



Environment & Climate Commission

AGENDA

REGULAR MEETING OF THE ENVIRONMENT AND CLIMATE COMMISSION

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83135581455>

Or Telephone:

US: +1 669 900 9128 or +1 669 444 9171

Webinar ID: 831 3558 1455

PUBLIC ADVISORY: This meeting will be conducted exclusively through videoconference and teleconference.

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting of the Environment and Climate Commission will be conducted exclusively through teleconference and Zoom videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of attendees. Therefore, no physical meeting location will be available.

To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device: Please use this URL <https://us02web.zoom.us/j/83135581455> If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. To join by phone: Dial +1 669 900 9128 and enter Meeting ID 831 3558 1455. If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair.

Please be mindful that the teleconference will be recorded as any official meeting is recorded, and all other rules of procedure and decorum will apply for official meetings conducted by teleconference or videoconference.

Wednesday, October 19, 2022, 5:00 PM

PRELIMINARY MATTERS

1. Call to Order and Roll Call:

Vacant	Mayor	Mayor
Ranney, Sarah	Kesarwani	District 1
Hedlund, Marc	Taplin	District 2
McGuire, Brianna	Bartlett	District 3
Tahara, Daniel	Harrison	District 4
Allen, Shannon	Hahn	District 5
Guliasi, Les	Wengraf	District 6
Lunaparra, Cecilia	Robinson	District 7
Gould, Ben	Droste	District 8

2. Public Comment: Comments on subjects not included on the agenda (3-minute limit per individual)

3. Approval of Minutes:

- a. [Approval of Minutes from Last Meeting \(September 28, 2022\)](#)
- b. [Approval of Minutes from July Meeting \(July 27, 2022\)](#)

4. **Agenda Check:** Commissioners may rearrange items on the agenda

5. **Update from Chair** (Chair Gould)

6. **Update from staff** (Billi Romain & Rebecca Milliken)

- a. [Commissioner Communications Training](#)

7. Reports from Commission Liaisons

- Planning Commission (Ben Gould)
- Transportation and Infrastructure Commission (Brianna McGuire)
- Parks, Recreation and Waterfront Commission (Cecilia Lunaparra)
- Zero Waste Commission (Sarah Ranney)
- Disaster and Fire Safety Commission (Les Guliasi)
- Housing Advisory Commission (Marc Hedlund)

DISCUSSION AND ACTION ITEMS

8. [Reconsideration of Recommendation to Revisit Old Energy Commission \(EC\) and Community Environmental Advisory Commission \(CEAC\) Items \(Chair Gould\) \(9/28/2022 Item #10\)](#)

9. [Electric Mobility Roadmap Implementation Update](#)

10. [Berkeley Existing Buildings Electrification \(BEBES\) Update](#)

11. [Consideration of Zero-Emission Vehicle Parking Support Letter](#)

12. [Discussion of Gas Station Ban and EV Charging Expansion](#)

13. [Review Workplan](#)

14. [Discuss Proposed 2023 Meeting Calendar](#)

15. Items for Future Agenda

INFORMATION ITEMS

16. **Communications**

17. Announcements from Commissioners

ADJOURNMENT

~~~~~  
*This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to **Billi Romain**, 510-981-7432, [bromain@cityofberkeley.info](mailto:bromain@cityofberkeley.info).*

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. Please note: E-mail addresses, names, addresses, and other contact information are not required but, if included in any communication to a City board, commission, or committee, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission, or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission, or committee for further information.*

*Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Planning Department located at 1947 Center Street.*



#### COMMUNICATION ACCESS INFORMATION:

This meeting is being held in a wheelchair-accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.

~~~~~  
I hereby certify that the agenda for this regular/special meeting of the Berkeley City Commission on Commissions was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website.

Billi Romain, Commission Secretary



Environment & Climate Commission

ENVIRONMENT AND CLIMATE COMMISSION DRAFT MINUTES
Wednesday, September 28, 2022

Vacant	Mayor	Mayor
Ranney, Sarah	Kesarwani	District 1
Hedlund, Marc	Taplin	District 2
McGuire, Brianna	Bartlett	District 3
Tahara, Daniel	Harrison	District 4
Allen, Shannon	Hahn	District 5
Guliasi, Les	Wengraf	District 6
Lunaparra, Cecilia	Robinson	District 7
Gould, Ben	Droste	District 8

1. Call to Order and Roll Call

The meeting was called to order by Sarah Moore at 5:00 p.m.

Commissioners Present: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould

Commissioner Leave of Absence: None

Commissioner Absent: None

Staff: Sarah Moore, Rebecca Milliken, Kurt Hurley

2. Public Comments and Announcements:

5 member(s) of the Public

1 comment(s)

3. Approval of Minutes:

Motion/second to approve the July 27, 2022 Minutes (Guliasi, McGuire). The motion failed 4-0-4-0; Ayes: Ranney, McGuire, Guliasi, Gould. Noes: None. Abstain: Hedlund, Tahara, Allen, Lunaparra. Absent: None.

4. Agenda Check

5. Update from Chair

6. Update from Staff

7. Reports from Commission Liaisons

DISCUSSION AND ACTION ITEMS

8. Update on \$1.5 M Just Transition Health Home Electrification Pilot Program

9. Local Building Code Amendments

Motion/second to extend the meeting by 10 minutes (Gould, Hedlund). The motion carried 8-0-0-0; Ayes: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould. Noes: None. Abstain: None. Absent: None.

10. Recommendation to Revisit Old Energy Commission (EC) and Community Environmental Advisory Commission (CEAC) Items

- a. EC Fuel Station Carbon Dioxide Labels – Agenda Packet 11/18/2014
- b. Fuel Station Carbon Dioxide Labels – City Council Minutes 11/18/2014 (see Item 40, pages 14-15)
- c. CEAC Prohibition on Resale of Used Combustion Vehicles – Agenda Packet 12/15/2020
- d. Prohibition on Resale of Used Combustion Vehicles – City Council Minutes 12/15/202 Excerpt (Item 25, page 53)
- e. Lead Paint Companion Report City Council Meeting 4/2/2019

Motion/second to extend till 7:15 (Gould, Lunaparra). The motion carried 8-0-0-0; Ayes: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould. Noes: None. Abstain: None. Absent: None.

Motion/second to approve the recommendation for Council to request staff update on gas station CO2 labeling and lead paint initiative (Gould, Allen). The motion carried 8-0-0-0; Ayes: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould. Noes: None. Abstain: None. Absent: None.

Motion/second to approve Council to request staff update on the ban of resale of used gas vehicles (Gould, McGuire). The motion carried 6-2-0-0; Ayes: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould. Noes: Allen, Guliasi. Abstain: None. Absent: None.

Motion/second to extend till 7:30pm (Lunaparra, Tahara). The motion carried 8-0-0-0; Ayes: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould. Noes: None. Abstain: None. Absent: None.

11. Proposed Youth Member on Environment and Climate Commission

Motion/second to approve recommendations in support for the Draft Youth Member proposal with amendments to remove the sunset clause and recommend one appointee nominated by BUSD Student Director and confirmed by the full BUSD Board of Directors, in alignment with the original May 9, 2022 Youth Commission proposal (Hedlund, Gould). The motion carried 6-2-0-0; Ayes: Ranney, McGuire, Tahara, Guliasi, Lunaparra, Gould. Noes: Hedlund, Allen. Abstain: None. Absent: None.

12. Items for Future Agenda

INFORMATION ITEMS

13. Communications

14. Announcements from Commissioners

ADJOURNMENT

Motion/second to adjourn at 7:30 pm (Gould/Guiliasi). The motion carried 8-0-0-0; Ayes: Ranney, Hedlund, McGuire, Tahara, Allen, Guliasi, Lunaparra, Gould. Noes: None. Abstain: None. Absent: None

Minutes Approved:

/S/ Billi Romain, Berkeley Energy Commission Secretary



Environment & Climate Commission

ENVIRONMENT AND CLIMATE COMMISSION DRAFT MINUTES
Wednesday, July 27, 2022

Vacant	Mayor	Mayor
Ranney, Sarah	Kesarwani	District 1
McGuire, Brianna	Taplin	District 2
Vacant	Bartlett	District 3
Tahara, Daniel	Harrison	District 4
Vacant	Hahn	District 5
Guliasi, Les	Wengraf	District 6
Lunaparra, Cecilia	Robinson	District 7
Gould, Ben	Droste	District 8

1. Call to Order and Roll Call
The meeting was called to order by Billi Romain at 5:01 p.m.
Commissioners Present: Ranney, McGuire, Guliasi, Gould
Commissioner Leave of Absence: Tahara, Lunaparra
Commissioner Absent: None
Staff: Billi Romain, Rebecca Milliken, Jaimie Cooney, Ammon Reagan
2. Public Comments and Announcements:
3 member(s) of the Public
1 comment(s)
3. Approval of Minutes:
Motion/second to approve the June 22, 2022 Minutes (Guliasi, Gould). The motion carried 4-0-0-2; Ayes: Ranney, McGuire, Guliasi, Gould. Noes: None. Abstain: Absent: Tahara, Lunaparra.
4. Agenda Check
5. Update from Chair
6. Update from Staff

DISCUSSION AND ACTION ITEMS

7. Discussion: Tracking Climate Action and Resilience Implementation Progress Indicators
8. Discussion: \$1.5 M Healthy Residential Electrification Just Transition Pilot Program

9. Discussion and Action: Environment and Climate Commission Work Plan

Motion/second to approve the workplan with amendments to add current project for 2022 to explore banning gas delivery vehicles and amend climate literacy description (Gould, Ranney). The motion carried 3-0-1-2; Ayes: Ranney, McGuire, Gould. Noes: None. Abstain: Guliasi. Absent: Tahara, Lunaparra.

10. Action: Appointment of Commission Liaisons

11. Discussion: Items for Future Agenda

INFORMATION ITEMS

12. Communications

13. Announcements from Commissioners

ADJOURNMENT

Motion to adjourn at 7:08 pm (Gould). The motion carried 4-0-0-2; Ayes: Ranney, McGuire, Guliasi, Gould. Noes: None. Abstain: None. Absent: Tahara, Lunaparra.

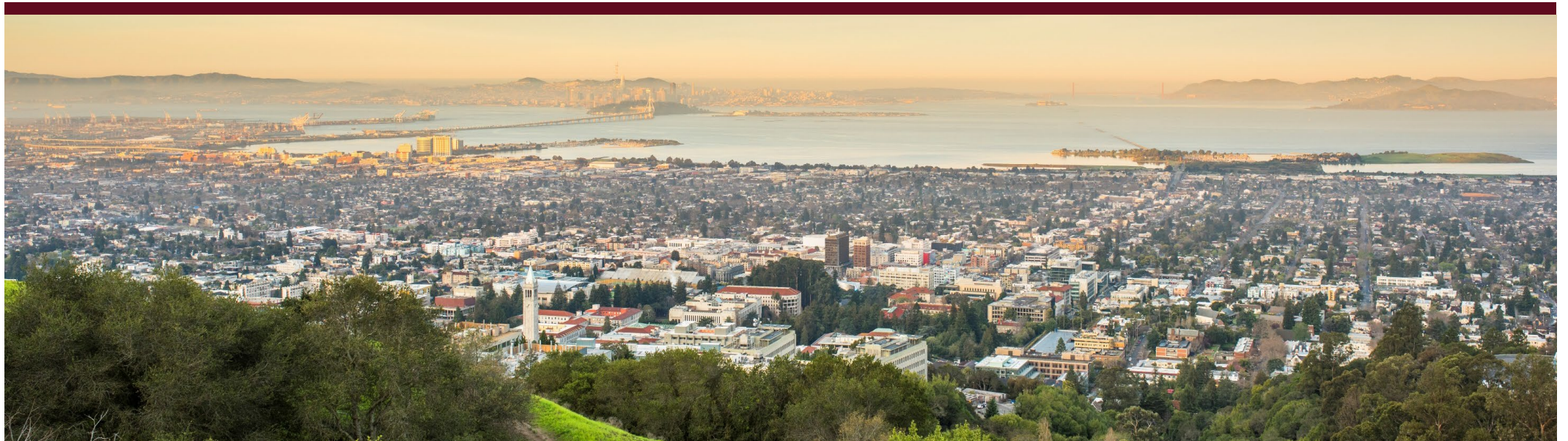
Minutes Approved:

/S/ Billi Romain, Berkeley Energy Commission Secretary



Office of Energy & Sustainable Development UPDATE

Environment and Climate Commission
October 19, 2022





EBCE Commercial R100 Transition

Change from early August as of 10/7/2022

Jurisdiction	Opt Out to PG&E	Remain on Bright Choice
Berkeley	0.2%	2.2%
Dublin	0.0%	4.4%
Emeryville	1.0%	3.2%
San Leandro	0.2%	1.4%

EBCE Outreach

- Email Notices (August & October)
- Print Notice (August & October)
- Webinars (August & September)
- Banner ads in local newspapers
- Events (i.e. Solano Stroll)
- NextDoor

City Outreach


- Emails to grocery, convenience and liquor stores, gas stations, restaurants and hotels, and nursing and residential care
- Business District Meetings & Industry Gatherings
- City News Release
- City Council Newsletters



Outreach

RIDE ELECTRIC

October 15th, 11 AM - 3 PM
20 Virginia Gardens, Berkeley
At the Harvest Festival
<https://tinyurl.com/RideElectric2022>



