



DATE: May 11, 2021

CATEGORY: New Business

DEPT.: City Manager's Office

TITLE: **Sustainability Action Plan 4 Progress Update**

RECOMMENDATION

1. Receive Progress Update on Sustainability Action Plan 4 for Fiscal Years 2019-20 through 2021-22 (Attachment 1 to the Council report).
2. Allocate \$405,000 from a combination of unallocated funds in the Sustainability Capital Improvement Program (Project 20-99) and savings from the Sustainability Action Plan 4 projects proposed for removal or deferral to fund the actions identified in Tables 2 and 3 in the Council report and provide staff with discretion to use the remaining \$114,800 in unallocated funds for other expenses associated with any approved actions in Sustainability Action Plan 4.
3. Adopt a Resolution of the City Council of the City of Mountain View Supporting a National Carbon Tax and Dividend Policy, to be read in title only, further reading waived (Attachment 3 to the Council report).
4. Adopt a Resolution of the City Council of the City of Mountain View Supporting 100 Percent Zero-Emission New Vehicle Sales in California by 2030, to be read in title only, further reading waived (Attachment 4 to the Council report).

BACKGROUND

The City Council adopted an original Environmental Sustainability Action Plan (ESAP) in March 2009, for Fiscal Years 2008-09 through 2010-11, to serve as a plan for achieving the City's short- and long-term sustainability goals. Subsequently, the Council adopted Environmental Sustainability Action Plan 2 (ESAP-2) in April 2012 for Fiscal Years 2011-12 through 2013-14. In 2015, the Council adopted a communitywide Climate Protection Road Map and Municipal Operations Climate Action Plan as road maps for achieving the City's greenhouse gas (GHG) reduction targets through 2050. In September

2016, the Council adopted Environmental Sustainability Action Plan 3 (ESAP-3) for Fiscal Years 2016-17 through 2018-19.

Between September 2017 and June 2018, the City convened the Environmental Sustainability Task Force 2 (ESTF-2), an advisory body of appointed community members who lived or worked in Mountain View. The core purpose of ESTF-2 was to evaluate whether current City sustainability plans and goals should be modified based on new technologies and processes for addressing climate change. ESTF-2 produced a Final Report that recommended 36 actions to reduce community GHG emissions through 2030, which was presented to Council in June 2018. Staff performed an analysis of these recommendations to verify assumptions on cost and GHG emissions reductions and presented these results to Council in December 2018.

In response to the ESTF-2 recommendations, the City hired a consulting firm (Cadmus) in fall 2018 to conduct a Sustainability Program Assessment (including staffing, governance, and a benchmark against other cities) and develop a Sustainability Strategic Plan. On April 30, 2019, staff presented the Sustainability Strategic Plan to the City Council during a Study Session, offering three levels of response to climate change (Foundational, Advanced, and Innovative), with corresponding actions to be taken and additional program budget and staffing needed at each level.

In accordance with the direction from the April 2019 Study Session, Council directed that the City strive to achieve an Advanced or higher level of response and approved the creation of a Capital Improvement Program (CIP) (Project 20-99) for Sustainability Projects (the "Sustainability Fund") on June 11, 2019, with an allocation of \$7.5 million from the General Non-Operating Fund.

In October 2019, Council adopted Sustainability Action Plan 4 (SAP-4) for Fiscal Years 2019-20 through 2021-22 to serve as the City's continued plan for strategic investment in sustainability. Among its proposed 81 new actions and 79 already-approved actions, SAP-4 contains both smaller projects that provide GHG reductions in the near term, and larger, longer-term infrastructure projects that may not have immediate impact but will yield significant GHG reductions over time. SAP-4 actions are organized around 27 high-level goals in the transportation, energy, land use, zero waste, water, parks and ecosystems, and core sustainability sectors. These goals highlight the synergies between different actions across City departments and recognize the broad array of interdependent policies and programs needed to achieve the City's sustainability goals.

The purpose of this report is to provide an update on the status of SAP-4 implementation and seek Council approval for the removal or deferral of a few projects and allocation of available balance in the Sustainability Fund to support several existing projects and one

new project. The report also recommends Council adoption of two resolutions in support of national and State policy that will provide significant impetus to drive a reduction in GHG emissions.

