

RICAPS Monthly Meeting

November 19, 2024



Welcome!

If you have arrived early,
please fill out your
jurisdictional updates here.



Agenda

1:30-1:35 - Welcome & Agenda Review

1:35-1:40 - Announcements

1:40-1:50 - Round Robin Updates

1:50-2:10 - Peninsula Clean Energy - Member Agency Grants

2:10-2:25 - C/CAG & Climate-Related Programs

2:25-3:00 - Powering the Future: Creative Approaches to Building EV Infrastructure in Your City



Announcements



December Meeting



December RICAPS meeting will be held on December 3rd!

Year-In-Review + Visioning 2025

Location: Burlingame's New Community Center

850 Burlingame Ave, Burlingame, CA 94010



Federal “Elective Pay” Incentives for EVs and Charging Now Available for Public Agencies



Information gathered by PCE staff for countywide city colleagues:

There are new federal credits (rebates) for public agencies buying EVs and/or installing EV chargers that you can combine with local incentives. **The incentive for EVs is particularly good**, ranging from up to \$7,500 for each light duty EV to and up to \$40,000 for each MD/HD EV. The **rebates for EV charging are a bit more complex** as the chargers need to be in a qualifying area, but can be valued at 6-30% the cost of the charger (depending on wages used in the project), up to \$100,000 per charging port.

- **EVs:** [Commercial Clean Vehicle Credit \(45W\)](#): This credit is for purchases of new commercial clean vehicles, varying by vehicle weight.
- **EV charging stations:** [Alternative Fuel Vehicle Refueling Property Credit \(30C\)](#): This tax credit is for installation of new refueling "property" (EV charging stations), that is placed in **eligible census tracts**. The eligible census tracts are shown on [this map](#) from the Department of Energy.

For more information and details on how to claim tax credits through elective pay, see [this summary sheet](#), provided by PCE.



Brisbane Building Efficiency Program Wins Award!

...

Brisbane Building Efficiency Program won the **Helen Putnam Award for Excellence in Planning and Environmental Quality** last month!

- Improves understanding of existing buildings in town and motivates them to be more efficient
- Requires annual energy and water benchmarking, reporting and transparency, and “Beyond Benchmarking” rules that drive building improvements
- Funded through 2018 BAAQMD grant and supported by The Energy Coalition



Vanessa Got the Foster City CAP Adopted!!!!!!



City of Foster City

Climate Action Plan

2024 Update
DRAFT

Acknowledgments

City Council

Patrick Sullivan, *Mayor*
Stacy Jimenez, *Vice Mayor*
Jon Froomin, *Councilmember*
Sam Hindi, *Councilmember*
Art Kiesel, *Councilmember*

Citizen Sustainability Advisory Committee (CSAC)

Nilofer Motiwala, *Chair*
Siddharth Gogi, *Vice-Chair (Youth Member)*
Marah Curry, *Committee Member (Non-Profit)*
Shilpi Goel, *Committee Member*
Stuti Goel, *Committee Member (Youth Member)*
Ron Haupt, *Committee Member*
Nicole Kho, *Committee Member (Large Business)*
Maxwell Kwan, *Committee Member*
Larry Staley, *Committee Member*
Katiya Wright, *Committee Member (Small Business)*

City Staff

Stefan Chatwin, *City Manager*
Marlene Subhashini, *Assistant City Manager*
Sofia Mangalam, *Community Development Director*
Vanessa Brannon, *Senior Management Analyst*

Thank you!

In addition to the Foster City community who took the time to participate in the Climate Action Plan (CAP) community outreach process to share their experiences and priorities with us, we would also like to thank external stakeholders and non-profit organizations who provided additional guidance, support, feedback, and content throughout the development and adoption process. Their oversight was invaluable to the creation of this CAP and will continue to be instrumental throughout its implementation.

This Climate Action Plan was developed using sections from the Regionally Integrated Climate Action Planning Suite (RICAPS) template and climate action planning tools.

RICAPS
Regionally Integrated Climate Action Planning Suite

Additional technical assistance was provided by Rincon Consultants and Urban Planning Partners.

Disclaimer



Sharing Data from GHG Inventories

...

- **Please do not share your full workbooks externally!**
- Some PG&E activity data (ie electricity and natural gas) is PRIVATE information.
- You CAN share out summaries that exclude activity data from PG&E, as well as emissions data from all sectors (including from PG&E).
- Reach out to Rincon discuss if needed!