**Limited time
discounts on
solar + battery
storage!**

SIGN UP BEFORE
NOVEMBER 15, 2022

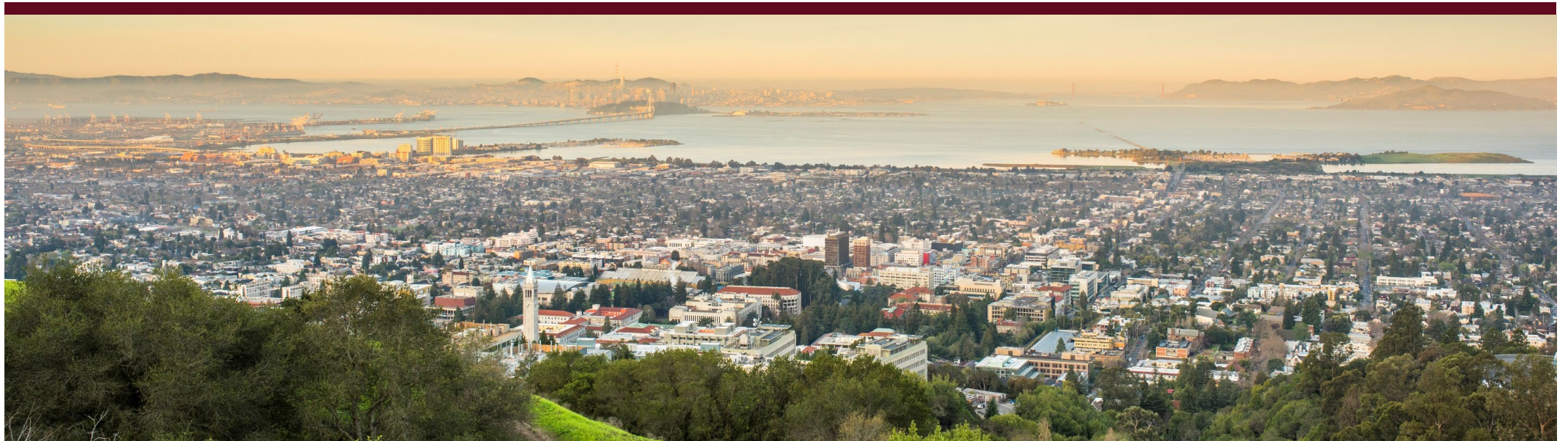
 **SUNSHARES** bayareasunshares.org



Environment & Climate Commission

Commissioner Overview

May 25, 2022





Agenda

- Function & Purpose
- Roles & Responsibilities
- Highlights from Commission Manual
 - Conflict of Interest
 - Commissioner Actions
 - Open Meeting Brown Act
 - Parliamentary Procedures
- About OESD



Function & Purpose

The Environment and Climate Commission shall be an advisory board and shall review and advise the City Council on matters related to emerging issues, policies, projects, programs, planning efforts, activities, and funding of environmental sustainability and climate change mitigation, adaptation and resilience. Its scope will include work to advance the goals of advancing green buildings and resource efficiency; decarbonizing buildings and transportation; engaging and educating the community; addressing the impacts and welfare of all species, including animals, insects, and plants; reducing greenhouse gas emissions; reducing toxics and preventing pollution; and supporting environmental justice. (Ord. 7796-NS § 1, 2022)



Commissioner Roles & Responsibilities

Commissioners

- Advise Council
- Represent perspectives of the full community and consider public comment
- Prepare reports, memos and other communication to Council
- Coordinate with other Commissions
- Comply with Brown Act & City procedures
- Review the [Commissioners Manual](#)

Chair/Vice Chair

- Elected in February
- Complete mandatory training
- Set agenda with staff
- Preside over meeting in accordance with Brown Act, City Policies and parliamentary procedures
- Ensure procedures are followed
- Finalizes reports and signs communication



Secretary Roles & Responsibilities

- Provide technical and professional expertise
- Consider policy and fiscal impacts of proposals
- Advise City Manager on Commission recommendations
- Advise Commissioners on staff recommendations
- Prepare and post agenda packets and minutes for Commission meetings (not subcommittee meetings)
- Schedule agenda planning meeting with Chair and Vice Chair
- Act as conduit for communication between commissioners
- Other administrative support duties



Avoiding Conflicts of Interest

- Must complete Form 700 Statement of Economic Interest
- Potential conflict of interest must be disclosed to Commission and staff
- When a conflict exists, Commissioners must recuse themselves from discussion and voting
 - Leave the physical or virtual room during the proceedings



Commission Actions to Advise Council

1. Commission Communications to Council

- Council Report Information Item
 - up to 6 weeks prior to council meeting
- Council Recommendation
 - up to 6 weeks if no Companion Report is needed – OR –
 - up to 6 months if a Companion Report is needed from staff (i.e. City Manager does not concur)
- Council Communication Memo attached to City Council Packet
 - up to 15 days

2. Commission Action on Staff Recommendation

- Commission may provide support, qualified support or oppose staff recommendations



Opening Meeting Laws - Brown Act

- Requires open meetings & deliberations with prior notice to the public
- Agenda must be posted with action items indicated
- Provide opportunity for public comment prior to a voting on action
- Applies to any activity that involves a quorum of the Commission
 - including serial meetings – see page 53 of Manual
- No discussion of public comments on topics not on the agenda



Parliamentary Procedure

- **Requests to speak granted by chair**
- **Basic format for an agenda action item**
 1. Chair announces item
 2. Report/information presented
 3. Commissioners ask questions
 4. Take public comments
 5. Discussion
 6. For Action Items - Chair asks for a motion/second & members vote



Parliamentary Procedure - Motions

Types of Motions

- *Basic motion* – first idea introduced for consideration
- *Motion to amend* – seeks to change part of the basic motion, but does not change the basic premise
- *Substitute motion* – introduces a second idea, completely different from the main motion

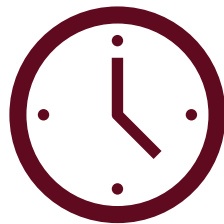


Deadlines



Agenda Packet

- Submit no later than 5pm, nine days prior to the meeting, (i.e. Monday of the previous week for a Wednesday meeting)
- Example: Submit by June 13 for a June 22 meeting date



Late Communications

- Can be submitted up to 1 hour prior to meeting and will be included in the minutes as Late Communication from previous meeting



Resources



[Commissioner Manual](#)



[Staff Secretary](#)



[Training Video](#)

<https://berkeleyca.gov/your-government/boards-commissions/serving-board-or-commission>



Office of Energy and Sustainable Development



Billi Romain
*Manager, Office of Energy and
Sustainable Development*



Sarah Moore
Sustainability Program Manager



Katie Van Dyke
*Climate Action Program Manager
& Chief Resilience Officer*



Marna Schwartz
Sustainability Coordinator



Rebecca Milliken
Sustainability Outreach Specialist



Alice La Pierre
*Energy Efficiency Coordinator/
Building Scientist*



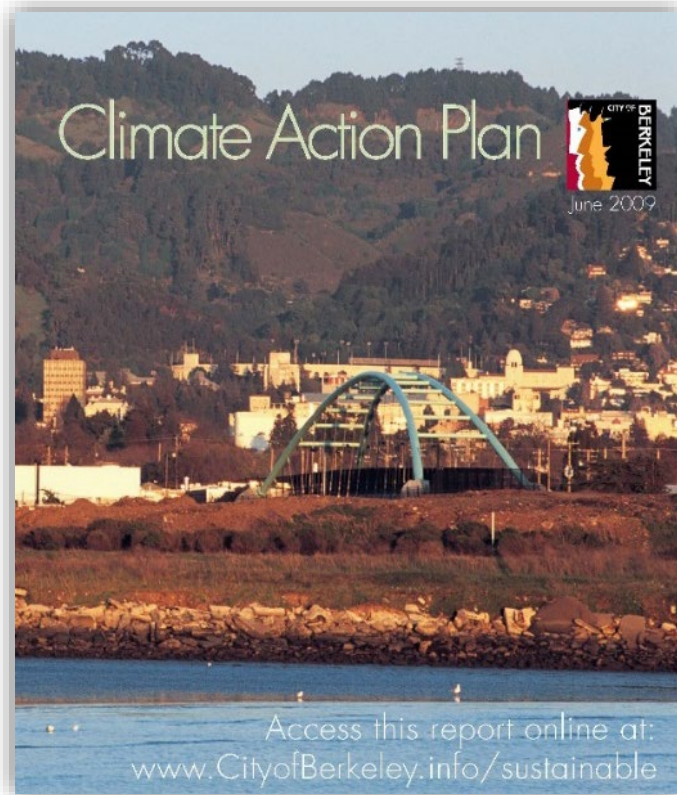
Ammon Reagan
Sustainability Program Coordinator



Ariyana Vojdani
OESD Intern

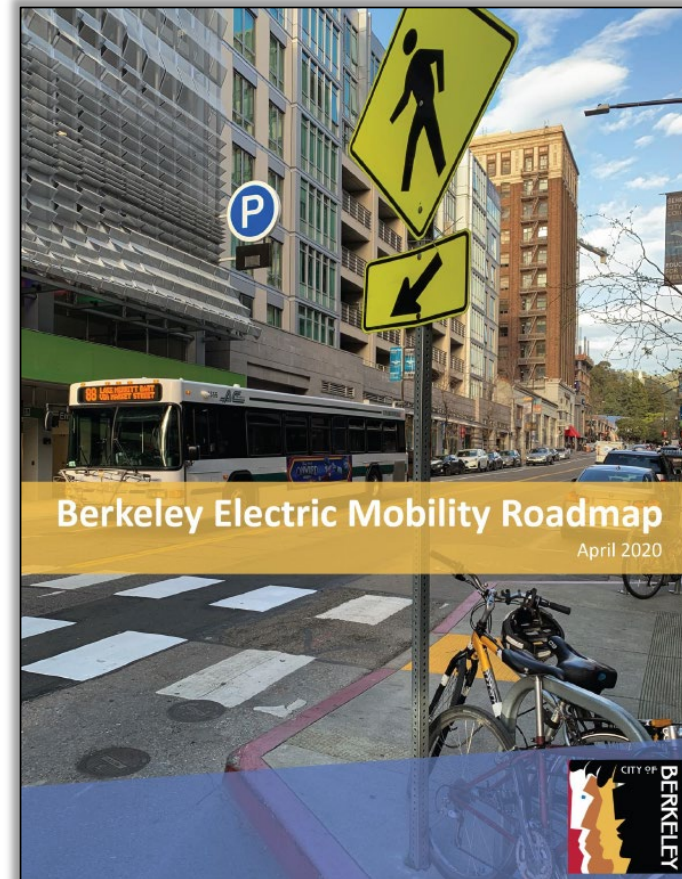
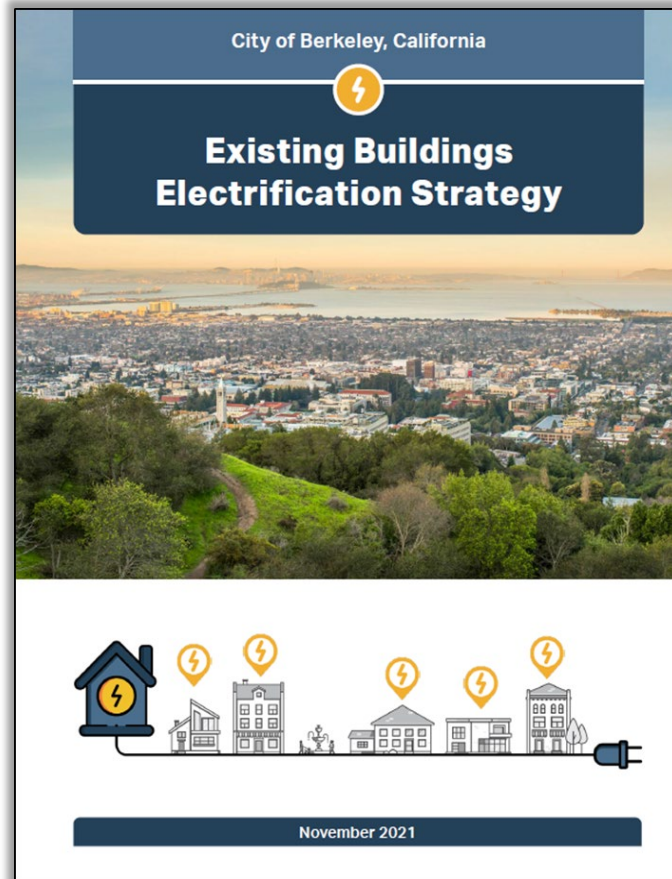


Frameworks





CAP Implementation Plans





Climate Action Equity Guardrails



MAXIMIZE ACCESS TO HEALTH, SAFETY & MOBILITY BENEFITS:

Prioritize the benefits of building and transportation electrification including health, safety, comfort, and mobility to those most impacted by climate change.



MAXIMIZE ACCESS TO ECONOMIC BENEFITS:

Leverage incentives and financing, reduce costs when possible, and support high-road job opportunities.



MAXIMIZE EASE OF PARTICIPATION:

Easy for all community members to access, and integrated with other programs and services.



PROMOTE HOUSING AFFORDABILITY & ANTI-DISPLACEMENT:

Support housing preservation and tenant protections, and not displace renters or homeowners.