ANALYSIS

Overview of SAP-4 Status

As shown in Table 1, staff has made progress implementing many of the SAP-4 actions. The majority of the actions are completed or in progress. Just over one-third of the actions have not been started.

Table 1: Progress of 81 New SAP-4 Actions

STATUS	NUMBER	PERCENT
Completed	14	17%
In Progress/Ongoing	38	47%
Not Started	29	36%
<i>Total New Actions</i>	81	100%

Although many actions have progressed as intended, others have been delayed by the COVID-19 pandemic and associated impacts. These impacts have included: Shelter-in-Place orders that temporarily restricted work on capital projects; emergence of new priorities to respond to community needs related to the pandemic; constraints on the availability and resources of stakeholders and potential partners as they focused on COVID-19 recovery; staff vacancies in existing positions and challenges in hiring new SAP-4 positions; and reduced capacity and resources as staff focused on the operational challenges of maintaining City services in compliance with public health restrictions.

As described below, of the 29 projects that are not yet started, staff is recommending that five of them be removed from SAP-4 as they are either no longer needed or can be combined with another action. In addition, one project is recommended for deferral to be considered in the next SAP planning cycle.

Attachment 1 includes a summary of the status, timeline, and anticipated completion date for the 81 new SAP-4 actions. More detailed updates are provided below on some key SAP-4 projects as well as a few previous SAP projects that were carried forward with the adoption of SAP-4.

Updates on Key Actions

Develop a Resolution and Outreach in Support of a Plant-Based Diet (S4.7)

This action is in progress but has experienced delays as a result of the COVID-19 pandemic. Staff has researched how other cities have promoted plant-based eating and has solicited feedback from community members and organizations. Based on this research, staff developed options for engaging restaurants, community members, and municipal staff on the subject of plant-based eating. Before staff could solicit feedback from local restaurants, the Shelter-in-Place orders due to COVID-19 went into effect and greatly impacted Mountain View restaurants.

In fall 2020 and early 2021, Sustainability staff conferred with Economic Development staff and determined the timing was not right to engage restaurants in a plant-based eating campaign. Since working collaboratively with restaurants would be a key element of a campaign, staff decided to postpone the program until restaurants are further along in recovering from the impacts of COVID-19. Therefore, staff proposes deferring this project until fall 2021.

Develop an Electric Vehicle (EV) Action Plan (T7.4)

The EV Action Plan (EVAP) will identify strategies, policies, and programs to support EV adoption and EV infrastructure deployment. This action is nearly completed but has been delayed due to a staff vacancy. Staff anticipates completing the plan in summer 2021.

EV Charger Installations (T7.3, T7.10)

A total of 27 EV charging ports are available in City-owned parking garages and lots. As described below, plans to install an additional 72 charging ports in City parking garages and lots are under way.

Through a sole-source procurement, PowerFlex, LLC, is installing EV chargers at zero cost at several City-owned parking facilities. At the 135 Bryant Street Parking Structure, this includes 10 Level 2 EV chargers as well as make-ready infrastructure to support future installation of an additional 15 Level 2 chargers. Compatible with all electric and plug-in electric hybrid vehicles, Level 2 chargers use a 240 Volt, alternating current (AC) plug and can usually charge a fully depleted battery in about four to six hours. Another 28 Level 2 EV chargers will be installed at the 850 California Street Parking Structure. The charger installations at these downtown parking garages are funded by a Bay Area Air

Quality Management District (BAAQMD) grant program and are anticipated to be completed by the end of summer 2021.

With potential grant funding from the California Electric Vehicle Infrastructure Project (CALeVIP), the City has preliminary plans to install EV chargers at downtown Parking Lots 2 and 9. On the City's behalf, PowerFlex has reserved \$349,500 in CALeVIP funding to install six Level 3 DC fast chargers and 11 Level 2 chargers at Parking Lot 9. Level 3 DC fast chargers use a 480 Volt, direct-current (DC) plug to provide an 80 percent charge in about 30 minutes. Level 3 equipment is not currently compatible with all electric and plug-in electric hybrid vehicles. PowerFlex's application for \$304,000 in CALeVIP funding for Parking Lot 2 is still pending review, but if grant funding is awarded, the goal is to install five Level 3 DC fast chargers and 12 Level 2 chargers. Installation at Lots 2 and 9 will likely be impacted or delayed by grid constraints in downtown, which have caused PG&E to issue a moratorium on service upgrades in the area until 2023. Any delays related to obtaining new 800-amp PG&E service, which involves a lengthy application process, may further impact the project timeline.

