DATE: May 26, 2026

TO: Honorable Mayor and City Council

FROM: Danielle Lee, Chief Sustainability and Resiliency Office
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VIA: Kimbra McCarthy, City Manager

TITLE: **City Decarbonization Goal and Five-Year Plan Approach and Actions**

STUDY SESSION MEMO

PURPOSE

Review and provide feedback on the City decarbonization goal and draft actions and strategy.

BACKGROUND

On April 21, 2020, the City Council adopted Resolution No. 18439, which adopted a communitywide carbon neutrality target of 2045. On June 22, 2022, the Council Sustainability Committee requested that staff prepare a decarbonization plan to assess acceleration of the City's carbon-neutrality goal from 2045 to 2035. On November 19, 2024, the City Council approved a scope of work with Cascadia Consulting Group (Cascadia) to (1) analyze accelerating the City's decarbonization goal from 2045 to 2035 and (2) develop a five-year decarbonization plan.

Past Plans and City Actions

Over the past decade, in the lead-up to adopting a carbon neutrality goal, the City Council has adopted and implemented a series of plans and programs to reduce local greenhouse gas emissions. These efforts reflect a coordinated, evolving strategy, with each plan building on prior initiatives to advance emissions reductions.

2030 General Plan and the Greenhouse Gas Reduction Program (Adopted 2012)

The 2030 General Plan and the Greenhouse Gas Reduction Program, both adopted in 2012, established the City's long-term policy foundation. These documents embedded emissions reduction into land use, transportation, and environmental planning, while defining sector-based strategies (energy, waste, water, transportation, and carbon sequestration) to achieve 2020 and 2030 targets.

Importantly, these plans aligned local growth with climate objectives, ensuring that emissions reductions were integrated into broader development patterns rather than addressed solely through standalone programs.

Climate Protection Roadmap and Municipal Operations Climate Action Plan (Adopted 2015)

In 2015, the City Council adopted both the Communitywide Climate Protection Roadmap and the Municipal Operations Climate Action Plan. Together, these documents established comprehensive emission reduction targets and detailed strategies across multiple sectors, including:

- Energy efficiency programs for residents and businesses
- Expansion of renewable energy resources (e.g., solar installations)
- Waste diversion and landfill methane reduction
- Transportation and land use strategies

A key advancement during this phase was the City's leadership in the creation of Silicon Valley Clean Energy, which enabled access to carbon-free electricity and demonstrated the importance of **regional collaboration in achieving emissions reductions at scale**. This partnership reflects a broader trend of aligning local action with regional energy and decarbonization systems.

The City's adoption of the Communitywide Climate Protection Roadmap and the Municipal Operations Climate Action Plan marked a transition from general sustainability planning to a more structured and data-driven climate action framework.

Environmental Sustainability Task Forces (2008; 2017-2018)

In February 2008, the Mayor convened an Environmental Sustainability Task Force (ESTF) of more than 60 residents and business leaders to help the City shape its short- and long-term sustainability goals. The ESTF proposed 89 recommendations across 11 topic areas, helping to create a foundation for Mountain View's sustainability activities.

A second ESTF was convened in September 2017. ESTF-2, comprised of Council-appointed community members, developed 36 recommendations for the City to further reduce greenhouse gas emissions.

Both Environmental Sustainability Task Forces informed the development of ensuing sustainability plans, programs and policies that the has City pursued.

Sustainability Action Plans (2008-2019)

Building on the work of the Environmental Sustainability Task Forces, beginning in 2008, the City implemented four Sustainability Action Plans (SAPs), each structured as three-year tactical frameworks. These plans translated high-level sustainability goals into specific, measurable actions supported by defined budgets, timelines, and performance metrics.

Initially focused on local program delivery—such as energy efficiency, waste reduction, and transportation demand management—the SAPs also functioned as platforms for innovation. Over time, several initiatives demonstrated scalability and informed broader policy development.

Notably, local building electrification "reach codes" piloted through these efforts contributed to subsequent updates to California's building standards.