Jurisdiction Round-Robin: Verbal share out

- 5 years from 2030, what is your city's progress on reaching CAP targets?
- Has your city done a CAP progress report recently?
- Are cities seeing any natural gas-powered buildings get permitted?





Peninsula Clean Energy

Member Agency Grants

November 19, 2024

Blake Herrschaft
PCE



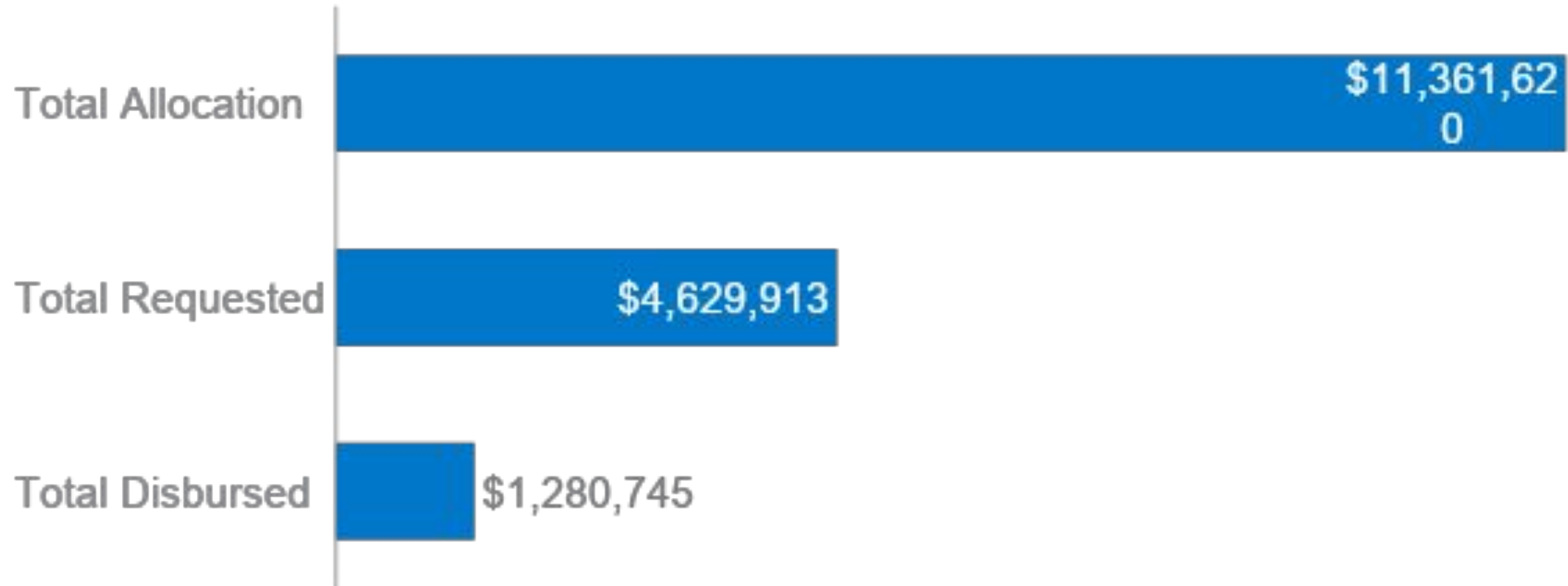
Member Agency Grants

November 19, 2024



Please, Take Our Money

Funds Requested as of 11/14/24



AGENCY SHARE OUT

Examples of City Applications

City	Allocation	Project
Burlingame	\$540,317	Leaf blower incentive, parks equip electrification
Colma	\$54,679	Recreation center decarb
Foster City	\$551,232	Community center energy features
Hillsborough	\$160,396	Leaf blower incentive
HMB	\$155,068	Solar, EV, electrification of city facilities
Los Banos	\$422,711	City HVAC Decarb
Millbrae	\$302,056	Streetlights, EV charging, landscape equip incentive
Pacifica	\$475,666	EV charging
San Bruno	\$506,409	Streetlights
San Carlos	\$457,832	Roof & PV on Corp Yard
San Mateo	\$1,406,718	EV charging, library BE, streetlights, landscape equip, elec meter vehicles
SSF	\$1,263,372	Streetlights

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HOW CAN WE HELP
YOU DECIDE?