Evaluate a Trade-In or Rebate Program for Landscaping Equipment (P3.2)

At a Study Session on December 1, 2020, staff sought Council direction on whether to pursue an ordinance and/or incentive program to prohibit or discourage operation of gas-powered leaf blowers. Council directed that such potential actions be considered as part of the spring 2021 goal-setting process. At its March 16, 2021 Study Session to discuss the City's Strategic Roadmap, Councilmembers acknowledged pending State-level regulations that would phase out gas-powered leaf blowers and had an interest in not superseding these regulations. At this meeting, Council expressed interest in considering a local rebate or trade-in program, in cooperation with regional partners if possible. Evaluation of such a program is an existing project in SAP-4.

On April 27, 2021, Council further discussed a possible leaf blower incentive program during its review of the Council's priority projects for the Fiscal Years 2021-23 Strategic Roadmap Action Plan. While Council did not include a leaf blower incentive program in the Roadmap Action Plan, there was interest to continue exploration of such a program as part of SAP-4. Council further commented that staff should continue to monitor State regulations to determine whether and when independent City action would be appropriate.

At the State level, the California Air Resources Board (CARB) held the third Small Off-Road Engines (SORE) Prerulemaking Workshop on March 2, 2021 to present possible changes to SORE regulations to propose to CARB in fall 2021. (The term SORE encompasses leaf blowers and other motorized landscaping equipment, such as lawn

mowers, hedge trimmers, etc.) CARB proposed a timeline for new regulations, with zero-emission standards in 2024.¹ If these regulations are adopted, they will apply to sale of new equipment and result in 94 percent of equipment subject to CARB regulations being zero-emission by 2035.² In late March 2021, Assembly members Marc Berman and Lorena Gonzalez introduced Assembly Bill 1346. If enacted, AB 1346 would require new sales of SORE to be zero-emission by 2024 or whenever CARB determines is feasible, whichever is later. The bill also directs CARB to make funding available for commercial rebates to support the transition to zero-emission SORE. Staff has also initiated discussions with Silicon Valley Clean Energy. While no regional funding for incentives has been identified, there is recognition of the value of a regional approach that would go beyond the resources of a single community.

The staff work to explore an incentive program is projected to take place in Fiscal Year 2021-22. During this time, staff will monitor regional and State developments. Should it appear feasible and appropriate to implement a local rebate or trade-in program to aid with the transition to electric landscaping equipment, staff is proposing that \$100,000 be set aside from the unallocated balance of the Sustainability Fund, as shown below in Table 2.

Transportation Demand Management (T6.2-3)

Many of the actions focused on transportation demand management (TDM) have been completed or are under way.

- **Include aggressive TDM requirements in the East Whisman Precise Plan to ensure the single-occupancy vehicle mode share for the Plan Area significantly falls over time (T6.2):** Completed when the East Whisman Precise Plan was adopted in November 2019.
- **Support ongoing monitoring and enforcement of existing and planned TDM requirements (T6.3):** Under way and ongoing.

¹ California Air Resources Board, *Small Off-Road Engines: 2021 Prerulemaking Workshop, March 24, 2021*, <https://ww2.arb.ca.gov/sites/default/files/2021-03/3.24.21%20Workshop%20Staff%20Presentation.pdf>.

² California Air Resources Board, *Small Off-Road Engines: 2021 Prerulemaking Workshop, March 24, 2021*, <https://ww2.arb.ca.gov/sites/default/files/2021-03/3.24.21%20Workshop%20Staff%20Presentation.pdf>.