Current Activities



Equity & Engagement

- \$600,000 Climate Equity Fund Pilot Programs
- Climate action progress indicators



Healthy Building Electrification

- \$1.5 M Just Transition Healthy Electrification Pilot Program
- BESO time of sale and building performance requirements
- 2022 Code Cycle and local amendments (effective 2023)
- Solar + Storage on Critical Facilities Project with EBCE
- Identifying funding and financing solutions to scale electrification
- ACEEE Renter Protections Technical Assistance Grant



Sustainable Transportation

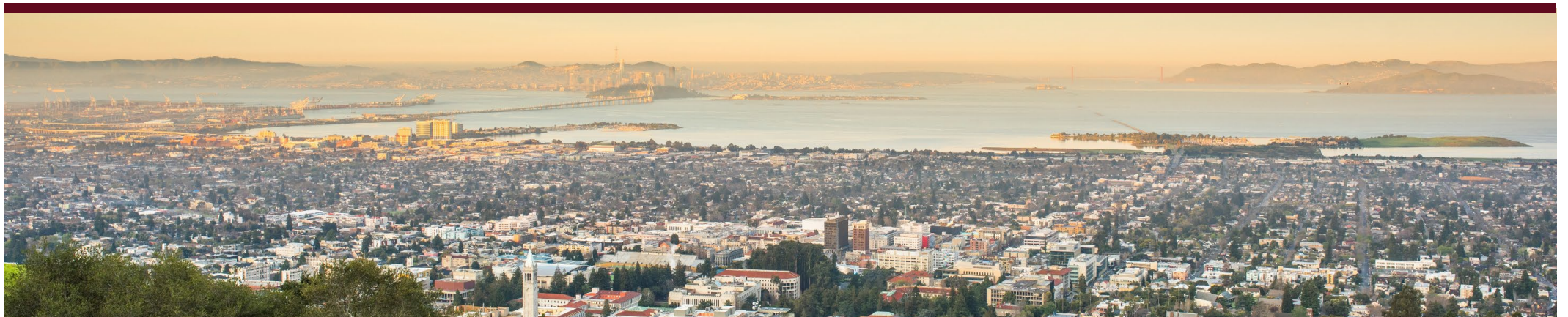
- Improving public and fleet charging access
- Increasing micromobility



Thank You!

Bill Romain

Environment and Climate Commission
Office of Energy and Sustainable Development
(510) 981-7432
BRomain@Berkeleyca.gov





Environment and Climate Commission

[Meeting Date (MM dd, yyyy)]

To: Honorable Mayor and Members of the City Council
From: Environment and Climate Commission (ECC)
Submitted by: Ben Gould, Chairperson, ECC
Subject: Revisiting Old EC/CEAC Items

RECOMMENDATION

Refer to the City Manager to prepare updates on the following items previously referred by the City Council:

- Gas Station CO₂ labeling
- Ban resale of used gas cars by 2040
- Lead paint initiatives

Request the City Manager to provide status reports on the above items within six months, if feasible.

SUMMARY

Two previously approved referrals, and an approved companion report, for items from the Community Environmental Advisory Commission (CEAC) and Energy Commission (EC) (both ECC predecessor commissions) remain uncompleted. No update has been provided in the past two (or more) years, for any of these items, whether to Council, any Commissions, or the public.

FISCAL IMPACTS OF RECOMMENDATION

Some staff time to complete existing referrals.

BACKGROUND

Fuel Station Warning Labels

In June 2014, CEAC and EC referred to City council recommendations to require fueling stations (ie gas stations) to display warning labels on gas pumps, informing the public that burning gasoline emits CO₂, a major contributor to climate change. In October 2014, Council referred the recommendation to staff for development and finalization.

While the referral was being finalized, the City became a defendant in the Supreme Court case *CTIA – The Wireless Association v. City of Berkeley, California*, centered on the City's recently adopted law requiring radiation warning labels at cell phone retailers. Because the gas station warning labels recommendation fell under a similar free speech

Page 2 of 3

issue, City staff – with the approval of City Council – held off on preparing gas station warning labels until the outcome of *CTIA v. City of Berkeley*.

CTIA v. City of Berkeley was resolved in December 2019, [in Berkeley's favor](#). The Supreme Court upheld existing case law allowing compelled speech “where the disclosure [is] reasonably related to a substantial government interest and [is] purely factual and uncontroversial.”

With *CTIA* resolved, the City Attorney's office should have returned a completed draft ordinance on gas station warning labels to the City Council for adoption. However, shortly following *CTIA*'s resolution, the coronavirus pandemic began, and staff time was necessarily reallocated.

As the city returns to normalcy, and as driving behavior has returned, the need for reducing gasoline consumption has returned as a pressing issue. No update has been provided to Council since at least 2019, if not longer.

Ban Resale of Used Gas Cars by 2040

In November 2019, CEAC passed a recommendation to the City Council proposing that the resale of used gas cars be prohibited within City limits beginning in 2040, to help encourage earlier adoption of zero-emission vehicles and discourage the purchase of new gas cars.

Shortly thereafter, the coronavirus pandemic began, and City Council and staff time was necessarily reallocated. In November 2020, the Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) committee made a positive recommendation to refer to the City Manager, and the item was adopted by City Council in December 2020.

The California Air Resources Board recently finalized the new Advanced Clean Cars II ruling, which will phase out the sale of *new* gas automobiles by 2035. However, *used* gas automobiles will remain on the road and in used for many years, if not decades, afterwards. Berkeley intends to meet the state's 2045 carbon neutrality goal early, but cannot do so with used gas cars driving around on city streets.

With the state clearly failing to take action to quickly remove gas cars from streets, the need for local action remains pressing. No update has been provided to City Council since this item's approval in 2020.

Lead Paint Referral

In April 2019, the City Council considered a CEAC recommendation on addressing lead paint, as well as a City Manager's companion report. Council ultimately adopted the City Manager's recommendations, referring to the City Manager to (among other things) coordinate with Alameda County Healthy Homes (ACHH) to explore options for sharing resources to support local extended enforcement, identify staff resources necessary to expand enforcement of lead paint violations, train City inspectors in lead paint safety,

and enforce as needed. Under this referral, the City Manager anticipated providing updates to City Council in one year.

Just under one year later, the coronavirus pandemic began and staff time was necessarily reallocated. Since then, lead paint violations have remained a pervasive issue in Berkeley, with multiple residents calling in and posting publicly on social media about egregious and flagrant disregard by contractors for legal requirements around safe lead paint management practices. No update has been provided to City Council on this item since its 2019 adoption.

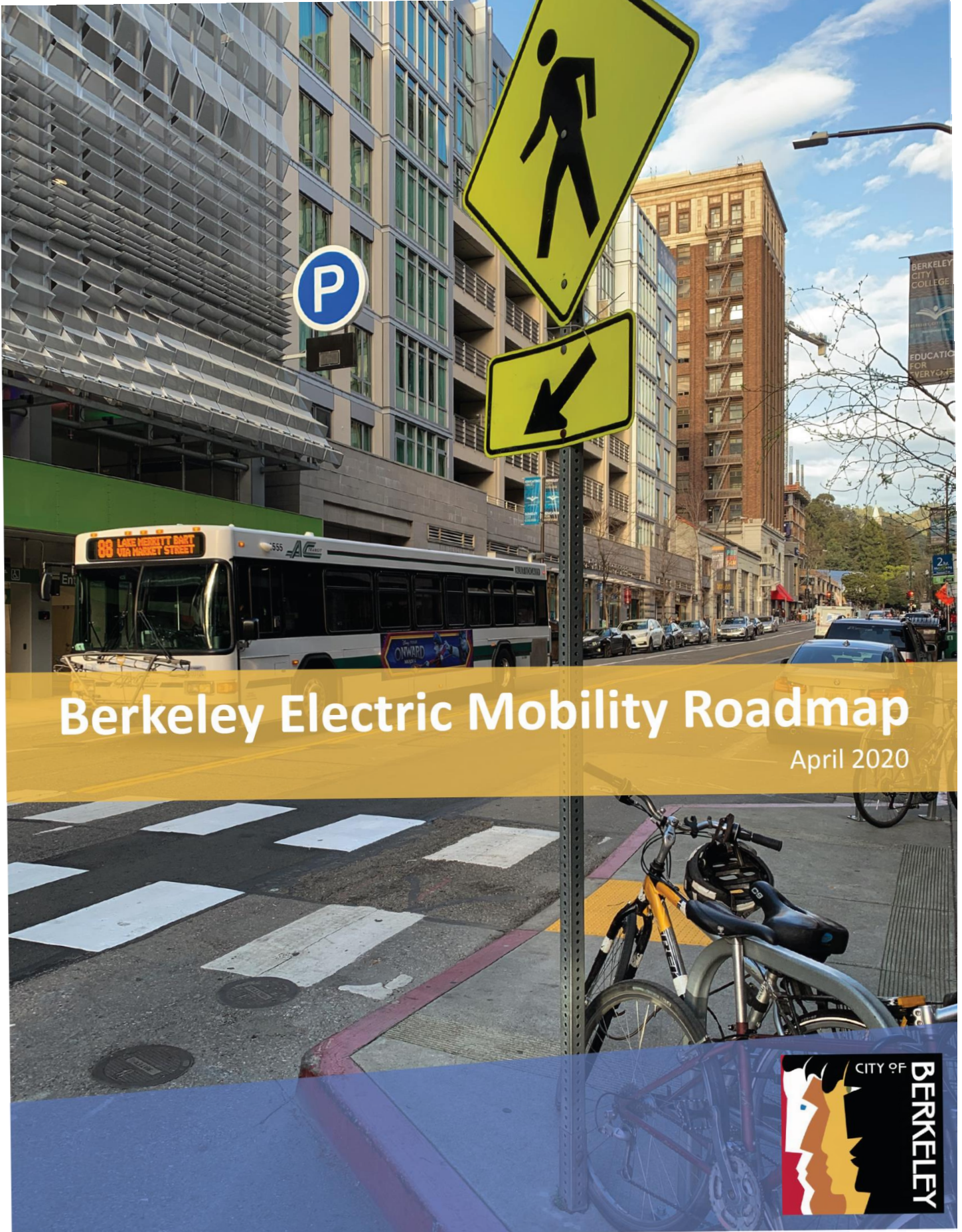
ENVIRONMENTAL SUSTAINABILITY

These projects will improve environmental sustainability and public health by discouraging the use of fossil fuels and fossil fuel-powered automobiles, and reducing environmental contamination of, and exposure to, lead paint.

CONTACT PERSON

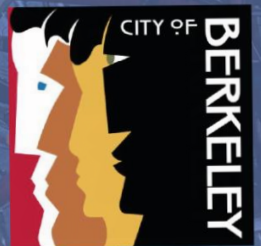
Ben Gould, Chair, Environment and Climate Commission, 510-725-9176

DRAFT



Berkeley Electric Mobility Roadmap

April 2020



EXECUTIVE SUMMARY

Executive Summary

The City of Berkeley has a strong history of sustainability leadership. In 2006, Berkeley voters overwhelmingly endorsed a ballot measure to reduce the community's greenhouse gas emissions by 80% below 2000 levels by 2050. In 2018, Berkeley City Council signaled the urgency and importance of climate action by declaring a Climate Emergency and the goal of becoming a Fossil Fuel Free City as soon as possible. Also in 2018, Governor Brown signed Executive Order B-55-18, committing California to carbon neutrality by 2045.

With transportation responsible for 60% of Berkeley's greenhouse gas emissions, carbon neutrality cannot be achieved without electric mobility. Cleaner electricity, now available through East Bay Community Energy, and State and local commitments to 100% renewable electricity by 2045, give electrification tremendous promise. The Berkeley Electric Mobility Roadmap is an essential building block of Berkeley's overall climate strategy.

This effort will not be easy. Transportation was the only sector in which Berkeley's emissions rose between 2000 and 2016. Furthermore, because high-quality transportation options are critical to residents' livelihood and well-being, this Roadmap must also equitably support access to opportunity. This Roadmap focuses on the movement of people, rather than freight. In doing so, it supports alternatives to driving, such as walking, biking, and quality public transit for all stakeholders.

This Roadmap centers equity by acknowledging and addressing the inequalities of our current transportation system. Early engagement of community-based organizations and nonprofits helped to identify important mobility gaps for low-income constituents, renters, communities of color, people with disabilities, and other priority stakeholders. Equity was used as a lens through which all proposed strategies were filtered.

The guiding vision established for the Electric Mobility Roadmap **is to create a fossil fuel-free transportation system that integrates with and supports the City's ongoing efforts to increase walking, biking, and public transportation use in Berkeley, and ensures equitable and affordable access to the benefits of clean transportation.** The following goals were identified to guide the creation and implementation of the Roadmap to achieve Berkeley's vision for inclusive electric mobility:

1. **Ensure Equity in Access to Electric Mobility: *Maximize Electric Mobility Benefits in Underserved Communities:*** The City is committed to equity in electric mobility, both in the process of developing the Roadmap as well as in implementing equitable solutions that are meaningful and measurable,

EXECUTIVE SUMMARY

and that ensure the clean air and economic benefits of a transition to electric mobility are inclusive and accessible to underserved communities and businesses.

2. **Improve Alternatives to Driving: *Shift trips to walking, cycling, and shared electric modes***: A key goal of this Roadmap is to complement Berkeley's efforts to shift trips to walking, biking, and shared modes to reduce congestion, improve quality of life, and support healthier outcomes from increased physical activity and reduced transportation pollution. The Roadmap focuses on increasing the accessibility of active and shared electric mobility options in Berkeley, particularly as the population continues to grow.
3. **Achieve Zero Net Carbon Emissions: *Eliminate emissions from private vehicles***: Clean, safe, and attractive alternatives to driving are critical; in addition, the remaining vehicles must become carbon-free. This Roadmap goal is to scale adoption of light-duty electric vehicles (EVs) in Berkeley to a level that will enable the City to reach carbon neutrality by 2045, if not before. The City and its stakeholders envision increasing awareness and education about EVs, increasing access to EV charging options, and increasing the amount of clean energy to power EVs.
4. **Demonstrate City Leadership: *Lead by example and guide the electric mobility transition***: The City aims to lead by example by accelerating electrification of the city fleet, and by taking tangible, meaningful, city-led actions to increase equitable electric mobility. Additionally, the City will guide implementation of the Roadmap, and will continue adjusting the plan as transportation trends and market conditions evolve.