Upon receipt of the ESTF-2 report and recommendations, staff developed the most recent Sustainability Action Plan. SAP-4 was adopted by the City Council on October 22, 2019, and included 81 new actions (later refined to 57 high-impact actions). SAP-4 not only encompassed specific actions related to decarbonization, it also envisioned an expansion of the Sustainability and Resiliency Division (Division). Since its expansion via SAP-4, the Division now plays a variety of roles essential to achieving the City's climate goals. These include:

- Cross-departmental collaboration and decarbonization: work collaboratively with departments to advance climate goals, provide capacity, secure grants, and align departmental goals and climate initiatives.

- Citywide decarbonization: plan, develop and implement policies and programs to accelerate decarbonization in the community citywide.

- Regional and statewide policy and advocacy: collaborate with other local governments regionally and statewide to shift the policy landscape and advance policies supportive of the City's climate goals. Recent examples include participation in:

    - Local Government Climate Alliance, including a seat on the Steering Committee

    - Sprint to 9-6, a regional effort to support the Bay Area Air Quality Management District's (Air District) appliance rules

    - Santa Clara County Climate Collaborative, including a seat on the Leadership Advisory Team

- Innovation and Partnerships: collaborate with partner agencies such as Silicon Valley Clean Energy and local cities and counties to amplify impact and jointly develop innovative climate programs and policies.

The Division became fully staffed in the last quarter of 2023. Over this time, staff have worked steadily to complete specific SAP-4 actions, amending the plan as appropriate and providing updates to the CSC and City Council.

Major accomplishments of the most recent SAP include:

- Development of reach codes to support building electrification.
- Implementation of renewable energy, battery storage, electric vehicle (EV) charging, and building electrification projects at municipal facilities.
- Installation of additional EV chargers in downtown parking garages and at other public City parking lots.
- Promotion of Silicon Valley Clean Energy's (SVCE) heat pump water heater incentive, including launching a Year of the Water Heater Campaign that features a supplemental City rebate of $2,000.
- Analysis of electrification opportunities in multifamily buildings through an agreement with BlocPower. The maps developed and the accompanying data support direct outreach efforts for electrification, including initiatives such as the Year of the Water Heater Campaign.
- Implementation of neighborhood-based community engagement on decarbonization and resilience, known as the Cool Block program.
- Development of a LEED Gold certification policy with LEED Platinum analysis for municipal buildings.
- Adoption of a municipal greenhouse gas-free fleet and landscaping policy that supports:
    - Purchase and use of EVs and electric landscaping equipment.
    - Robust planning and implementation to install EV charging to transition the City's fleet vehicles to electric.
- Adoption of a resolution in support of a plant-based diet and ongoing outreach and education.
- Development of an income-qualified rebate program for e-bikes.
- Adoption of a Vision Zero Policy and Action Plan.
- Expansion of Transportation Management Association programs.

The SAP included an action item to "plan and implement for municipal and community decarbonization." Initially, the staff's primary focus was to implement the comprehensive actions outlined in the current SAP, encompassing municipal and community decarbonization initiatives that further the objectives of a decarbonization plan. As progress was made on the SAP implementation and many actions neared completion, staff began a more dedicated decarbonization planning effort that formally began in 2025. The decarbonization planning includes both an analysis of accelerating the City's carbon neutrality goal from 2045 to 2035 and the development of a five-year decarbonization plan to support the City's carbon neutrality goal.

DISCUSSION

Key Insights from the Decarbonization Analysis

The decarbonization analysis evaluates projected community greenhouse gas emissions through 2045 and estimates reductions associated with existing federal, state, and regional policies and programs. It also estimates the emissions gap that must be addressed locally for the City to achieve carbon neutrality.

As presented to the Council Sustainability Committee last year through a series of interim analysis updates, current analysis indicates that, **in the absence of additional climate mitigation actions across local, regional, state, federal, and private market sectors, emissions will be largely generated by building and transportation fossil fuel use**. Specifically, natural gas consumption in buildings and gasoline and diesel use in transportation are projected to account for approximately 97% of total community emissions by 2045. The remaining emissions are attributable to off-road equipment and solid waste. As a result, the proposed five-year actions in Attachment 1 largely focus on building and transportation electrification.