City/County Association of Governments of San Mateo County

RICAPS Meeting - November 19, 2024

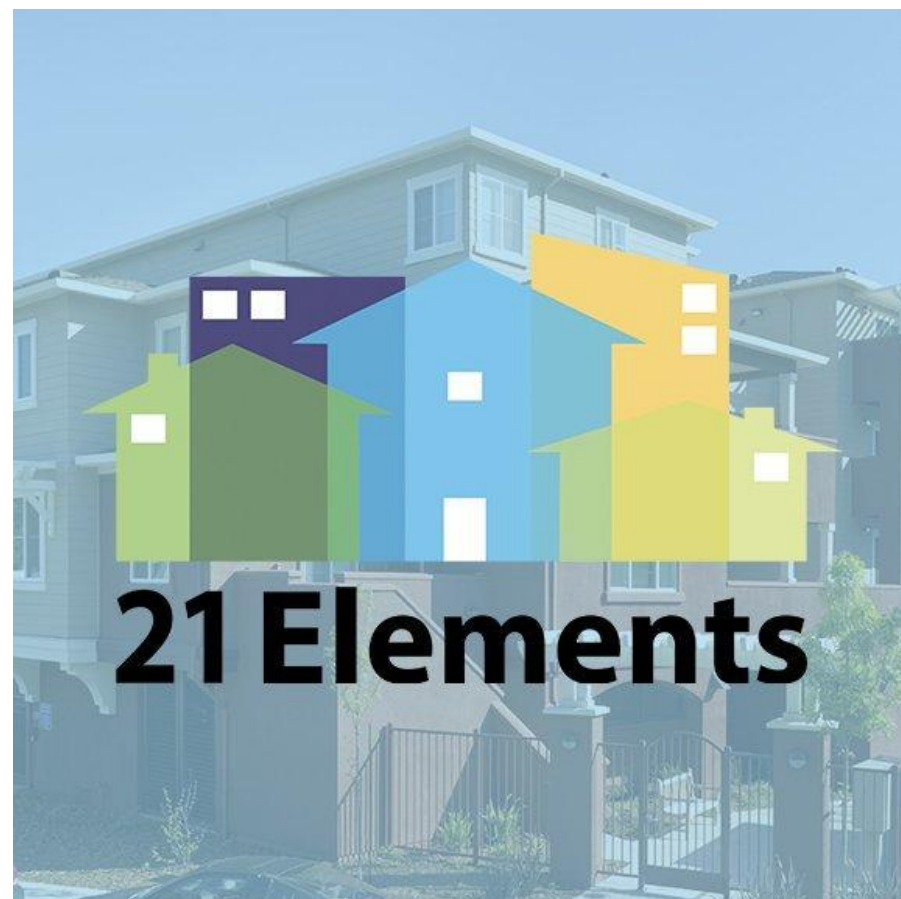


C/CAG deals with issues that affect the quality of life; in general: Transportation and Congestion Management, Air Quality, Stormwater, Solid Waste, Land Use near airports, and Abandoned Vehicle Abatement. C/CAG also programs State and federal funding for transportation infrastructure and transportation planning in San Mateo County.

COLLABORATIVE DECISION MAKING WITH 21 MEMBER AGENCIES



KEY PARTNERS



13-PERSON TEAM



Sean Charpentier, C/CAG



Kaki Cheung, C/CAG



Van Dominic Ocampo, C/CAG



Mima Crume, C/CAG Clerk



Jeff Lacap, C/CAG



Reid Bogert, C/CAG



Susy Kalkin, C/CAG



Kim Wever, C/CAG



Kim Springer - CCAG Staff



Audrey Shiramizu, C/CAG



Eva Gaye, C/CAG San Mateo



- 1 Executive Director
- 1 Clerk
- 8 Transportation, planning, conservation staff
- 2 Stormwater Program Staff
- 1 County Counsel



1. Major Projects

2. Programs

3. Planning



1. Major PROJECTS



US 101 EXPRESS LANES

- Along US 101 from Santa Clara County Line to I-380
- 22 Miles of Express Lane in each direction
- Full corridor operation began in March 2023
- Averages about 1.25 million trips per month in the last quarter
- About 43% of trips are carpooling or buses or shuttles with 3 or more passengers.