While the vision and goals of this Roadmap are ambitious, the City has already shown leadership in electric mobility adoption. In 2017, Berkeley had the seventh highest EV sales share of cities in California (16%), and by mid-2019 had 105 publicly listed EV charging ports. In addition, a variety of other electric mobility options are becoming available to the Berkeley community, including eight new electric school buses, several hydrogen fuel cell and battery-electric buses for AC Transit, Bay Wheels' shared pedal assist e-bikes, and an anticipated electric scooter pilot. The Roadmap builds on a strong record of action at the City level as well as on available programs, policies, and regulations to support electric mobility at the state, region, and utility

EXECUTIVE SUMMARY

scales. In the past several years, the City has installed over 70 public EV charging ports, streamlined permitting for home EV charging, increased requirements for EV readiness in new construction, implemented a residential curbside EV charging pilot, conducted electric mobility outreach through the City's website, and hosted annual Ride Electric events and EV 101 workshops.

Even with this progress, the urgency of the climate crisis necessitates a rapid increase in electric mobility adoption. To reach zero net carbon by 2045, scenario modeling conducted for the Roadmap indicates that EV sales shares would need to reach about 90% by 2025 and nearly 100% by 2030 (up from 16% in 2017). This translates to EVs being approximately 25% of the community-wide in-use fleet by 2025, 55% by 2030, and 100% by 2045.

Achieving the ambitious goals set forth in this Roadmap requires electric mobility options to become ubiquitous and well-utilized, with benefits that are broadly shared. The Roadmap explores solutions to the key barriers to adoption of electric mobility, including cost and financial access, education and awareness, access to EV charging, physical challenges and disabilities, and technology access. These barriers must also be viewed within the broader context of regional and systemic challenges that have led to unreliable transportation options and longer commutes, particularly for low-income communities and communities of color, due to displacement and the increasing cost of living. Stakeholders highlighted how these communities often face compounded challenges due to the intersection of poverty, race, and disability, which underscores the need for an integrated approach to provide access to clean, affordable, reliable transportation.

The Roadmap's goals, indicators and targets, and strategies are the culmination of a 15-month process of engaging residents and stakeholders, analyzing existing and future mobility options (including the EV market), assessing barriers, and collaboratively crafting appropriate solutions. The resulting strategies are summarized in the table below, and are described in greater detail in the Roadmap. For each strategy, the Roadmap includes actionable steps, lead departments and partners, timelines, and approximate costs. Over the next five to ten years, the City and its stakeholders will collaborate to implement these strategies, monitor progress, and adjust course as needed.

EXECUTIVE SUMMARY

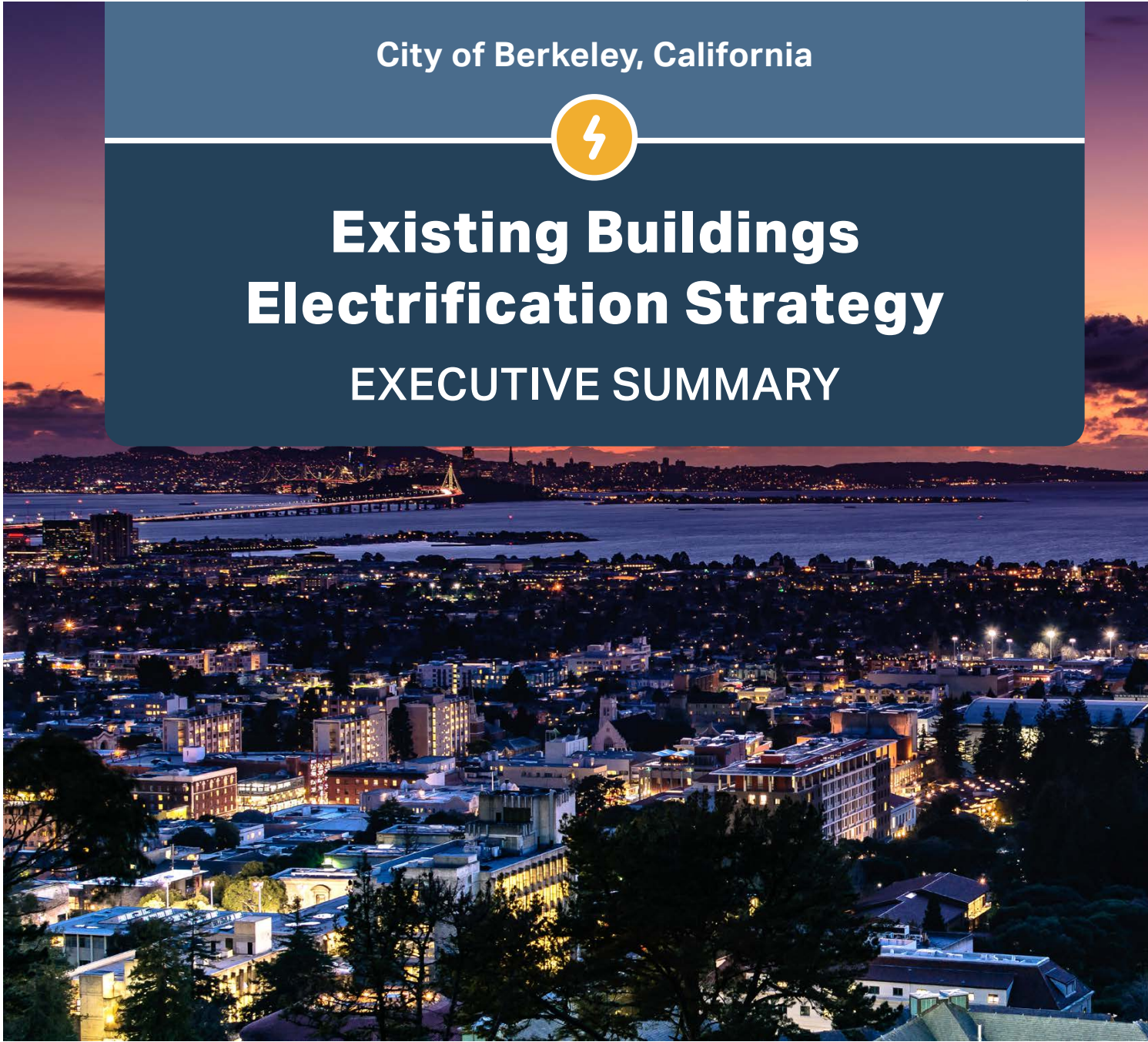
Goals	Key Indicators and Targets	Strategies
Ensure Equity in Access to Electric Mobility: Maximize electric mobility benefits in underserved communities	✓ Increase access to mobility ✓ Reduce air pollution ✓ Increase economic opportunity	1: Community Driven Equity Pilot Projects
		2: One Stop Shop for Electric Mobility
		3: Digital and Financial Access to Transit and Shared Mobility
		4: Accessible Electric Mobility
		5: Equitable Workforce and Business Strategies
		6: Electric Bus Rapid Transit Routes
Improve Alternatives to Driving: Shift trips to walking, biking, and shared electric modes	✓ Increase non-auto mode share ✓ Increase access to electric mobility options	1: Access and Use of Shared Mobility and Transit
		2: Electrification of Shared Transportation Fleets
		3: Shared Electric Mobility Hubs
Achieve Zero Net Carbon: Eliminate emissions from private vehicles	✓ Increase electric vehicle adoption ✓ Expand public and workplace EV charging ✓ Increase electric mobility awareness and education	1: EV Charging in New and Existing Buildings
		2: EV Charging Permitting
		3: Public EV Charging on City Property
		4: Private EV Charging Site Hosts
		5: Electric Mobility Education and Outreach
		6: Smart, Resilient, Clean, and Affordable EV Charging
		7: Electrification of Private Fleets
		8: Disincentivize Fossil Fuel Vehicles without Creating New Inequities
Demonstrate City Leadership: Lead by example and guide the electric mobility transition	✓ Increase electric vehicles in the City fleet ✓ Increase capacity for electric mobility	1: City Fleet Electrification Plan
		2: Electric Mobility Charging Management
		3: Electric Mobility Planning Integration with Streetscape & Construction Projects
		4: Local Innovation to Support Electric Mobility
		5: Electric Mobility Roadmap Implementation Working Group
		6: Funding for Roadmap Implementation

City of Berkeley, California



Existing Buildings Electrification Strategy

EXECUTIVE SUMMARY



November 2021



ii

PREPARED BY:

The City of Berkeley

2180 Milvia Street
Berkeley, CA 94704

www.cityofberkeley.info/



IN COLLABORATION WITH:



SPECIAL THANKS TO:





City of Berkeley

Existing Buildings Electrification Strategy

E-1 INTRODUCTION

Berkeley's Existing Buildings Electrification Strategy (Strategy)¹ lays out research and recommendations on how to address the climate crisis through beneficial electrification. The report focuses on low-rise residential buildings, the most common building type in Berkeley.² The Strategy provides a framework for how to transition to all-electric buildings in a way that includes and benefits all residents, especially members of historically marginalized communities. The Strategy's phased approach includes specific actions, policies, funding mechanisms, and a tentative timeline to transition Berkeley's existing building stock off natural gas (gas) as soon as possible and no later than 2045. See Figure E-1.

Beneficial Electrification

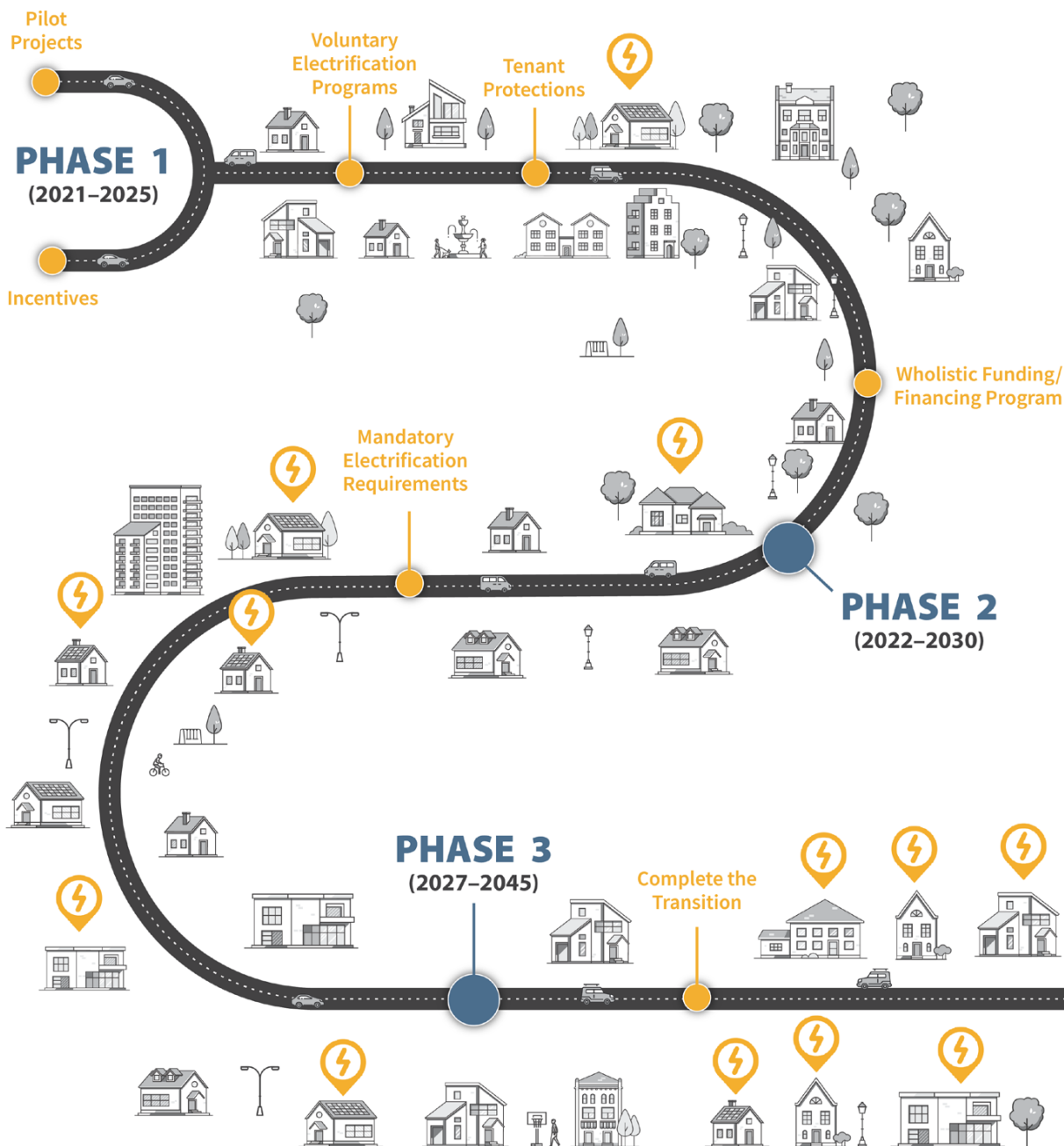
Beneficial electrification means replacing fossil fuel use with electricity in a way that results in reduced greenhouse gas emissions, more grid resiliency, and lower energy costs for residents. In Berkeley's Strategy, electrification refers to beneficial electrification.