Land Use (L1.1-5/L2.1-3)

Most of the carry-forward land use strategies have been completed. This includes the following actions that were accomplished through the adoption of the East Whisman Precise Plan in November 2019:

- **Develop the East Whisman Precise Plan to facilitate transit-oriented development and a complete neighborhood strategy (L1.1).**
- **Include a Jobs-Housing Linkage Program and Local Hire Policy in the East Whisman Precise Plan to address the jobs/housing imbalance and provide local employees with local housing opportunities (L1.2).**
- **Incorporate parking management strategies into the East Whisman Precise Plan designed to reduce VMT, including maximum parking requirements in certain areas, required car-share parking, and encouraging unbundled parking (L1.3).**
- **Incorporate inclusionary zoning requirements and affordable housing FAR bonus programs into the East Whisman Precise Plan (L1.4).**
- **Include green building performance requirements in the East Whisman Precise Plan, as well as green building criteria in the Plan's FAR bonus program (L2.1).**

In addition, the following actions have been completed:

- **Develop guidance to support shift from LOS to VMT in CEQA analysis (SB 743), including development of appropriate VMT thresholds (L1.5).**
- **Continue to work on establishing North Bayshore District Sustainability Performance Measurements (L2.2):** The North Bayshore Sustainability Indicators webpage has been created and published.

Zero Waste (Z1.1-3)

Significant progress has been made on the zero waste actions.

- **Develop a Municipal Operations Zero Waste Plan (Z1.1):** Completed in December 2019.
- **Implement Foodware Packaging Reduction Phase 1 measures from the Zero Waste Plan, including coordinating with regional partners to expand the**

Polystyrene Foodware Ordinance to include other single-use foodware items (Z1.2): In progress; anticipated presentation to Council in fall 2021.

- **Expand the food scrap collection program to all multi-family properties (Z1.3):** In progress; implementation to begin July 2021 as part of new Recology contract.

Parks and Ecosystems (P1.1-2)

The two existing actions are currently under way.

- **Continue to participate in the South Bay Salt Ponds restoration project in conjunction with the California State Coastal Commission to increase coastal resilience, restore and improve wildlife habitat and coastal ecosystems, and enhance wildlife-compatible public access projects such as pedestrian and bicycle trails (P1.1):** The South Bay Salt Pond Project consists of restoring habitat ecotone zones along Ponds A1 and A2W that will also provide sea level rise protection for the City. Staff is working with the CA State Coastal Conservancy to implement improvements at Pond A2W. Construction of A2W ecotone zone is expected to be completed by Q4 2023, pending availability of construction fill material. The schedule for Pond A1 is to be determined.
- **Consolidate and update existing plans into a comprehensive wildlife and habitat management plan (P1.2):** Staff has begun work to scope a Wildlife Management Plan for protected species observed at Shoreline. A request for proposals for consultant services to develop the plan has been issued.

Action Recommended to be Deferred

The following action is recommended for deferral beyond SAP-4 for consideration to include in SAP-5.

- **Develop guidelines and infrastructure for e-scooter share pilot (T3.2):** This project has been delayed due to industry changes associated with COVID-19 in addition to staffing constraints. In addition, during its April 27 Strategic Roadmap Study Session, Council directed that this project not be included in the Roadmap Action Plan. Consequently, staff recommends that this project be deferred for future consideration. This will result in savings of \$50,000 in the Sustainability Fund.

Actions Recommended to be Removed

Staff recommends removing five actions from SAP-4.

- **Develop a Strategic Transportation Sustainability Master Plan (T1.5):** Staff recommends combining this action with the Climate Action Plan update and Carbon Neutrality Plan. When assessing the timing of these policy documents, staff will consider the recent Biden Administration direction on GHG reductions required by 2030. The removal of Action T1.5 will result in \$150,000 in funds allocated in the Sustainability Fund being made available for other uses.
- **Accelerate implementation of active transportation infrastructure projects (T2.17):** The SAP-4 recommended action was to add three limited-period project managers, engineers, and/or inspectors funded from the CIP. Subsequent to the adoption of SAP-4, staff further analyzed the effectiveness of this strategy to accelerate active transportation projects and determined that there is insufficient management support for these new positions to be successful in project delivery. At the CIP Study Session on April 21, 2020, staff recommended against adding these new limited-period positions, and Council concurred. As an alternative, many pedestrian and bicycle projects are being successfully integrated into various types of projects, such as intersection improvements, traffic signal projects, and street resurfacing. Through this approach, many protected bikeways, green bike lanes, and pedestrian crossing improvements have been completed or began construction over this last year, and there are many other projects that include bicycle and pedestrian improvements that are in design and will be ready to advertise for construction in the next year.
- **Explore further restrictions on natural gas use in new buildings (B1.2):** This measure is no longer needed because the Reach Code adopted on November 12, 2019 prohibits natural gas in all new buildings.
- **Develop a 2030 GHG Reduction Plan (S2.9):** Staff recommends combining this action with the Climate Action Plan Update and Carbon Neutrality Plan.
- **Investigate potential local carbon sequestration projects (S2.10):** Staff recommends combining this action with the Climate Action Plan Update and Carbon Neutrality Plan.

