



# City of Sunnyvale

## Meeting Minutes - Final Climate Action Plan 2.0 Advisory Committee

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Thursday, April 5, 2018

6:30 PM

West Conference Room, City Hall, 456 W.  
Olive Ave., Sunnyvale, CA 94086

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### **CALL TO ORDER**

Chair Wickham called the meeting to order at 6:30 p.m.

### **ROLL CALL**

**Present:** 10 - Member Mandy Abend  
Member Anne Ashini Fernando  
Member Marie Curtis  
Member Sue Harrison  
Member Stephen Joesten  
Member Padmavathy Mahadevan  
Member Sue Serrone  
Member James Tuleya  
Member Drew Wenzel  
Member Kristel Wickham  
**Absent:** 1 - Member John Cordes

CAC alternate members Ma, Kunz, and Sharma – Present

Mandy Abend arrived at 6:34 p.m.

Marie Curtis arrived at 6:35 p.m.

Ashini Fernando arrived at 6:39 p.m.

Padma Mahadevan arrived at 6:40 p.m.

### **CONSENT CALENDAR**

[18-0326](#)

Approve the CAP 2.0 Advisory Committee Meeting Minutes of  
February 1, 2018

Sue Harrison, CAC member, moved, and James Tuleya, Vice Chair, seconded a motion to approve the minutes of the February 1, 2018 meeting. The motion carried by the following vote:

**Yes:** 10 - Member Abend  
Member Ashini Fernando  
Member Curtis  
Member Harrison  
Member Joesten  
Member Mahadevan  
Member Serrone  
Member Tuleya  
Member Wenzel  
Member Wickham

**No:** 0

**Absent:** 1 - Member Cordes

### **PUBLIC COMMENT**

None.

### **GENERAL BUSINESS**

#### [18-0324](#) Review Menu of Actions for Scenario Development

Ben Butterworth, DNV-GL, presented information on the City's 2016 greenhouse gas (GHG) emissions and forecast, as well as example Climate Action Plan (CAP) strategies adopted by other cities.

James Tuleya, Vice Chair, suggested extrapolating emissions as a curved line with equal percentage cuts per year (a decay curve) between 2016 and the projected 80 percent reduction in 2050, rather than necessarily aiming for only the 2030 goal first. Doing this would mean we would need to put in more ambitious programs and policies in place now to achieve greater reductions (i.e., more than 40 percent) by 2030, rather than simply addressing the low-hanging fruit. Mr. Butterworth noted that many of the decisions made now, particularly related to land use and transportation, would only have a significant impact on future emissions (e.g., establishing green building standards or ordinances for new construction now will only manifest in GHG reductions as the building stock turns over completely in later years).

Mr. Butterworth then reviewed example draft strategies in two key focus areas previously identified by the CAC at the December 7, 2017 meeting. The CAC voted by ballot on their top two strategies within these key focus areas as follows:

Clean Electricity: (1) Require solar – new residential and non-residential construction; (2) Pilot new technologies (microgrids, etc.) in municipal facilities.

Decarbonizing Buildings: (1) ZNE New Construction Policy – Residential 2020; Commercial 2030 or Sooner; (2) Green Lease Program Ordinance for Commercial Buildings.

CAC members will also review and select their top two strategies in two remaining key focus areas: Reducing Consumption & Waste, and Conserving Water. These selections will be shared at the May 3, 2018 meeting.

Chair Wickham asked whether only the top two ranked strategies would be further analyzed by the consultant team. Mr. Butterworth clarified that the technical analysis would go beyond just the top two strategies and would also encompass priority strategies identified by staff and the community.

#### [18-0325](#) Review of Transportation Trends

Dan Rubins, Fehr & Peers, presented a forecast of vehicle miles traveled (VMT) through year 2050 and reviewed historical trends in nationwide VMT. He outlined 15 key trends and the CAC voted by a show of hands on their expectations of how the trend will change. The CAC asked clarification questions on the trends presented.

The majority vote for each trend was then incorporated into TrendLab tool, a forecasting tool, and results were shared. Mr. Rubin also shared forecast results based on a similar voting exercise conducted with community members at the March 3, 2018 Workshop and also with the City's transportation and land use staff. He also demonstrated hypothetical forecasts of VMT based on expected preferences of two generations: millennials and baby boomers.

The CAC discussed the policy implications of the trends and reviewed the impact of revising selected trends on the projected VMT. Jasneet Sharma, alternate member, asked if there was an ideal set of conditions to achieve the target 2050 VMT. Mr. Rubin clarified that there was not, but that it was important that the conditions reflect the choices of the community, CAC, and staff.

The most notable impact on “clean VMT” to get to the 2050 target VMT was observed by accelerating the adoption of clean vehicles. The CAC discussed whether a 90 percent adoption rate (aggressive scenario) of clean vehicles was realistic or not, particularly as it was a trend that was challenging for the City to directly influence. Mr. Rubins asked that the CAC should consider that vehicle stock typically takes 10-15 years to turnover, given the longevity of an average vehicle; therefore, it would take a decade or two before the citywide fleet could become cleaner.

Steve Joesten, CAC member, noted that it may be possible for such a high proliferation of clean vehicles if all autonomous vehicles (also expected to increase) are electric. James Tuleya, Vice Chair, noted that aggressive goals for clean vehicles were necessary to even achieve VMT levels close to the target. Mandy Abend, CAC member, asked whether life cycle impacts of electric vehicle batteries were considered in assessing the GHG impact of clean vehicles. Mr. Butterworth clarified that they were not, but that there would still be a net reduction in GHG emissions even after accounting for lifecycle GHG emissions. Elaine Marshall, Regulatory Programs Division Manager (Interim), noted that life cycle impacts were currently not included in the City’s GHG inventory.

### **ADJOURNMENT**

Chair Wickham adjourned the meeting at 9:02 p.m.