¹ Berkeley's Existing Building Electrification Strategy can be found at: www.cityofberkeley.info/electrification

² In Berkeley, low-rise residential buildings account for 91% of all buildings and 65% of total square footage

Figure E-1. Berkeley's Existing Buildings Electrification Timeline





E-2 RESEARCH AND APPROACH

A. EQUITY AND COMMUNITY ENGAGEMENT

Applying an equity approach to the electrification of existing buildings means that all people must have affordable access to the health, comfort, economic and resilience benefits of building electrification – but that low-income and other marginalized communities³ and communities most impacted by climate change should be prioritized. This requires intentionally lifting voices and needs of those who are usually not represented in policy development, and redesigning policies that don't specifically benefit marginalized communities, even if it upends a pre-conceived goal.

Recognizing the impacts that race and deep-rooted racist policies have on socioeconomic and health impacts, the community engagement approach focuses on people of color as a priority marginalized group. The City will continue to work with all communities to further establish the targeted approaches required for successful implementation of the Strategy.

Two core priorities of this Strategy development are 1) centering equity, and 2) building community trust and relationships. To achieve these goals, staff from the Ecology Center, a

trusted partner within the community, conducted targeted outreach efforts on behalf of the City, meeting with local community leaders and organizations that represent marginalized communities to gather information on how to engage the larger community and get initial feedback on building electrification. While the project team prioritized equity-centered targeted engagement, traditional outreach including public meetings and an on-line survey was also conducted.

Definition of Equity

For the purpose of this Strategy, consistent with the Greenlining Institute, equity is defined as:

"Increasing access to power, redistributing and providing additional resources, and eliminating barriers to opportunity, in order to empower low income communities to thrive and reach full potential" and includes "transforming the behaviors, institutions, and systems that disproportionately harm people of color."⁴

³ *Marginalized communities in Berkeley include Black, Indigenous, Communities of Color (BIPOC), low-income communities, people living with disabilities, non-English speaking communities, immigrants, refugees, seniors, young children, the LGBTQ+ community, and other people groups who have been historically marginalized, under resourced and/or have experienced procedural, distributional, and structural inequalities.*

⁴ <https://greenlining.org/publications/reports/2019/making-equity-real-in-mobility-pilots-toolkit/>

B. BUILDING STOCK ANALYSIS OVERLAID WITH SOCIO-ECONOMIC INDICATORS

The Strategy includes an in-depth analysis of Berkeley's building stock, conducted with support from the Building Electrification Institute (BEI). The building stock analysis reveals that many Berkeley buildings have several challenging conditions for electrification, including poor envelope insulation/sealing, leaky HVAC ducts, knob-and-tube wiring, lower capacity electric panels, and asbestos. Given these challenges, there

will not be a one-size solution for all buildings, and a variety of policies and tactics are needed. BEI also helped develop a series of socioeconomic maps of Berkeley, overlaying the building stock with demographic data including race, income, emergency visits due to asthma, gentrification and displacement. These maps help inform potential implications of electrification policies and potential areas to target programs.

C. RETROFIT COST ANALYSIS

The cost analysis uses a building-by-building energy model to quantitatively estimate the local costs of electrification based on current market conditions. It identifies the opportunities for cost-effective electrification, and proposes policy ideas to make building electrification cost-competitive for all Berkeley residents. This analysis identifies the most cost-effective retrofit packages and investigates potential funding mechanisms for full electrification. The cost analysis shows electrification is currently expensive, with cost-effectiveness impacted by factors such as Berkeley's mild climate, high labor costs, current electricity rates, and an older building stock requiring upgrades. Based on modeling, larger single-family homes with higher energy uses are likely to see greater financial benefits.

Despite the relative high costs for electrification under current market conditions, the cost analysis identifies some opportunity areas, including:

- When installing solar, batteries, or electric vehicle chargers
- When replacing or installing air conditioning
- When purchasing or refinancing homes
- At point of replacement for existing equipment

It is crucial to put the modeled costs in the context of the substantial costs from inaction or delayed action. Appliance electrification is the lowest-cost and least-risky pathway to decarbonize the building sector, especially when considering the avoided societal impacts of pollution and climate effects.

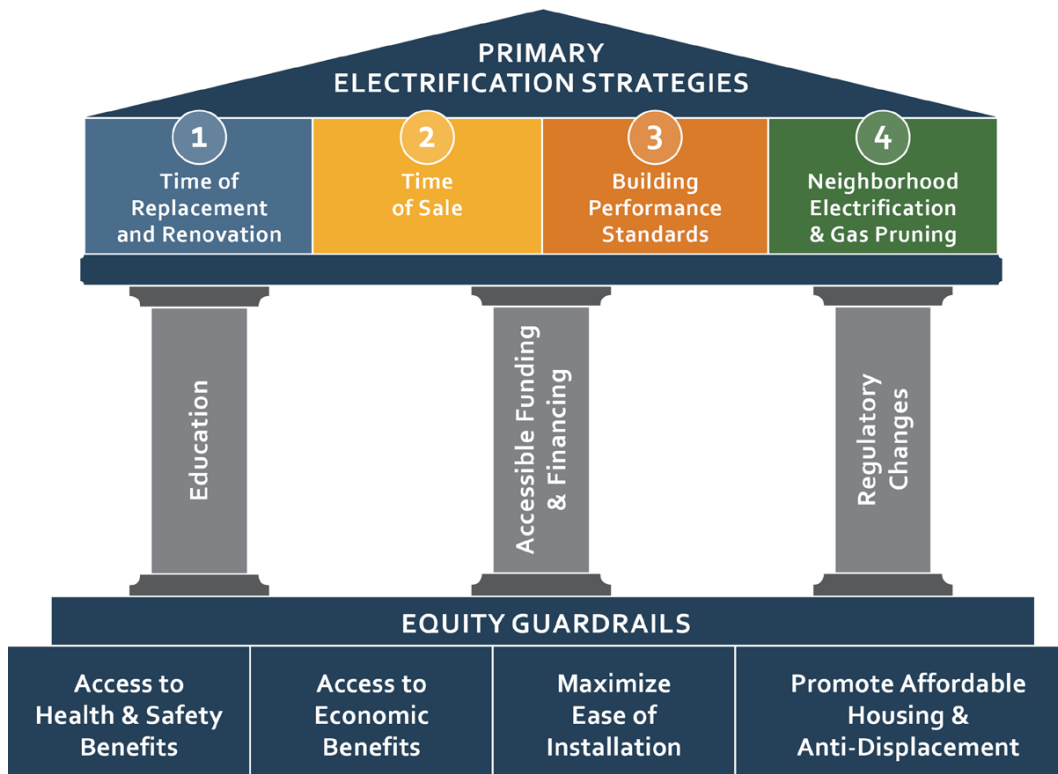


E-3 FRAMEWORK FOR EQUITABLE ELECTRIFICATION

Completely electrifying Berkeley’s building stock as quickly as possible, and no later than 2045, will require a combination of new and modified policies by local, state, and federal governments. The Strategy includes four policy areas, with an understanding that no single policy will be sufficient to electrify Berkeley’s existing buildings. The policies are: Time of Replacement and Renovation, Time of Sale, Building Performance Standards, and

Neighborhood Electrification & Gas Pruning. These policies require successful support from the three essential pillars of education, accessible funding and financing, and regulatory changes that must be enacted for implementation. The foundation of this work must be grounded in equity, operationalized through equity guardrails (described in the next section). Figure E-2 shows a visual representation of this framework structure.

Figure E-2. Existing Buildings Electrification Structural Approach



A. EQUITY GUARDRAILS

In response to the issues raised by communities and advocates, the team developed the concept of equity guardrails, which serve as the foundation of the Strategy and act as minimum standards that must be met for any

proposed electrification policy to be considered. The equity guardrails distill the diverse concerns about impacts and equity into a tool that can be used to inform policies and maximize community benefits.

Access to Health and Safety Benefits



Ensure marginalized communities and others most impacted by climate change equitable access to health, safety and comfort benefits from electrification like cleaner air and cooling for hot days (Chapter 1) for both homeowners and renters. Due to the upfront costs of electrification and lack of incentives for owners of multifamily buildings (see Chapter 2), many households will need financial support to have access to high quality upgrades and the benefits of electrification, including long-term cost savings.

Access to Economic Benefits



Ensure all community members, especially marginalized communities have equitable access to affordable funding and financing mechanisms, and to high-road job opportunities.

Maximize Ease of Installation



Ensure that incentives and programs for the community provide meaningful support to renters, owners, and marginalized community members to provide a simple process that minimizes the burdens and impacts associated with the installation of high quality electric equipment installed by a fairly paid and well trained workforce.⁵

Promote Housing Affordability & Anti-Displacement



Ensure upgrades don't displace renters or over-burden homeowners. Programs should support housing production, housing preservation, and tenant protections.

⁵ For example, many rebate programs require residents to pay up-front costs and get repaid later, but this model does not work for many including low-income communities.



City of Berkeley

Existing Buildings Electrification Strategy

The development and implementation of the equity guardrails led to substantial changes to the Strategy, including the creation of the phased approach, which attempts to meet the urgency of the climate crisis while addressing equity and assuring that solutions include all residents and buildings. After hearing community feedback with concerns about increased utility bills and equipment costs, and the need for additional education, trust-building,

funding and financing options, the Strategy's implementation timeline was adjusted to be phased and flexible to ensure that the electrification transition could be accessible and equitable. Additional themes outlined by the community, such as the need to link electrification to other health and safety home upgrades were integrated into the recommended actions.

B. PRIMARY ELECTRIFICATION STRATEGIES

The Strategy includes detailed actions which fall under four primary policies, with the equity guardrails influencing the timing of their implementation. The actions are broken into three phases based on available data, technology, and anticipated equity impacts. Phase 1 focuses on expanding and verifying the identified cost effectiveness and equity impacts implementing foundational programs, and building community capacity. Phase 2 increases the stringency of the policies and

begins to introduce mandatory measures, once sufficient supports are in place. Finally, Phase 3 policies finalize the move toward all-electric buildings through mandatory measures. Berkeley will need to act quickly to move through the phases and work collectively to support systemic changes (see Section C), in order to achieve complete building electrification by 2045, or sooner if possible. Below is a summary of each policy area and a summary of actions.



1. Time of Replacement and Renovation (TR)

Replace gas equipment at the end of its useful life, either when the gas equipment fails or when a major building renovation is taking place. This is the most cost-effective time to install electric heating/cooling systems and appliances, because the marginal cost (difference between installing electric equipment and replacing with new gas equipment) at this time is smaller than the full cost of installing electric equipment.

Summary of Phased TR Actions

- **TR Phase 1** – Demonstrate leadership on electrifying municipal buildings, educate and engage residents, collaborate to develop low-income pilot programs for electric replacements, incentives and financing, streamline building and zoning permitting for installing electric heat pumps, and protect tenants.
- **TR Phase 2** – Develop time of replacement and renovation requirement policies.
- **TR Phase 3** – Prohibit gas equipment.

2. Time of Sale (TS)

Implement requirements that are triggered when a building changes ownership. This policy generally applies to single-family homes since they are sold more frequently than other types of buildings. Time of sale requirements are currently required through Berkeley's Building Emissions Saving Ordinance (BESO) and could be expanded to include a range of required measures such as an electrification-ready panel upgrade, appliance replacement, or whole building electrification and incentives.

Summary of Phased TS Actions

- **TS Phase 1** – Identify incentives and funding and financing programs, and develop time of sale energy upgrade options.
- **TS Phase 2** – Adopt and implement time of sale energy upgrade requirements and implement permit compliance review program to improve compliance with time of replacement policies.





3. Building Performance Standards (BP)

Establish building-level requirements such as minimum GHG emissions standards or elimination of gas systems or equipment by a specified date. These standards are generally applied to larger buildings, including multi-family residential and commercial buildings, in order to have the highest impact on the largest energy users. The size and type of building covered could expand over time.

Summary of Phased BP Actions

- **BP Phase 1** – Develop requirements for building performance standards that lead to the elimination of gas in Berkeley's large buildings.
- **BP Phase 2** – Increase and expand requirements to include more buildings; identify tools, funding and financing to assist building owners to reduce emissions and assure tenant protections.
- **BP Phase 3** – Consider emissions fees to pay for electrification for low-income buildings, with tenant protections.

4. Neighborhood Electrification & Gas Pruning (NE)

Create a plan to strategically reduce and eventually eliminate gas infrastructure in the city. Neighborhood-level electrification can be a more equitable way to electrify communities as opposed to a building-by-building approach which will leave those who cannot afford to electrify with higher gas rates. Larger scale projects also create more opportunities for high road jobs and could incorporate resilience measures such as on-site solar and islandable backup battery storage that could act as a neighborhood micro-grid to improve energy assurance.

Summary of Phased NE Actions

- **NE Phase 1** – Develop and implement a neighborhood decommissioning pilot program that demonstrates overcoming regulatory and financial barriers, accesses multiple funding sources, provides economic benefits and high road jobs, and protects tenants from displacement.
- **NE Phase 2** – Develop gas pruning plan and begin pruning in lieu of repair and replacement.



5. Cross Cutting (CC) Actions

In addition to the four primary policies for advancing existing building electrification, there are also cross-cutting actions that support the overall success of electrification both in the City and beyond. Many of these actions cannot be taken by the City alone and will need wider collaboration from regional partners and the State.