New Requests for Funding

When SAP-4 was adopted, it included \$319,800 of unallocated funds. With the savings associated with the proposed deferral of Action T3.2 (\$50,000) and the proposed removal of Action T1.5 (\$150,000), a total of \$519,800 is available to provide additional funding for actions already in SAP-4 or newly proposed actions.

Staff has identified four *unfunded* actions and one *underfunded* action already in SAP-4 that require \$330,000 in funding to move forward.

Table 2: Requests for Additional Funding for Actions in SAP-4

NO.	ACTION	DESCRIPTION	FISCAL IMPACT
P3.1	Expand use of electric landscaping equipment and test new models	Expand use of electric landscaping equipment by providing all relevant City staff with an electric leaf blower, charger, and battery.	\$50,000
P3.2	Evaluate a trade-in or rebate program for landscaping equipment	If determined appropriate at the local level, administer an electric landscaping equipment incentive program.	\$100,000
S3.3	Develop a sustainability dashboard for the City's website	Subscribe to a dashboard platform to display sustainability metrics on the City's website.	\$30,000
T2.16	Implement a Citywide Pilot Bicycle Facilities and Monitoring Program	Purchase and install multiple bike counters, at least one of which will include a public display, to assess bike ridership and raise awareness in strategic locations around Mountain View.	\$50,000
T8.3	Develop a Fleet Electrification Plan	Hire a consultant to develop a municipal operations fleet electrification plan.	\$100,000
<i>Total</i>			\$330,000

Staff also requests use of available funding in the Sustainability CIP for the following new action.

Table 3: Requests for Funding for Proposed New Actions

NO.	ACTION	DESCRIPTION	FISCAL IMPACT
W1.3	Communitywide Irrigation Audit	This action would support Goal W1 (Reduce potable water use through efficiency and conservation measures) by conducting a communitywide audit of all irrigation systems within City parks to identify opportunities to save water. Staff anticipates completing this action by December 2021.	\$75,000

Update on Proposed New Staffing

The City Council approved 10 new positions as part of adopting SAP-4, with six of the positions being Limited-Period and four being ongoing. As previously noted, the hiring of an active transportation CIP team consisting of limited-period project managers/engineers/inspectors has been removed from the SAP-4 and an alternative approach of integrating bicycle and pedestrian improvements into various projects is being used. An update on the status of the remaining positions is provided below. Hiring has been prolonged for a number of reasons, including: the operational impacts of COVID-19 on the recruitment process; Human Resources capacity constraints to launch recruitments as it has needed to shift resources to COVID-19 recovery and address a significant number of vacancies Citywide; the need for departments to prioritize their hiring and onboarding attention in the event of multiple departmental vacancies; and increased review in authorizing the filling of vacancies to consider the impacts of economic uncertainty.

The following position has been hired:

- **Sustainability Facilities Project Manager/Senior Civil Engineer** (2 FTE, Limited-Period – two years, PWD): Filled since March 2020.

The recruitment process for the following positions is currently under way:

- **Transportation Planner** (1 FTE, ongoing, PWD)
- **Sustainability Facilities Maintenance Worker I/II** (2 FTE, Limited-Period – two years, PWD)

- **Building and Vehicle Electrification Analyst** (1 FTE, Limited-Period – two years, CMO)
- **Chief Sustainability and Resilience Officer** (1 FTE, ongoing, CMO)

Recruitments for the following positions are pending:

- **TDM and Parking Demand Management Analyst** (1 FTE, ongoing, CDD)
- **Deputy Building Official** (1 FTE, ongoing, CDD)

SAP-4 Budget Update

When the SAP-4 was adopted, the new staff and actions were estimated to cost \$10.6 million over the Plan's three-year time frame, using approximately \$7.2 million from the Sustainability Fund (established as a CIP by Council in June 2019) and \$3.4 million of capital improvement funding.