The broader policy and program landscape at the regional and state levels presents a mixed outlook, with both opportunities and constraints that will influence the City's ability to achieve accelerated emissions reductions. **At the federal level, recent actions to curtail or reverse climate action have caused significant setbacks and led to the loss of strategies available to the City to achieve significant emissions reductions in the near term**. These actions have also led to an increased emphasis on local and regional strategies within the draft five-year decarbonization plan to maintain momentum. These impacts are discussed further in following sections of this memorandum.

Encouraging Opportunities in State and Regional Policy

The decarbonization analysis indicates that, by 2045, the natural gas used in buildings in Mountain View could achieve an estimated 92% reduction in emissions, contributing to an overall 30% reduction in total community emissions. These reductions are largely driven by significant state and regional policy actions, including:

- SB 100, as codified in California Public Utilities Code sections 399.11, 399.15, 399.30, 454.53, and the State's Renewable Portfolio Standard requirements, which mandate a transition to 100% clean electricity; and

- Air District Regulation 9, Rules 4 and 6, which phase out the sale of gas-fired appliances beginning in 2027.

Under the Air District's rules, the sale of residential gas water heaters will be prohibited starting in 2027, followed by a ban on residential and commercial gas furnaces in 2029. Beginning in 2031, these requirements will extend to larger commercial and multifamily water heaters. The Air District is currently in the rule development process for Rule 9-4. Staff recently proposed draft "Flexibility Amendments" to the Air District that contemplate delaying rule implementation and expanding exemptions for rule compliance. Final staff proposals will be brought to the Air District later this year.

Collectively, these regulations are expected to substantially reduce building-sector emissions in Mountain View by 2045. Current projections estimate that emissions associated with natural gas use in buildings will decline from approximately 120,704 metric tons to about 13,000 metric tons. Remaining emissions are anticipated to originate from end uses not yet fully addressed by regulation, including gas-fired stoves, fireplaces, clothes dryers, and existing natural gas pool heaters

These state and regional actions represent a significant opportunity for the City, as they advance emissions reductions at scale and reduce the need for local funding, staffing, and regulatory intervention to achieve similar outcomes independently. By establishing consistent requirements across jurisdictions, these policies help accelerate market transformation, increase equipment availability, and lower costs for residents and businesses.

At the same time, **the effectiveness of these policies depends in large part on the role of the City and other local governments in supporting successful implementation**. Local actions—such as outreach, permitting alignment, local incentives, and programmatic support—will be critical to ensuring a smooth transition from natural gas to electricity and maintaining progress toward adopted climate goals. Accordingly, the proposed City actions in Attachment 1 for the five-year decarbonization plan are designed to support and leverage these broader policy efforts, as described below and further detailed in Attachment 1.

<u>Challenging Changes in Federal and State Policy</u>

Some recent federal and state policy developments present increased uncertainty and challenges for achieving local emissions reductions. Most notably, the U.S. Environmental Protection Agency's decision to revoke California's authority to implement the Advanced Clean Cars II program (commonly referred to as the 2035 Clean Cars requirement) removes a key mechanism for reducing transportation emissions. This policy would have required all new passenger vehicles

sold in California to be zero-emission by 2035 and was projected to reduce emissions in Mountain View by approximately 263,595 metric tons by 2045. The repeal of the EPA waiver allowing for the Clean Cars Act is currently under legal challenge, and the requirement is not enforceable.

As a result of this single change, the City's share of responsibility for achieving emissions reductions through local actions is projected to increase substantially—from approximately 7% to 40% by 2045.

Additional federal policy shifts will further constrain progress. These include the elimination of incentives established under the Inflation Reduction Act, which had helped offset the higher upfront costs of electric vehicles and electric space and water heating equipment, and the rescission of the Endangerment Finding by the Environmental Protection Agency. Together, these changes will further reduce market momentum and slow the pace of electrification at the local level. The full impact of these recent changes is not yet known.

At the state level, AB 306, as codified in California Health and Safety Code section 17958, 17958.5, 17958.7, 18916, 18929.1, 18930, 18938.5, 18941.5, and 18942, limits local jurisdictions from adopting or amending residential building codes, including Reach Codes, for the next six years. Reach Codes have historically been a key tool for local governments to advance building electrification and reduce emissions. While this legislation restricts new residential code updates, some flexibility remains for commercial sector Reach Codes and Zoning Incentives for decarbonization, as reflected in the actions outlined in Attachment 1.