Summary of Phased CC Actions

- **CC Phase 1** – Partner with community organizations to build trust and provide education on building electrification; collaborate with state and regional partners to advocate for fair utility rates and accessible funding and financing options; advocate for technology improvements that lead to emissions reductions; develop and measure equity outcomes; expand analysis to commercial and industrial buildings; and, develop high road jobs policies and labor standards to support family-sustaining union construction careers for underrepresented communities.
- **CC Phase 2** – Develop programs, such as bans or fees on new gas equipment, dedicated investments, funding and financing for marginalized communities, and bulk purchase programs to reduce costs; collaborate with the City’s Rental Housing Safety Program; and, adopt a no gas reconnection policy for buildings that have gone all-electric.
- **CC Phase 3** – Develop time of lease requirement; collaborate with regional and state stakeholders to modernize utility’s Obligation to Serve requirement to exclude gas; and, secure funding and financing needed for low income property owners and renters tied to tenant protections to address split incentive barriers in multi-family buildings.





C. SUPPORTING PILLARS

Electrification of existing buildings will require long-term and systematic changes. To ensure successful implementation of the policies, three pillars (education, accessible funding and financing, and regulatory changes) are essential to creating policies that will engage, invest in, and support the entire community through the transition away from fossil fuels.

- **Education** – While electrification is not new, there are new and improved technologies, and many benefits to electrification that are not widely known. Providing ongoing education on new technologies, requirements, incentives, policies, and programs, a need expressed by many community members, is a key step to achieving widespread adoption. Robust and targeted education and outreach need to be provided to a wide range of stakeholders with a focus on marginalized communities.
- **Accessible Funding & Financing** – Ensuring that sufficient funding and financing options are accessible to renters, homeowners, and property owners – with a focus on marginalized communities within each of these groups – will allow the four primary policies to be implemented in an equitable manner.
- **Regulatory Changes** – Phasing out gas from buildings will require significant changes to the regulations and systems that currently support our buildings and infrastructure. These could include policy changes that allow reprioritization of resources, changes to permit requirements, or regulations on appliances and fuel use, while assuring tenant protections. While the City cannot drive this change alone, it can work to coordinate with other jurisdictions and agencies to advocate for these changes.



E-4 A CALL TO ACTION

This call to action outlines some of the key areas that the Berkeley community and partner cities can implement today both as individuals and collectively to advance building electrification.

What Can Berkeley Residents Do Now?

Many existing buildings within the City of Berkeley can be electrified today in a cost-effective manner. While some community members will need funding and access to financing or other support to make electrification feasible there are key situations when electrification should be considered today, such

as when purchasing a new home, at time of renovation or replacement of equipment, and when replacing an old air conditioning unit, furnace and/or water heater or installing a new air conditioning, solar panels, batteries and/or an electric vehicle charger.

What Can Other Cities Do?

The Strategy offers lessons learned and resources that could be leveraged by other jurisdictions to advance electrification of existing buildings, and to encourage collective actions among cities to achieve the large-scale equitable electrification needed to meet our climate goals and address the climate crisis.

While this Strategy focuses specifically on Berkeley's building stock, climate, and communities, aspects of this Strategy can be applied to other cities. Other cities interested in developing strategies to electrify their existing buildings can start with:

- Community engagement with a focus on marginalized communities.
- Building inventories with socioeconomic mapping overlay.

- Pilot projects and strategic investments with equity focus.

In addition, collective action across the State of California and beyond is needed to accelerate the transition off gas and shift the regulatory and market conditions for large scale equitable electrification. Some topics to address together include:

- Advocate for accessible funding & financing programs.
- Advocate for gas rates that reflect societal costs along with affordable and equitable electric rates including rates for rooftop solar (NEM 3.0).
- Advocate for utility accounting and planning reform that accounts for the true cost of fossil fuels and the climate, health, safety and resilience benefits of electrification.





Environment and Climate Commission

[CONSENT OR ACTION]
CALENDAR

[Meeting Date (MM dd, yyyy)]

To: Honorable Mayor and Members of the City Council
From: Environment and Climate Commission
Submitted by: Ben Gould, Chairperson, Environment and Climate Commission
Subject: Zero-Emission Vehicle Parking Support Letter

RECOMMENDATION

Refer to the City Manager to send a letter to State Assemblymember Buffy Wicks and State Senator Nancy Skinner asking them to advance a proposal to allow cities to dedicate parking spaces for zero-emission vehicles.

FISCAL IMPACTS OF RECOMMENDATION

Minimal staff time.

BACKGROUND

Berkeley has adopted numerous ambitious policies around climate change, including the goal of becoming a fossil free city, carbon neutrality by 2045, and a goal of 100% sustainable transportation by 2040.

In November 2019, the Community Environmental Advisory Commission (CEAC), an ECC predecessor commission, approved a recommendation to City Council to explore operation, parking, or idling of combustion vehicles on City streets beginning in 2045, with the aim of enforcing Berkeley's carbon neutrality goal in transportation.

In late 2020, when this item came before the FITES committee, the City Attorney determined that such a policy would be preempted under state law. The California vehicle code is strictly construed, and as such, powers not explicitly authorized to municipalities are reserved to the state (see *Rumford v. City of Berkeley*, 1982).

As found in *Rumford*, changes to state law are required to lawfully enact the proposed policy.

With the assistance of a state legislator, draft legislation was developed in 2021 which would amend the California Vehicle Code to permit cities and private parking operators to dedicate parking spaces for zero emission vehicles, without requiring the installation of EV charging. (Exemptions are provided for vehicles displaying a disabled placard or

license plate). This policy would provide Berkeley with another tool to encourage the use of EVs and help the city achieve its goal of 100% sustainable transportation by 2040.

CURRENT SITUATION AND ITS EFFECTS

State law currently prohibits the City of Berkeley from dedicating parking spaces for zero-emission vehicles without also installing an EV charger. EV chargers are expensive, and as a result, they are few and far between on City streets.

As a result, EVs are forced to compete with legacy gas cars for parking spaces, and the City is unable to use parking access as an incentive mechanism to drive adoption and use of EVs.

ENVIRONMENTAL SUSTAINABILITY

Sending a letter in and of itself has no sustainability impacts, but if the law were adopted and Berkeley chose to take advantage of it, making parking spaces reserved for EVs would encourage the adoption and use of EVs, reducing greenhouse gas emissions and helping achieve Berkeley's climate goals.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Because this activity does not have the potential to cause a significant effect on the environment, it is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant impact on the environment (CEQA Guidelines 15061(b)(3)).

RATIONALE FOR RECOMMENDATION

This item supports the goal of 100% sustainable trips, becoming a fossil-free city, and achieving carbon neutrality.

ALTERNATIVE ACTIONS CONSIDERED

ECC considered taking no action, but determined that would fail to advance Berkeley's climate goals.

CITY MANAGER

The City Manager [TYPE ONE] concurs with / takes no position on the content and recommendations of the Commission's Report. [OR] Refer to the budget process.

Note: If the City Manager does not (a) concur, (b) takes any other position, or (c) refer to the budget process, a council action report must be prepared. Indicate under the CITY MANAGER heading, "See companion report."

CONTACT PERSON

Ben Gould, Chairperson, Environment and Climate Commission, 510-725-9176

Attachments:

Letter of Support for ZEV Parking

CALENDAR

Attachment 1: Letter
Attachment 2: Draft bill

DRAFT

[DATE]

[ADDRESS]

RE: City of Berkeley's Request for Legislation to Authorize Dedicated Zero-Emission Vehicle Parking

Dear Senator Skinner and Assemblymember Wicks,

The Berkeley City Council would like to request an amendment to the California Vehicle Code to authorize local governments to dedicate parking spaces for zero-emission vehicles, without requiring an EV charger, as a potential strategy for encouraging and increasing the use of zero-emission vehicles.

Berkeley has set ambitious goals of carbon neutrality by 2045, 100% sustainable trips by 2040, and becoming a fossil free city by 2030. We are working aggressively to ensure a rapid, just transition to zero emissions in all sectors of our local economy. Berkeley seeks to implement innovative, forward-thinking policies to achieve these goals, like our first-in-the-nation natural gas ban in 2019, which has become the gold standard statewide.

Cities around the world, including London, Paris, Barcelona, Stuttgart, Amsterdam, and others, are implementing policies to restrict the use of old, polluting gas- and diesel-powered vehicles within their city centers. In California, however, cities lack the ability to implement any similar restrictions. Without authority explicitly granted in the California Vehicle Code, California cities have their hands tied when it comes to how much pollution vehicle operators can produce on local roads.

While broader restrictions on the use of polluting vehicles on city streets could be cost-prohibitive to implement and enforce, Berkeley is interested in exploring the opportunities to encourage zero-emission vehicle usage by restricting certain parking spots, in certain locations, to zero-emission vehicles only (with exceptions for vehicles displaying a disabled placard). We believe this can send an effective signal to residents and businesses to encourage a more rapid transition, and that it can be implemented as part of a comprehensive strategy to ensure continued equitable mobility and accessibility across socioeconomic levels and disability status. Berkeley's existing Electric Mobility Roadmap will serve as a guide in this regard.

Please find attached draft bill language, prepared by the Office of Legislative Counsel, for your consideration in the upcoming legislative cycle.

Sincerely,

Berkeley City Council

UNBACKED

11/23/21 12:38 PM
RN 21 19710 PAGE 1

72047

An act to amend Section 22511.2 of, and to add Section 22511.25 to, the Vehicle Code, relating to vehicles.

SECURED
DRAFT



211971072047BILLS11

UNBACKED

11/23/21 12:38 PM
RN 21 19710 PAGE 2

72047

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 22511.2 of the Vehicle Code is amended to read:

22511.2. (a) A parking space served by electric vehicle supply equipment or designated for the exclusive purpose of parking a zero-emission vehicle or a parking space designated as a future electric vehicle charging space shall count as at least one standard automobile parking space for the purpose of complying with any applicable minimum parking space requirements established by a local jurisdiction.

(b) An accessible parking space with an access aisle served by electric vehicle supply equipment or an accessible parking space with an aisle designated as a future electric vehicle charging space shall count as at least two standard automobile parking spaces for the purpose of complying with any applicable minimum parking space requirements established by a local jurisdiction.

(c) This section does not modify the approval requirements for an electric vehicle charging station pursuant to Section 65850.7 of the Government Code.

(d) The following definitions apply for purposes of this section:

(1) "Electric vehicle supply equipment" has the same definition as that term is used in the latest published version of the California Electrical Code, that is in effect, and applies to any level or capacity of supply equipment installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

(2) "Electric vehicle charging space" means a space designated by a local jurisdiction for charging electric vehicles.

(3) "Local jurisdiction" means a city, including a charter city, county, or city and county.

(4) "Zero-emission vehicle" shall have the same definition as in Section 44258 of the Health and Safety Code.

SEC. 2. Section 22511.25 is added to the Vehicle Code, to read:

22511.25. (a) (1) A local authority, by ordinance or resolution, or a person in lawful possession of an offstreet parking facility may designate stalls or spaces in an offstreet parking facility owned or operated by that local authority or person for the exclusive purpose of parking a zero-emission vehicle.

(2) A local authority, by ordinance or resolution, may designate stalls or spaces on a public street within its jurisdiction for the exclusive purpose of parking a zero-emission vehicle.

(b) A person shall not park or leave standing a vehicle in, or obstruct, block, or otherwise bar access to, a stall or space designated pursuant to subdivision (a) unless the vehicle meets the definition of a zero-emission vehicle.

(c) A person may park or leave standing a vehicle that displays either a special identification license plate issued pursuant to Section 5007 or a distinguishing placard issued pursuant to Section 22511.55 or 22511.59 in a stall or space reserved for the exclusive purpose of parking a zero-emission vehicle, even if the vehicle is not a zero-emission vehicle.

(d) For purposes of this section, "zero-emission vehicle" shall have the same definition as in Section 44258 of the Health and Safety Code.

(e) This section does not interfere with existing law governing the ability of local authorities to adopt ordinances related to parking programs within their jurisdiction,



211971072047BILLMS11

UNBACKED

11/23/21 12:38 PM
RN 21 19710 PAGE 3

72047

such as programs that provide free parking in metered areas or municipal garages for electric vehicles.

SEC. 3. The Legislature finds and declares that ensuring access to zero emission vehicle parking spaces is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, Section 1 of this act amending Section of the 22511.2 of the Vehicle Code applies to all cities, including charter cities.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

- 0 -



211971072047BILLS11

SECURITY
DRAFT

UNBACKED

11/23/21 12:38 PM
RN 21 19710 PAGE 1

72047

LEGISLATIVE COUNSEL'S DIGEST

Bill No.
as introduced, _____.
General Subject: Vehicles: local regulation: parking: zero-emission vehicles.

Existing law authorizes a local authority, by ordinance or resolution, and a person in lawful possession of an offstreet parking facility to designate stalls or spaces in an offstreet parking facility owned or operated by that local authority or person, or stalls or spaces on a public street within a local authority's jurisdiction, for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes. Under existing law, a violation of the Vehicle Code is an infraction, unless otherwise specified.

This bill would additionally authorize a local authority, by ordinance or resolution, or a person in lawful possession of an offstreet parking facility to designate stalls or spaces in an offstreet parking facility owned or operated by that local authority or person, or stalls or spaces on a public street within a local authority's jurisdiction, for the exclusive purpose of parking a zero-emission vehicle, as specified. The bill would prohibit a person from parking or leaving standing a vehicle in, or obstructing, blocking, or otherwise barring access to, a stall or space designated, as authorized under the bill, unless the vehicle meets the definition of a zero-emission vehicle. Because a violation of this prohibition would be an infraction, the bill would impose a state-mandated local program by creating a new crime.