The \$3.4 million of potential CIP funding included \$2.0 million for the limited-period Active Transportation Team and \$1.5 million for the Citywide pilot bicycle facilities and monitoring program. As noted above, the City is not moving forward on the limited-period Active Transportation Team. In addition, rather than including a generic Citywide pilot bicycle facilities program in the CIP, staff has included specific bicycle projects in the CIP that greatly exceed the \$1.5 million identified in SAP-4. These specific projects will also include bicycle counters for monitoring activity as opportunities arise. However, \$50,000 in SAP-4 funding is requested for additional bicycle counters throughout the City. Consequently, the \$2 million of capital improvement funding for the Active Transportation Team was unfunded and the \$1.5 million for Action T2.16 was funded through specific projects in the CIP.

With an available balance of \$7,500,000 in the Sustainability Fund, staff has spent or committed \$785,330, leaving a balance of \$6,714,670. This level of spending is lower than anticipated due to substantial impacts of COVID-19 across the community and organization, existing staff vacancies, and capacity constraints affecting the timing of hiring some of the positions approved in SAP-4. Once City operations and the community-at-large return to more post-COVID normalcy, staff anticipates being able to implement many of the delayed or deferred actions and complete the hiring of the approved positions. Toward the end of Fiscal Year 2021-22, staff will provide a progress update on SAP-4 in conjunction with proposing the next Sustainability Action Plan 5.

As described in the preceding sections, staff is proposing deferring and removing certain actions, which will generate savings of \$200,000. In addition, staff is requesting approval to spend some of the \$319,800 in unallocated funding on previously approved but not funded actions, and on one new action. From an available balance of \$519,800, the \$405,000 in requested spending would leave a balance of \$114,800 in unallocated funds, as shown in Table 4. More information is provided in the Fiscal Impact section and in Attachment 2.

Table 4: SAP-4 Budget Summary and Proposed Changes

SAP-4 Budget Spending Summary

ITEM	TOTAL
Total Approved for Sustainability Fund	\$7,500,000
Total Funds Spent to Date (from Sustainability Fund)	(\$785,330)
Total Remaining in Sustainability Fund	\$6,714,670

SAP-4 Budget Proposed Changes

ITEM	TOTAL
Total Original Unallocated Funds	\$319,800
Total Savings from Removed Actions	\$200,000
Total Funds Available	\$519,800
Total Funds Requested (for previously unfunded and new actions)	(\$519,800)
Total Unallocated Funds Remaining	\$0

National Carbon Tax and Dividend Policy

In fall 2020, some community members expressed interest in the City endorsing HR 763, the Energy Innovation and Carbon Dividend Act, which would impose a fee on the carbon content of fuels, including crude oil, natural gas, and coal. Staff reviewed the bill and the positions of leading environmental organizations and found that while there was great value in its intent, there were particulars within the bill that were concerning.

HR 763 would roll back key regulatory authority in the Clean Air Act for at least 10 years to avoid regulating and taxing the same energy sources. Both the Natural Resources Defense Council and Sierra Club have guidance on carbon taxes that calls for any proposed solution to include carbon caps and avoid rolling back those Clean Air Act provisions, which are important to protect already overburdened communities.

Staff also researched what other Bay Area jurisdictions have done with respect to supporting this bill or supporting “Carbon Tax and Dividend” as a general concept, and

only six Bay Area jurisdictions have endorsed the bill itself, while 14 jurisdictions have supported the general concept of a carbon tax and dividend.