Prior to the enactment of AB 306, the City of Mountain View accelerated its 2026 Reach Code adoption process for residential construction projects. The updated codes encourage the installation of electric heat pumps in new construction and air conditioning replacements for both residential and commercial buildings, supporting space heating with emissions-free electricity. In addition, the City submitted formal opposition to the legislation and is currently developing zoning-based incentives for single-family homes to promote electrification.

Considering the above federal and state actions, the draft five-year decarbonization plan emphasizes:

- Local actions, including policies, programs, education, infrastructure investments, and incentives that directly reduce emissions or enable behavior change;

- Collaborative efforts to shape regional, state, and federal policies to leverage the City's ability to achieve carbon reductions; and

- Monitoring and facilitating adoption of emerging technologies—such as electric autonomous vehicles, advanced load management systems, grid-edge electrification devices, thermal energy storage, and grid-interactive building controls using AI.

Local Emissions Reduction Potential and the Role of City Action

The decarbonization analysis indicates that local actions alone are not expected to achieve emissions reductions at the same scale as regional, state, and federal policies. Broad, system-level policies—such as clean electricity standards, appliance regulations, and vehicle requirements—drive the most substantial reductions by transforming markets and infrastructure across jurisdictions.

However, local action remains essential to achieving the City's overall emissions reduction goal. As described in the preceding sections, recent changes in federal and state policy have increased the City's relative responsibility for emissions reductions. In this context, local efforts serve a critical role in stabilizing and advancing progress in the face of volatility in the federal and state policy context, where broader policies are limited, delayed, or uncertain.

Local actions are critical because they:

- **Enable Implementation of State and Regional Policies:** City programs, permitting processes, and outreach efforts help ensure that residents and businesses comply with and benefit from evolving regulations, such as building electrification requirements and clean energy transitions.

- **Accelerate Adoption and Market Readiness:** Local incentives, infrastructure investments, and education can reduce barriers to adoption, support early market transformation, and increase participation in electrification and energy efficiency measures.

- **Address Market Gaps and Pilot Solutions:** Local governments can advance solutions where the private market has not yet fully responded, including piloting new technologies, delivery models, and policy approaches. Historically, tools such as Reach Codes enabled cities to test and refine building electrification strategies, which have since informed broader adoption at the state level. For example, the 2025 California Energy Code (Title 24), effective January 1, 2026, establishes an all-electric baseline for space and water heating in most new residential and commercial buildings—effectively scaling approaches first implemented through local Reach Codes. Prior to this statewide transition, more than 74 jurisdictions across California, including many in the Bay Area, adopted Reach Codes, demonstrating feasibility and accelerating market readiness.

- **Address Remaining Emissions Sources:** Local policies and programs can target emissions sources not yet fully addressed by state or federal regulations, including existing buildings, equipment replacement cycles, and community-specific needs such as low-income or small business support.

- **Provide Flexibility and Responsiveness:** The City can design and implement strategies tailored to local conditions, allowing for more timely and adaptive responses to emerging challenges and opportunities.

While the emissions reductions directly attributable to local actions are more modest in comparison to broader policy drivers, they are necessary to close the remaining gap to the City's climate goals and to ensure that anticipated reductions from other levels of government are fully realized at the community level. Accordingly, the proposed actions in Attachment 1 focus on high-impact local strategies that complement and leverage regional, state, and federal efforts.

CSC Discussions and Recommendations

The CSC provided feedback on the decarbonization goal analysis prepared by Cascadia and the initial five-year actions during meetings held on June 26, 2025, November 6, 2025, and December 1, 2025.

With the loss of key federal and state policies and programs, and increasing uncertainty in the broader decarbonization landscape, the CSC discussed whether a 2045 carbon-neutrality target remains attainable and whether the proposed five-year actions would advance the City approximately 25% toward that goal.