Existing law requires a parking space served by electric vehicle service equipment and a parking space designated as a future electric vehicle charging space to be counted as at least one standard automobile parking space for the purpose of complying with any applicable minimum parking requirements established by a local jurisdiction.

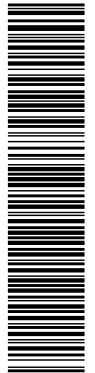
This bill would also require a parking space designated for the exclusive purpose of parking a zero-emission vehicle to be counted as at least one standard automobile parking space for the purpose of complying with any applicable minimum parking requirements established by a local jurisdiction.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.



211971072047BILLS11



Environment and Climate Commission

[CONSENT OR ACTION]
CALENDAR

[Meeting Date (MM dd, yyyy)]

To: Honorable Mayor and Members of the City Council
From: Environment and Climate Commission
Submitted by: Ben. Gould, Chairperson, Environment and Climate Commission
Subject: Gas Station Ban and EV Charging Expansion

RECOMMENDATION

Refer to the Planning Commission and the City Manager to prepare an ordinance to remove gasoline and other carbon-based fueling stations as a permitted use, and expand the availability of electric vehicle (EV) charging throughout all zoning districts.

The following changes should be considered:

- 1) Change gasoline fuel stations to a “Not Permitted” use in all zoning districts citywide,
- 2) Replace “Alternative Fuel Station” with “Hydrogen Fuel Station” in all applicable zoning districts, and add an associated definition for Hydrogen Fuel Station,
- 3) Replace the reference to “gas/auto fuel stations” in BMC 23.324.040(B)(2)(b) (Nonconforming Uses – Abandoned Uses – Exceptions – Uses with Major Investments) with “hydrogen fuel or electric vehicle charging stations”,
- 4) Add “Electric Vehicle Charging Station” as a permitted use or accessory use to all zoning districts, and
- 5) Change the permitting requirement for “Electric Vehicle Charging Station” from Administrative Use Permit to a Zoning Certificate in all zoning districts.

SUMMARY

This proposal would ban new gas and hydrocarbon fueling stations from being built in Berkeley. This would make any expansions of existing stations require a Use Permit and a public hearing, allowing the ZAB to prevent existing gas and hydrocarbon stations from re-opening if they cease operations for a year or more. Permitting EV charging in the zoning ordinance would allow EV chargers to be operated commercially anywhere in Berkeley that has available parking.

FISCAL IMPACTS OF RECOMMENDATION

Some staff time required to develop updated ordinance language.

BACKGROUND

Berkeley has permitted, and even encouraged, the sale of fossil fuels for decades. Numerous Berkeley businesses are known to promote the use of these dangerous chemicals, which pollute our air, water, and soil; pose major fire risks; contribute to the risk of cancer; and are either themselves potent greenhouse gases or, upon combustion, leading contributors to climate change.

These fossil fuel dealerships – colloquially known as gasoline stations – cause significant traffic and congestion, generate elevated levels of carcinogenic air pollutants in their local neighborhoods, and are frequently found to have leaked toxic chemicals into the ground, contaminating our soil and groundwater.

Gasoline, diesel, and other carbon-based transportation fuels are known to be harmful chemicals, posing a variety of risks to human health, public safety, and the environment, both of their own virtue and as a result of their combustion or oxidation for powering transportation^{1,2,3}.

In recent years the cumulative harmful impacts of these chemicals across environmental, health, and safety impacts has become clear. In July 2018, the City Council declared a Climate Emergency and adopted a Fossil Fuel Free Berkeley resolution, setting the goal of eliminating fossil fuels in Berkeley. On September 15th, 2020, City Council adopted a goal of 100% sustainable trips by 2040, with a 50% improvement by 2030, and referred to the Environmental, Energy, and Transportation commissions to develop relevant proposals and recommendations. As the successor commission to the Environmental and Energy Commissions, the Environment and Climate Commission is now tasked with developing proposals and recommendations to achieve 100% sustainable transportation.

CURRENT SITUATION AND ITS EFFECTS

In 2018, according to California Energy Commission data, over 20 million gallons of gasoline was sold in Berkeley at roughly 15 gas stations throughout the city. Ten of these gas stations had unresolved CalEPA violations as of October 2019.

¹ Material Safety Data Sheet: Gasoline, All Grades, Vermillion County, IL: <https://www.vercounty.org/MSDS/EMA/9950allgradesgasoline.pdf> (accessed September 2019)

² Safety Data Sheet: Diesel Fuels, Valero: https://www.valero.com/en-us/Documents/OSHA_GHS_SDS/SDS%20US%20-%20102-GHS%20DIESEL%20FUELS%20rev%205-14.pdf (accessed September 2019)

³ Safety Data Sheet: Natural Gas Odorized, Hess Corporation: <https://www.hess.com/docs/us-safety-data-sheets/natural-gas.pdf?sfvrsn=2> (accessed September 2019)

Gasoline fuel stations are currently an allowed land use under Berkeley's zoning classifications C-C, C-U, C-N, C-NS, C-SA, C-SO, C-W, and C-AC. In addition, C-T allows gasoline fuel stations when located in a parking structure. Both the listed Commercial districts and all M districts also allow "alternative fuel" stations.

[BMC 23.502.020.15](#) defines "alternative fuels" using the same definition as in the Energy Policy Act, including "Methanol, denatured ethanol, and other alcohols; mixtures containing 85% or more by volume of methanol, denatured ethanol, and other alcohols with gasoline or other fuels; natural gas; liquefied petroleum gas; hydrogen; coal-derived liquid fuels; non-alcohol fuels (such as biodiesel) derived from biological material; and electricity."

While some alternative fuels are not fossil fuels (e.g. hydrogen), this still includes mixed fossil blends (e.g. E85, which is 15% gasoline) and pure fossil fuels such as natural gas (methane). In addition, all hydrocarbon fuels have the same associated health and safety risks and environmental impacts regardless of the source or feedstock – benzene, found in gasoline, is a known carcinogen whether it is derived from petroleum or from corn, and biodiesel poses the same fire risks as regular diesel. As a result, truly addressing the health and safety impacts of these chemicals requires addressing the chemicals regardless of their origination source.

In contrast, electric vehicles are poised to provide widespread zero-emission transportation. EV charging availability remains a barrier to uptake, and Berkeley's [Electric Mobility Roadmap](#) establishes a City priority of "[striving] to continually streamline its EV charging permitting process and to exceed the requirements of AB1236," (p40).

Presently, the Zoning Ordinance only permits electric vehicle charging stations (a "facility that supplies electric energy for the recharging of plug-in electric vehicles") with an Administrative Use Permit in commercial zones; other parts of the BMC allow electric vehicle charging stations ("a parking space dedicated to active charging events" or "any level of electric vehicle supply equipment station that... delivers electricity from a source outside an electric vehicle into a plug-in electric vehicle") to be applied to new or existing parking spaces with a building permit.

While it is not perfectly clear, it appears the intent of the BMC is to distinguish between a commercial operation providing electric vehicle (EV) charging to the public, permitted in commercial districts, and private equipment providing electric vehicle charging to only a restricted set of users, who may pay for the cost of charging either personally (e.g. through electricity bills) or indirectly (e.g. bundled in rent).

However, given the existing restrictions on constructing parking lots ([BMC 23.302.070 G](#)) and other parking spaces, the zoning restrictions on EV charging stations would appear to be independent of the zoning restrictions on parking. Instead, the present

zoning restriction on EV charging stations appears only to serve to limit the economic viability of EV charging outside of commercial areas, by preventing the owners of electric vehicle supply equipment from renting or leasing out access to the chargers for other users.

Widespread EV uptake will rely upon widespread EV charging deployment. Allowing owners of EV supply equipment outside of commercial districts to rent or lease access to their chargers could allow tenants who lack access to charging, low-income residents who cannot afford electric panel upgrades, or “EV-curious” residents to have readily available charging close to where they live. Allowing small, distributed EV charging “businesses” to operate throughout the city could likely help increase the availability of charging, while reducing citywide VMT associated with trips to gas stations.

This would advance the City’s strategic goals to foster a dynamic, sustainable, and locally-based economy; and be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

ENVIRONMENTAL SUSTAINABILITY

Banning gas stations as a permitted use and expanding the availability of EV charging will reduce greenhouse gas emissions and improve environmental sustainability.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Because this activity does not have the potential to cause a significant effect on the environment, it is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant impact on the environment (CEQA Guidelines 15061(b)(3)).

RATIONALE FOR RECOMMENDATION

This item supports the goal of 100% sustainable trips by beginning to phase out fossil fuel sales for transportation uses in Berkeley, and expanding the availability of zero-emission fueling stations.

Gas stations are a land use inconsistent with achieving a fossil-free city that uses 100% sustainable transportation modes. Removing gas stations as a permitted use will prevent new gas stations from being permitted, and classify existing gas stations as a “nonconforming use”, requiring a Use Permit with a public hearing (UP(PH)) for any substantial expansion or change. It will *not* force existing gas stations to close.

Removing the reference to “gas/auto fuel stations” in [BMC 23.324.050\(B\)\(2\)\(b\)](#) will allow (but not require) the Zoning Adjustments Board to prevent any gas or other fuel station which shuts down for a year or more from reopening as a gas or other fuel station.

Replacing “Alternative Fuel Station” with “Hydrogen Fuel Station” will prevent new fueling stations from opening up which would dispense natural gas (methane), or a host of other hydrocarbon fuels (derived from biological material or otherwise) including methanol, denatured ethanol, or other alcohols; mixtures containing 85% or more by volume of methanol, denatured ethanol, and other alcohols with gasoline or other fuels; liquefied petroleum gas; coal-derived liquid fuels; or non-alcohol fuels (such as biodiesel) derived from biological material. It would make existing stations that dispense these fuels non-conforming uses, requiring a UP(PH) to expand or change, and would prevent them from re-opening if they cease operations for a year or more. However, it would still permit hydrogen fueling stations.

Adding “Electric Vehicle Charging Station” as a permitted use or accessory use to all zoning districts would allow electric vehicle charging facilities to be operated as a business anywhere in the city. It would not allow parking spaces to be constructed. Electric vehicle supply equipment (the hardware for electric vehicle charging) would remain subject to building code, electrical, and safety requirements.

Making “Electric Vehicle Charging Station” require a zoning certificate would make approval of an electric vehicle charging business an over-the-counter process subject only to the approval of Land Use Planning Staff, without the discretion and appeals process currently allowed with an Administrative Use Permit.

ALTERNATIVE ACTIONS CONSIDERED

ECC considered proposing no action on removing gasoline and alternative fuel stations as a permitted use. While new gas stations are unlikely to be built, the ECC determined that banning gas stations is an important symbolic step towards achieving a fossil-free city.

ECC considered proposing no action on the “Uses with Major Investments” clause on the exceptions to terminations of non-conforming uses, and determined that no action would be inconsistent with achieving a fossil-free city.

ECC considered proposing biofuels and biodiesel as alternative fuels permitted, but determined that doing so would not address the inequitable health and safety risks, and that the continued use of any hydrocarbon-powered vehicles was likely to delay the transition to a fully zero-emission economy and fossil-free city.

ECC considered proposing no action on removing restrictions on EV charging station zoning, but determined that the restrictions on EV charging station zoning could hamper the ability to achieve widespread access to EV charging, and that without changes to restrictions on creation of new parking spaces, there were unlikely to be any significant traffic or other impacts from the operation of EV charging businesses.

Gas Station Ban and EV Charging Expansion

CALENDAR

ECC considered proposing no action on changing the permitting for EV charging stations from AUP to ZC, but determined that the benefit of streamlined permitting and approval outweighed the likely minimal impacts from EV charging businesses.

CITY MANAGER

The City Manager [TYPE ONE] concurs with / takes no position on the content and recommendations of the Commission's Report. [OR] Refer to the budget process.

Note: If the City Manager does not (a) concur, (b) takes any other position, or (c) refer to the budget process, a council action report must be prepared. Indicate under the CITY MANAGER heading, "See companion report."

CONTACT PERSON

Ben Gould, Chairperson, Environment and Climate Commission, 510-725-91

DRAFT



Environment and Climate Commission

INFORMATION CALENDAR
September 13, 2022

To: Honorable Mayor and Members of the City Council
From: Environment and Climate Commission (ECC)
Submitted by: Ben Gould, Chairperson, ECC
Subject: Environment and Climate Commission 2022 Work Plan

INTRODUCTION

The Environment and Climate Commission (ECC) is responsible for advising the City Council on matters related to environmental sustainability and climate change. The commission's scope includes work to advance the goals of: advancing green buildings and resource efficiency; decarbonizing buildings and transportation; engaging and educating the community; addressing the impacts and welfare of all species, including animals, insects, and plants; reducing greenhouse gas emissions; reducing toxics and preventing pollution; and supporting environmental justice. The commission works closely with the Planning & Development Department's Office of Energy & Sustainable Development (OESD).

First established in 2022, ECC was formed by merging the Community Environmental Advisory Commission (CEAC) and the Energy Commission (EC). ECC commissioners bring a wide range of expertise, with backgrounds in government, academia, nonprofit, and private sector environmental work. These backgrounds inform ECC's work and help it to consider diverse and equitable approaches to addressing the City's environmental challenges.

This work plan is intended to provide a guide to the work ECC plans to take on in 2022. As additional items or issues arise, or are referred to the Commission from Council, ECC will adjust this plan accordingly.

CURRENT SITUATION AND ITS EFFECTS

The Environment and Climate Commission has a very broad scope and a duty to continue and build upon past work done by both CEAC and EC. However, as a new commission, ECC also has numerous vacancies and limited institutional knowledge.

