiden
March 26, 2019	David Klein
April 9, 2019	Laura Teksler
April 23, 2019	Don Weiden
May 14, 2019	Don Weiden
May 28, 2019	Chad Martin
June 11, 2019	Don Bray
June 25, 2019	Heather Halkola
July 9, 2019	Lei Yuan
August 27, 2019	Laura Teksler
September 10, 2019	David Klein
September 24, 2019	Chad Martin
October 22, 2019	
November 12, 2019	
November 26, 2019	
December 10, 2019	

Regular City Council meetings are scheduled to begin at 7:00 p.m. and are held on the 2nd and 4th Tuesdays of the month. If you are unable to attend or view one of the City Council meetings to which you are assigned, please arrange for another Commissioner to attend in your place.