Although it is not currently possible to identify all feasible actions needed to achieve full decarbonization by 2045, maintaining a clear long-term target provides direction, urgency, and a framework for decision-making. Focusing on near-term actions helps clarify what can be accomplished within the current policy landscape and available tools. Accordingly, **staff recommended and the CSC approved recommending to Council that the City maintain the 2045 carbon-neutrality goal** to sustain momentum while continuing to evaluate and advance the most promising strategies in five-year increments.

While the proposed actions in Attachment 1 represent the highest-impact opportunities currently available, staff do not anticipate that the implementation of these actions will result in a 25% reduction in emissions within the next five years. However, these actions lay the groundwork for future reductions in emissions. Consistent with typical adoption patterns for new technologies and behaviors, emissions reductions are not expected to occur linearly, but rather to accelerate as enabling conditions, market readiness, and participation increase.

The CSC discussed priority actions and expressed a desire to move forward quickly, without excessive analysis, while ensuring the City remains focused on the highest-impact strategies. Staff acknowledge the inherent tension between acting with urgency and ensuring that decisions are informed by sufficient information. Furthermore, given the current reality of relying on local, regional, and collaborative efforts, the City's ability to achieve immediate, measurable impact on its own is constrained.

At the November 6, 2025, CSC meeting, the Committee identified the following guiding principles to inform development of the decarbonization plan:

1. Focus on substantial actions to reduce emissions rather than prioritizing the attainment of a specific goal by a certain year.

2. Review and update the plan regularly every 3 to 5 years or as the regional, state, and federal policy landscape significantly changes.

3. Identify the most effective local actions to pursue in collaboration with Silicon Valley Clean Energy and other partners.

4. Determine which actions will lead to cost savings.

5. Emphasize community engagement and outreach to educate the public about transportation and building decarbonization opportunities. Partner with local community groups to reach broader audiences.

Proposed Actions for Inclusion in the Five-Year Decarbonization Plan

The actions proposed in Attachment 1 for inclusion in the draft five-year decarbonization plan reflect extensive stakeholder collaboration. Staff incorporated direction from the CSC and community input and worked closely with multiple City departments and external partners, including Silicon Valley Clean Energy, to evaluate feasibility. As a result, the proposed actions are both ambitious and grounded in practical implementation.

The plan will establish a strategic framework to guide the City's community decarbonization efforts over the next five years, supporting the broader goal of achieving decarbonization by 2045 to the fullest extent possible. It emphasizes reducing greenhouse gas emissions through new and evolving actions, as summarized below and detailed in Attachment 1, while also incorporating high-impact ongoing initiatives. To ensure continued effectiveness in a changing environment, the plan will be reassessed every three to five years.

Focusing on Building Electrification and Electric Vehicle Adoption as Highest Impact Actions

As discussed above, natural gas use in buildings and gasoline and diesel use in transportation are projected to account for the majority of community emissions by 2045. Accordingly, the five-year plan prioritizes building electrification and the support and acceleration of electric vehicle adoption. This approach reflects CSC feedback, emphasizing the highest-impact actions available in the near term, and positioning the City toward long-term decarbonization.

Building Electrification Actions: Mountain View Actions to Leverage Air District Gas-Fired Equipment Rules

The five-year decarbonization plan's approach will bolster the Air District's new rules through implementing key policies and programs, as well as education and outreach. Local actions, such as the City's "Year of the Water Heater" campaign, which launched last year, align with and support the Air District's policies. This campaign has raised awareness, promoted incentives, and encouraged the adoption of electric heat pump water heaters, showcasing how local actions can significantly enhance the effectiveness of broader regulatory measures.

Additionally, the City has been participating in regional efforts to support the Air District in moving forward with these rules through participation in the regional "Sprint to 9-6" workgroup of jurisdictions and partner agencies focused on identifying and removing barriers to heat pump water heater adoption.

Over the next five years, Mountain View's building electrification actions, further detailed in Attachment 1, will align with forthcoming Air District rules. These will encompass:

- Readiness programs, such as pre-wiring;
- Development of commercial reach codes;
- Continuous outreach and education;
- Incentives;
- Pilot programs; and
- Policy formulation.

The five-year decarbonization plan will introduce actions to fill gaps in the Air District's rules, such as assisting those facing hurdles to transitioning to electrification, including low-income residents and small businesses. The City is well-positioned to collaborate with SVCE to tackle these challenges by launching programs that remove financial, technical, and informational barriers, effectively reducing installation costs and ongoing utility expenses for households and businesses.