At its July 27, 2022 meeting the Environment and Climate Commission approved the work plan to send to the City Council as follows: Motion/second to approve the workplan with amendments to add current project for 2022 to explore banning gas delivery vehicles and amend climate literacy description (Gould, Ranney). The motion carried 3-

0-1-2; Ayes: Ranney, McGuire, Gould. Noes: None. Abstain: Gulasi. Absent: Tahara, Lunaparra.

BACKGROUND

Both CEAC and EC prepared memos for ECC to review past projects and suggest future items. The table below indicates those workplan items to follow up on and suggestions for new projects from the previous commissions:

Environment and Climate Commission 2022 Work Plan

Project	Status	Description	Source
Bird Safety	Existing item, needs follow-up	Proposal to require new development to meet bird safety standards for glass. Track progress of item through Planning Commission and back to Council	CEAC
Gas Station CO ₂ Labeling	Existing item, needs follow-up	Requirement for gas stations to display warning labels notifying buyers that burning gasoline causes climate change. Pending finalization at City Attorney's office	CEAC
Ban sale of used gas cars	Existing item, needs follow-up	Proposal to ban the sale of existing (used) gas cars within city limits by 2040 (except to be sold as scrap). Pending finalization at City Attorney's office	CEAC
Hazardous Waste	Potential new item	CEAC received multiple emails in 2021-22 about hazardous waste, but there are no drop-off sites within City limits due to BMC 11.50	CEAC
VMT targets	Potential new item	Set specific, measurable VMT reduction targets and identify and implement strategies to achieve them	CEAC
Sidewalk Condition Index	Potential new item	Adopting a "sidewalk condition index" metric, similar to pavement condition index, to quantify the quality of Berkeley's sidewalks and measure improvements in pedestrian infrastructure	CEAC
Public Space Re-allocation	Potential new item	Re-allocate public street space away from auto-centric uses towards pedestrians, bicyclists, and buses, even more than currently envisioned in the bicycle and pedestrian master plans	CEAC
Building Decarbonization	Potential new item	Berkeley's building decarbonization plan is only a start; more work is needed to identify and effectively implement strategies to decarbonize: - Single-family ownership residences - Single-family rental residences	CEAC

		<ul style="list-style-type: none"> - Rent-controlled multifamily residences - Non-rent-controlled multifamily residences - Commercial spaces 	
De-zoning gas stations	Potential new item	Berkeley should remove gas stations as a permitted use from all City zoning codes.	CEAC
Banning gas-powered delivery vehicles	Potential new item	The ECC should explore opportunities to require last-mile delivery vehicles to use zero- emission alternatives.	CEAC
OESD input: Transportation	Potential new item	<p>Ensure the City is adequately staffed to implement transportation-related activities that reduce carbon emissions. Ensure staff:</p> <ul style="list-style-type: none"> - Conducts a mobility needs assessment - Convenes an electric mobility roadmap implementation working group - Pursues discounts and digital access strategies for electric shared mobility options <p>Track progress and provide input on implementation of the Electric Mobility Roadmap, the Bicycle Master Plan, the Pedestrian Plan, Vision Zero, and other City plans to encourage non-car mobility.</p>	EC
Alternative Transportation	Potential new item	<ul style="list-style-type: none"> - Study and support expanding transportation measures to reduce GHG emissions associated with car travel. - Promote safe and convenient cycling through a protected and connected bike lane network, docked and dockless bike share systems, public e-bike charging, and secure bike parking. - Promote safe routes to schools, beginning with opportunities for the Energy Commission to contribute to the 2x2 committee (Council and BUSD board). - Research the feasibility of a zero-emissions zone, or a car-free zone for Berkeley. - Investigate opportunities to cut emissions through mass transit, such as more frequent service, new routes, zero-carbon fuels, and lower fare prices. - Investigate new approaches to public, curbside, or neighborhood charging for residents without access to on-site charging, focusing on commercial or public ownership 	EC

		of chargers, dedicated street parking spots for EV charging, and/or low-cost connections to the grid. Collaborate with Transportation and Public Works commissions.	
Integrate Climate + Transportation policymaking	Potential new item	Ensure integration of the climate aspects of transportation with other transportation issues in Transportation and Public Works work.	EC
Bond measure for transportation	Potential new item	Engage with Council to include language in City bond measures to finance and build low-carbon, equitable, safe, and convenient transportation infrastructure.	EC
OESD input: Buildings	Potential new item	<ul style="list-style-type: none"> - Track progress and provide input on implementation of the Berkeley Existing Building Electrification Strategy (BEBES), including funding for the equity pilot program, staffing needs, and renovation reach codes. - Support municipal building electrification and energy efficiency upgrades and development of municipal green building programs, including the City's work with EBCE to install solar + storage systems on critical facilities to provide resilience during outages. 	EC
Electrification cost reduction	Potential new item	Develop recommendations to reduce the cost of electrification and for partial electrification measures, such as codes that require two-way heat pumps instead of central air conditioners, deployment of portable heat pumps and low voltage water heaters, and "Watt diet" measures to avoid electrical panel upgrades.	EC
Building sale requirements	Potential new item	Investigate and advance time of sale opportunities for electrification and energy efficiency, including a transfer tax rebate program for energy improvements and the allocation of transfer tax revenues towards expanding building electrification in LMI and renter communities.	EC
Electrification mandates	Potential new item	Investigate and advance electrification mandates, such as through the Building Energy Savings Ordinance (BESO)	EC
Defund natural gas	Potential new item	Explore ways to redirect funds used to maintain PG&E's fossil gas distribution network to support building electrification.	EC
OESD Input: Climate Action	Potential new item	Track and provide input on implementation of the Pilot Climate Equity Action Fund and seek funding sources to provide ongoing support. Identify options to support the Fund from existing	EC

		<p>or expanded City revenues. Solicit input from experts and conduct public meetings to study funding mechanisms, such as a gross-receipts tax, parcel tax, utility users tax, or building emissions tax. Explore options to split the collection of the Utility Users Tax to make it possible to charge separate rates for natural gas and electricity.</p> <p>Review and provide input on staff's annual report to Council on Climate Action Plan progress and recommend further actions. Explore the feasibility of expanding the Plan to cover "scope 3" or consumption-based emissions that occur outside of city limits, and research policies to reduce them. Work with staff to better measure and track progress and create a public dashboard to report key metrics.</p>	
Renewable energy advocacy	Potential new item	Promote the use of renewable energy by advising Council on EBCE activities including electricity mix, default offerings, local programs, and opportunities to advance City priorities.	EC

ECC commissioners, as well as OESD staff, have also proposed other ideas not listed above for items for the commission to work on.

ECC is planning to take on the following projects in 2022:

Project	Goal	Outputs	Target Date	Lead
Climate Literacy Advocacy	Request for state of CA to fund large \$\$ to do climate education work statewide, and look for opportunities to engage with BUSD colleagues in work of commission	Sign-on letter for Council	Dec 2022	Ranney
Land Use Change for Zero Emission Vehicles (ZEVs)	Provide recommendation to Council and Planning Commission on zoning / land use planning changes to support switching to ZEVs	Rec. for Council	Dec 2022	Gould

Building Decarbonization	Explore strategies for building decarbonization: point of sale, building code, prescriptive requirements, tax, etc.	Rec. for Council	Dec 2022	Tahara
Sustainable transport infrastructure	Allocate public street spaces towards more sustainable uses and away from auto-centrism	Rec. for Council	Dec 2022	Gould
OESD support – Climate Action Plan (CAP) tracking	Work with OESD staff to develop approach to track CAP implementation, based on recommendation under review at FITES	Rec. for Council	Dec 2022	Gould
Ban gas-powered delivery vehicles	Explore opportunities to require last-mile delivery vehicles to use zero-emission alternatives.	Rec. for Council	Dec 2022	McGuire

Climate Literacy Advocacy: A letter in collaboration with other local & statewide advocacy efforts around climate education in K-12 schools.

Land Use Change for ZEVs: Provide strategies for changing land use policies to discourage the use of fossil fuels and encourage sustainable transportation alternatives. Possible approaches: removing gas stations from permissible land use, expanding commercial EV charging, density bonus + fee to incentivize conversion of gas, while the help fund just transitions for workers no longer employed in fossil fuels and related industries.

Building Decarbonization Efforts: Review & recommend strategies for building decarbonization. Explore point-of-sale requirements, building code update(s), prescriptive requirements, local tax on direct CO₂ emissions, etc.

Sustainable Transport Infrastructure: Review & recommend strategies for realigning public right of way / infrastructure to support sustainable transportation. Consider suggestion to reopen the Transportation Element to close streets to cars, add bike lanes to more side streets & bus lanes to more major streets, narrow streets / add parks & parklets & bioswales, etc.

OESD support - CAP tracking: Support OESD staff in identifying key performance indicators (KPIs) for tracking CAP implementation & progress.

ENVIRONMENTAL SUSTAINABILITY

The projects which ECC is working on will improve environmental sustainability through a wide variety of methods.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

Future action items that ECC may send to City Council could require staff time to develop, finalize, and/or implement. ECC strives to ensure proposals provide significant net triple bottom line benefits to the City when evaluating total costs and benefits across environmental, social, and economic impacts.

CONTACT PERSON

Billi Romain, Secretary, Environment and Climate Commission,
BRomain@cityofberkeley.info.

Name of Commission: Environment and Climate Commission

Commission Secretary: Billi Romain

Proposed 2023 Commission Meeting Dates

The ECC generally meets the 4th Wednesday of the month from 5:00pm – 7:00pm

Month	Meeting Day & Date	Time
January 2023	Wednesday 1/25/23	5:00pm
February 2023	Wednesday 2/22/23	5:00pm
March 2023	Wednesday 3/22/23	5:00pm
April 2023	Wednesday 4/26/23	5:00pm
May 2023	Wednesday 5/24/23	5:00pm
June 2023	Wednesday 6/21/23 6/28: Conflict Eid al-Adha	5:00pm

Month	Meeting Day & Date	Time
July 2023	Wednesday 7/19/26 7/26: Conflict Tish'a B'Av	5:00pm
August 2023	No Meeting (Council recess)	NA
September 2023	Wednesday 9/27/2023	5:00pm
October 2023	Wednesday 10/25/23	5:00pm
November 2023	Wednesday 11/29/23 (11/22: Conflict Thanksgiving)	5:00pm
December 2023	No Meeting	NA

Dates to Avoid: Holiday schedule attached and other Planning Department Commission meetings:

- Planning Commission – 1st Wednesdays, 7:00pm
- Landmarks Preservation Commission – 1st Thursdays, 7:00pm
- Design Review Committee – 3rd Thursdays, 7:00pm
- Zoning Adjustments Board (ZAB) – 4th Thursdays, 7:00pm

City Policy Regarding the Scheduling of City Meetings on All Significant Religious Holidays

Pursuant to Resolution No. 70,066-N.S., it is the policy of the City to avoid scheduling meetings of City Legislative Bodies (City Council, Commissions and Boards, Council Policy Committees, Task Forces) on religious holidays that incorporate significant work restrictions.

City legislative bodies must avoid scheduling meetings on the religious holidays listed below.

Religion	Holiday	Date	2023 Date
Christian	Good Friday	Varies (March or April)	4/7/23
Christian	Easter Sunday	Varies (March or April)	4/9/23
Christian	Christmas	December 25	12/25/23
Jewish	Rosh Hashanah	Varies (Sept. or Oct.)	9/15/23-9/17/23
Jewish	Yom Kippur	Varies (Sept. or Oct.)	9/24/23-9/25/23
Jewish	Sukkot - first and last day	Varies (Sept. or Oct.)	9/29/23, 10/6/23
Jewish	Shmini Atzeret/ Simchat Torah	Varies (Sept. or Oct.)	10/6/23-10/8/23
Jewish	Chanukah (1 st night)	Varies (Nov. or Dec.)	12/7/23
Jewish	Passover (Nights 1, 2, 7, 8)	Varies (March or April)	4/5,4/6,4/12,4/13
Jewish	Shavuot	Varies (May or June)	5/25/23-5/27/23
Jewish	Shabbat	Weekly	Friday sunset to Saturday sunset
Jewish*	Purim	Varies (February or March)	3/6/23-3/7/23
Jewish*	Tish'a B'Av	Varies (July or August)	7/26/23-7/27/2023
Jewish*	Yom HaShoah	Varies (April or May)	4/17/23-4/18/23
Buddhist	Vesak	Varies (April or May)	5/5/23
Hindu	Diwali	Varies (Oct. or Nov.)	11/12/23
Hindu	Dussera	Varies (Oct.)	10/24/2023
Hindu	Holi	Varies (March)	3/8/23
Hindu	Makar Sankranti	Varies (January or February)	1/14/2023
Islam	Eid al-Fitr	Varies	4/21/23-4/22/23
Islam	Eid al-Adha	Varies	6/28/23-6/29/23
Shinto	New Year	January 1-3	1/1/23-1/3/23
Shinto	Obon Ceremony	August 13-15	8/13/23-8/15/23
Baha'i Faith	Birth of Baja'u'llah	Varies	10/16/23-10/17/23
Baha'i Faith	Birth of Bab	Varies	10/16/23-10/17/23
Cultural	Chinese New Year (Day 1-7)	Varies (Jan. 21 – Feb. 20)	1/21/23-1/27/23
Cultural	Kwanzaa	Dec. 26 – Dec. 31	12/26/23-1/1/24

* No work restriction, but avoid scheduling meetings if possible