Staff, therefore, does not recommend Council endorse HR 763, but acknowledges that there is consensus among sustainability professionals and environmental organizations that “Carbon Tax and Dividend” is critical to reducing GHG emissions. Staff recommends the City adopt a resolution in support the concept of Carbon Tax and Dividend (Attachment 3), which would urge the Congress to enact a revenue-neutral tax on carbon-based fossil fuels. The proposed Resolution also states that the tax should be collected once, as far upstream in the economy as practical, the tax rate should start low and increase steadily and predictably with the goal of reducing carbon dioxide emissions in the United States to 80 percent below 1990 levels by 2050, all tax revenue should be returned to households to protect low- and middle-income Americans from the impact of rising prices due to the tax, and the international competitiveness of the United States businesses should be protected by using border tariffs and tax refunds.

Congress recently released a similar bill, HR 2307, cosponsored by Congresswoman Anna Eshoo. Staff will continue to monitor HR 2307 to determine its status, scope, and alignment with City goals and will propose a legislative support letter if appropriate.

Zero-Emission New Vehicle Sales in California

According to the best available science, nations must achieve net-zero GHG emissions by 2030 or earlier to delay potentially dire consequences of climate change. California’s targets for phasing out the sale of new fossil fuel vehicles by 2035 are currently out of step with this science. The organization ZEV2030 (Zero Emission Vehicle 2030) is advocating local government support of a new goal for all new vehicles purchased in California to be zero-emission by 2030. Many elected officials throughout the Bay Area and the State are signing this pledge and/or passing similar resolutions.

If adopted by Council, the proposed resolution (Attachment 4) would demonstrate Mountain View’s support for 100 percent zero-emission new vehicle sales in California by 2030, which would help the City achieve its adopted 2035 through 2050 GHG reduction targets by reducing emissions from transportation, which represent about 66 percent of Mountain View's communitywide GHG emissions.

Emergence of New Federal GHG Emission Reduction Target

In April 2021, the Biden Administration set a new target for the United States to achieve a 50 percent to 52 percent reduction (from 2005 levels) in net greenhouse gas (GHG) emissions by 2030. Staff will review the implications of this new target in the context of

our plans to update the Climate Protection Roadmap and develop a Carbon Neutrality Plan. These two actions are not planned within the SAP-4 time frame, but they will inform how the City could meet the new Federal target. Staff will advise the City Council of the possibility to and implications of beginning these actions before the end of SAP-4.

FISCAL IMPACT

The Sustainability Fund contains \$319,800 in unallocated funds. As described previously, staff proposes removing or deferring six actions, making an additional \$200,000 available for other actions. Out of this combined available \$519,800, staff requests Council approval to use \$405,000 for four previously unfunded actions, one action that requires additional funding, and one new action, leaving an unallocated fund balance of \$114,800. A summary of the SAP-4 budget, spending to date, and requested adjustments is shown in Attachment 2.

Staff has estimated costs as closely as possible. However, staff expects to refine the costs as the programs/actions are further developed and, therefore, requests discretion to allocate funds based on final program/action expenses. Staff also seeks discretion to use the remaining \$114,800 in unallocated funds for additional expenses associated with any approved actions in SAP-4.

CONCLUSION

SAP-4 was adopted in 2019 to build on the City's past sustainability successes by increasing resources to address climate change and other sustainability challenges. Since adoption, many actions have been completed, but others have been delayed or modified due to COVID-19 or staffing constraints. Since the sustainability landscape is constantly evolving, staff will provide updates to the Council Sustainability Committee, as appropriate, so that it may assess the progress of initiatives and recommend additions or other modifications.

ALTERNATIVES

1. Modify amount or timeline of the proposed funding requests, the resolution supporting a national carbon fee and dividend policy, and/or the resolution supporting 100 percent zero-emissions new vehicle sales in California by 2030.

2. Do not approve the SAP-4 funding requests, the resolution supporting a national carbon tax and dividend policy, and/or the resolution supporting 100 percent zero-emissions new vehicle sales in California by 2030.
3. Provide other direction.

PUBLIC NOTICING

Agenda posting and e-mails sent to community members interested in sustainability.

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LA-SA/2/CAM
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- Attachments:
1. Sustainability Action Plan 4: Progress Update on New Actions
 2. Sustainability Action Plan 4: Sustainability Fund Spending Plan
 3. Resolution: National Carbon Tax and Dividend Policy
 4. Resolution: 100 Percent Zero-Emission New Vehicle Sales in California by 2030