Future versions of the five-year decarbonization plan can also explore other gas appliances not currently encompassed by the Air District rules, such as gas-fired stoves, fireplaces, dryers, and existing natural gas pool heaters. This could be especially impactful in the future if the Air District were to expand its rules to such appliances.

The actions in Attachment 1 that build on the Air District rules are expected to have longer-term positive impacts on emissions reductions than focusing solely on the initial adoption of electric water heaters or furnaces. An initial positive experience with switching from a gas to an electric appliance can start a household on a decarbonization path as they gain experience with the process and benefits of electrification and use this to inform their choice to pursue further electrification opportunities. In addition, individual households can influence others to start their decarbonization path. For example, members of Carbon Free Mountain View and the City's Cool Block program have successfully shared their experiences and supported others in taking action.

Other Building Electrification Actions

The draft five-year decarbonization plan includes advocacy and legislative actions to reduce emissions and enhance affordability. For example, staff have joined with other local governments to create the **Local Government Climate Alliance** (LGCA), a coalition of 15 Cities and Counties (and growing) that aligns state and local action, advocates for and creates high-impact climate policies at the state level and accelerates climate results. A newly created coalition, LGCA, held its first lobby day in Sacramento in April 2026 and met with legislators and staff to express support for legislation addressing electricity reliability, affordability, and transparency in rate-making. Staff also continue to engage the City's Legislative Program to advocate for state and federal policies that will further progress on the City's climate goals.

In addition, the draft five-year decarbonization plan includes the opportunity for the City to join a **state pilot project under Senate Bill 1221**, as codified in California Public Utilities Code sections 451.9, 660-666. This pilot would test neighborhood-scale decarbonization in partnership with PG&E, enabling neighborhoods to electrify buildings with funds originally intended for natural gas pipeline upgrades. Staff submitted an application to be considered for this pilot program. **Mountain View stands out as one of only three cities in Santa Clara County being considered for the pilot, with four census tracts currently under exploration—more than any other city in the county.** This showcases the City sustainability team's proven ability to engage and rally neighborhoods effectively, as highlighted by the success of the Cool Block Program, positioning the City as an ideal candidate to be selected for this program.

Aside from complementing and filling gaps within broader policy and program frameworks, the five-year decarbonization plan will be intentionally flexible. Changes at the regional, state, federal, and private-sector levels can significantly influence emissions-reduction trajectories, making long-term planning challenging. To tackle this challenge, the plan embeds redundancy to ensure the City can swiftly adapt to delays or vulnerabilities caused by key external factors. Additionally, it embraces the potential for innovative opportunities and emerging technologies, providing flexibility for future advancements.

For instance, if the Bay Area Air District rescinds, delays, or modifies its regulations phasing out gas water-heating and space-heating equipment, the City could pursue alternative measures, like implementing a requirement for building electrification at the time-of-home-sale as outlined in

Attachment 1, to achieve some emission reductions through electrification of appliances. This approach supports continued progress, regardless of shifting external conditions.

Finally, the actions in Attachment 1 include innovative policies and programs, such as adopting building performance standards or adopting an end-of-flow goal for natural gas. Additionally, there are actions aimed at exploring funding or revenue sources to support local emission reductions.

Transportation Electrification Actions

Although vehicle emissions are projected to decline by 2045—driven by California's Low Carbon Fuel Standard and increased electric vehicle adoption—transportation is still expected to remain the largest source of emissions, accounting for approximately 63% (122,798 metric tons) of Mountain View's total community emissions in that year. As noted previously, electricity is anticipated to be largely emission-free by 2045, highlighting the critical importance of accelerating electric vehicle adoption to achieve sustained, long-term emissions reductions fueled by clean electricity.

EV Adoption

As noted earlier in this report, federal and state policies and programs to accelerate EV adoption have faced setbacks, notably the Environmental Protection Agency's revocation of the waiver allowing for the Clean Cars Act and the discontinuation of EV tax incentives previously included in the Inflation Reduction Act. Without this regulatory and financial support, EV adoption rates are currently being driven by rising gas prices and growing general interest in EVs. Addressing the barriers to EV adoption will be crucial for maximizing the benefits of a sustainable transportation future.

The persistent lack of at-home charging remains a significant obstacle to EV adoption, particularly in existing multifamily residences, which make up 58% of Mountain View's housing units. Shared and unreliable charging infrastructure further discourages potential users. Consequently, expanding EV charging access, especially at multifamily housing, will play a crucial role in the five-year decarbonization plan.

As advancements in fast charging and battery technology emerge, the five-year decarbonization plan would focus on addressing immediate needs by prioritizing accessible at-home or nearby charging options for multifamily properties. Charging at home is expected to remain the most affordable and convenient way to fuel EVs, both now and in the future. While it's uncertain whether every housing unit will require its own charger in the future — especially with potential innovations on the horizon for fast charging — some form of onsite charging will remain essential.

To tackle this challenge, Attachment 1 outlines an action to install EV charging infrastructure on multifamily properties, aiming to enhance nearby or on-site charging for approximately 5,000 units, which amounts to 25% of the total multifamily units in Mountain View. This effort strives to meet current needs while maintaining flexibility to adapt to advancements in EV charging technologies.

Other Transportation Actions

The plan will also include complementary actions to EV adoption, such as multimodal transportation and transit-oriented development. Additional actions outlined in Attachment 1 include:

- A transit benefit district;
- Expanded shuttle services;
- Mobility hubs;
- Affordable access to public transit;
- Zero-emission delivery and rideshare services;
- Electric vehicle outreach and education; and
- Expanding the availability of e-bikes and e-scooters.

Summary

Local action remains indispensable. Its value extends beyond the modest direct emissions reductions that are possible through local effort alone. Local actions engage the community, create the local conditions needed for future progress, and provide proof of concept that decarbonization actions work and can be scaled.

By investing in building and transportation electrification through infrastructure, removing barriers, expanding access, and recognizing and aligning with regional, state, and federal actions, the actions in the proposed five-year decarbonization plan position the City as a key contributor within a larger network of climate actions helping translate ambitious policies into tangible, lasting outcomes at the community level.

This approach minimizes vulnerability to changes in policy at any single level. When momentum slows in one area, actions in other areas can maintain forward momentum, ensuring sustained progress toward long-term climate goals. This ultimately supports planning for uncertainty and creates space for trailblazing opportunities.

April 30, 2026, CSC Meeting

At its April 30, 2026, meeting, the CSC reviewed and approved staff's recommended approach of developing a five-year decarbonization plan to make progress toward a 2045 decarbonization goal to the fullest extent possible, focusing on the specific actions outlined in the attached "Draft Actions for the Five-Year Decarbonization Plan." The committee expressed support for the flexibility of a five-year plan and focus on building and transportation electrification. The committee also suggested that staff establish metrics to help track the plan's progress and inform possible future adaptations of the plan. Committee members also expressed interest in several potential strategies, including more widespread access to plug-in solar and policy and infrastructure development related to autonomous vehicles and robot delivery. A new "Emerging Technologies" action has been added to the Integrated Actions section of Attachment 1.

QUESTIONS FOR COUNCIL

Staff seeks City Council input on the following questions:

1. **Does the Council agree with the approach to develop a five-year plan focusing on local actions for building and transportation electrification that seek to support the success of regional and state actions to move the City toward a 2045 decarbonization goal to the fullest extent possible?**

2. **Does the Council agree with the draft actions for the five-year decarbonization plan or have input on any additions, deletions, or modifications?**

NEXT STEPS

With Council feedback and endorsement, the project team will develop a draft five-year decarbonization plan document that provides additional information on the actions outlined in Attachment 1, to be brought back to the City Council for adoption. Staff will continue to explore funding opportunities to support the five-year decarbonization plan, including incentives, grants, and public-private partnerships. Any remaining funds from SAP may also be allocated to support the five-year decarbonization plan.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

☒ General policy and legislative actions

PUBLIC NOTICING

The City Council agenda is advertised on Channel 26, and the agenda and this Study Session memorandum appears on the City's website.

Attachment: 1. Draft Actions for the Five-Year Decarbonization Plan