SAN MATEO 101
EXPRESS LANES PROJECT



SMC Express Lanes JPA



Program Eligibility



- Resident of San Mateo County;
- Age 18 or older;
- Individual Income at or below 60% of the county Area Median Income (AMI)
 - \$78,060 for a household of 1 in 2023
- Eligible to receive at least one benefit provided through the Core Service Agencies Network

San Mateo County Community Transportation Benefits Program

Element	Current CTB Program	Next Gen CTB Program
Amount	\$100	\$200
Benefit type	Clipper Card credit, or FasTrak credit	Mobility debit card
Renewal	Clipper: Annual FasTrak: One-time	Annual
Enrollment process	In-person at Core Agencies	<ul style="list-style-type: none"> • In-person at Core Agencies • Online



Benefits distributed



695



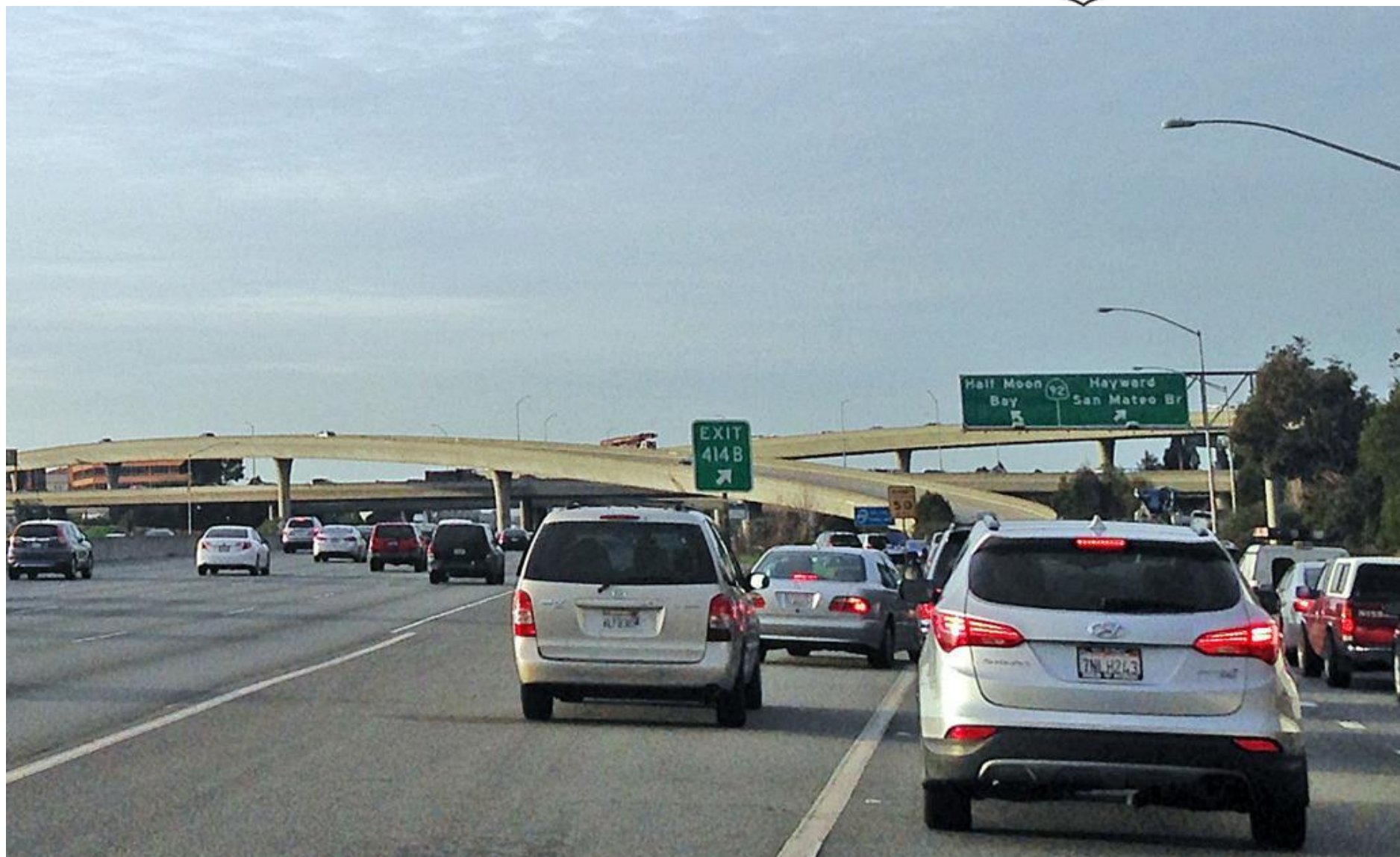
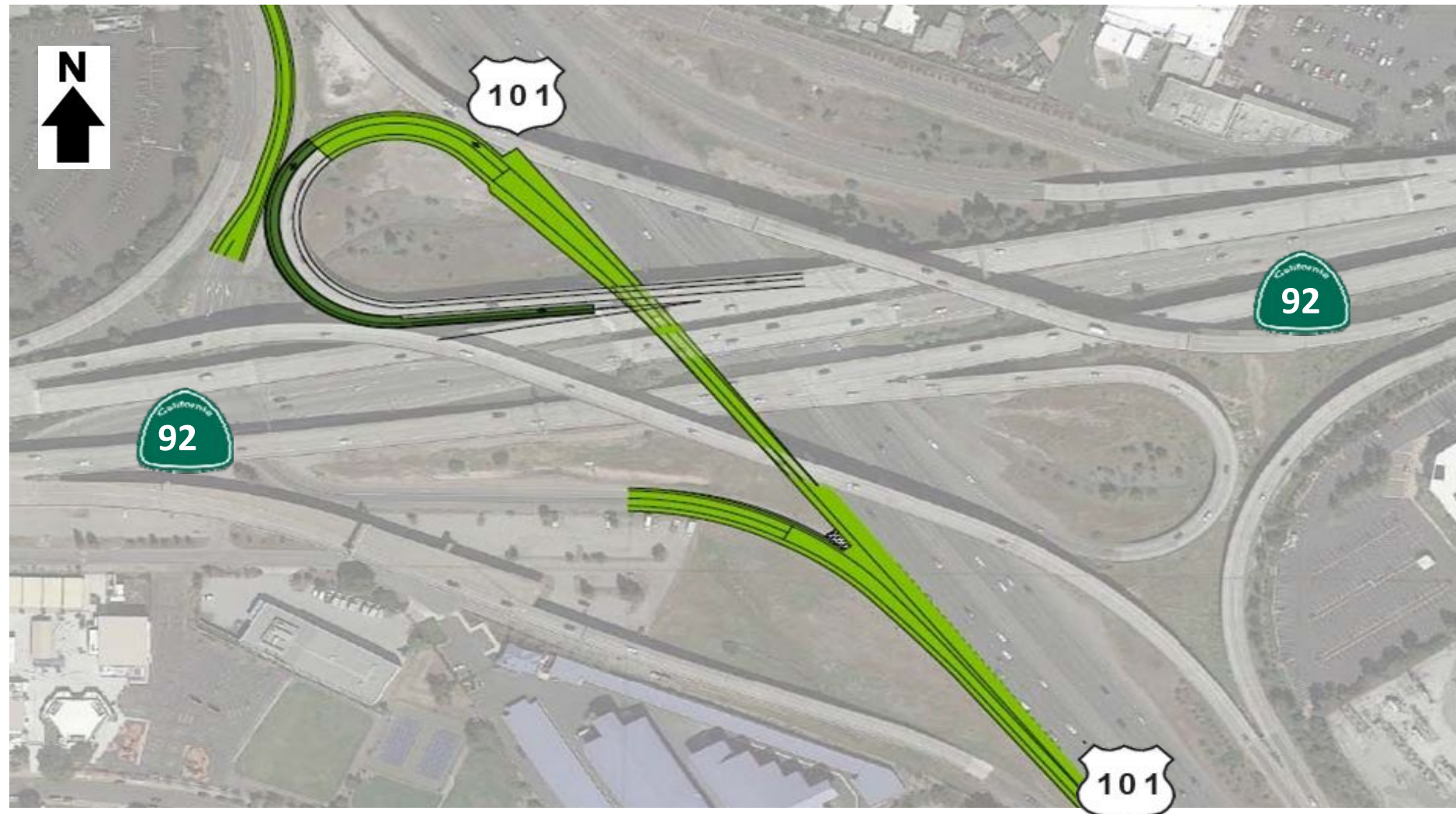
3,362

MANAGED LANES I-380 TO SM/SF COUNTY LINE



- Co-Sponsored by C/CAG and SMCTA, in cooperation with Caltrans
- ~ 7 miles of Managed Lanes (HOV and/or HOT)
- Project Approval & Environmental Document (PA&ED) complete by Summer 2025
- Plans, Specifications, and Estimate (PS&E) complete by Fall of 2027
- Construction complete by end of 2030
- Range of Construction cost depending on chosen Alt. \$185M to \$332M.

SR 92/US 101 INTERCHANGE AREA IMPROVEMENTS



- Over 345,000 vehicles travel through this interchange daily
- Operational improvements at 4 locations
- Includes bicycle 1.5 miles of buffered bike lane facilities and a new Express Bus mobility hub
- Advertise for bid in June 2024
- Construction: Sept. 2024 – Sept. 2026
- Estimated construction cost: \$45M

SR-92/US-101 INTERCHANGE DIRECT CONNECTOR



Alternative 1: Westbound Direct Connector

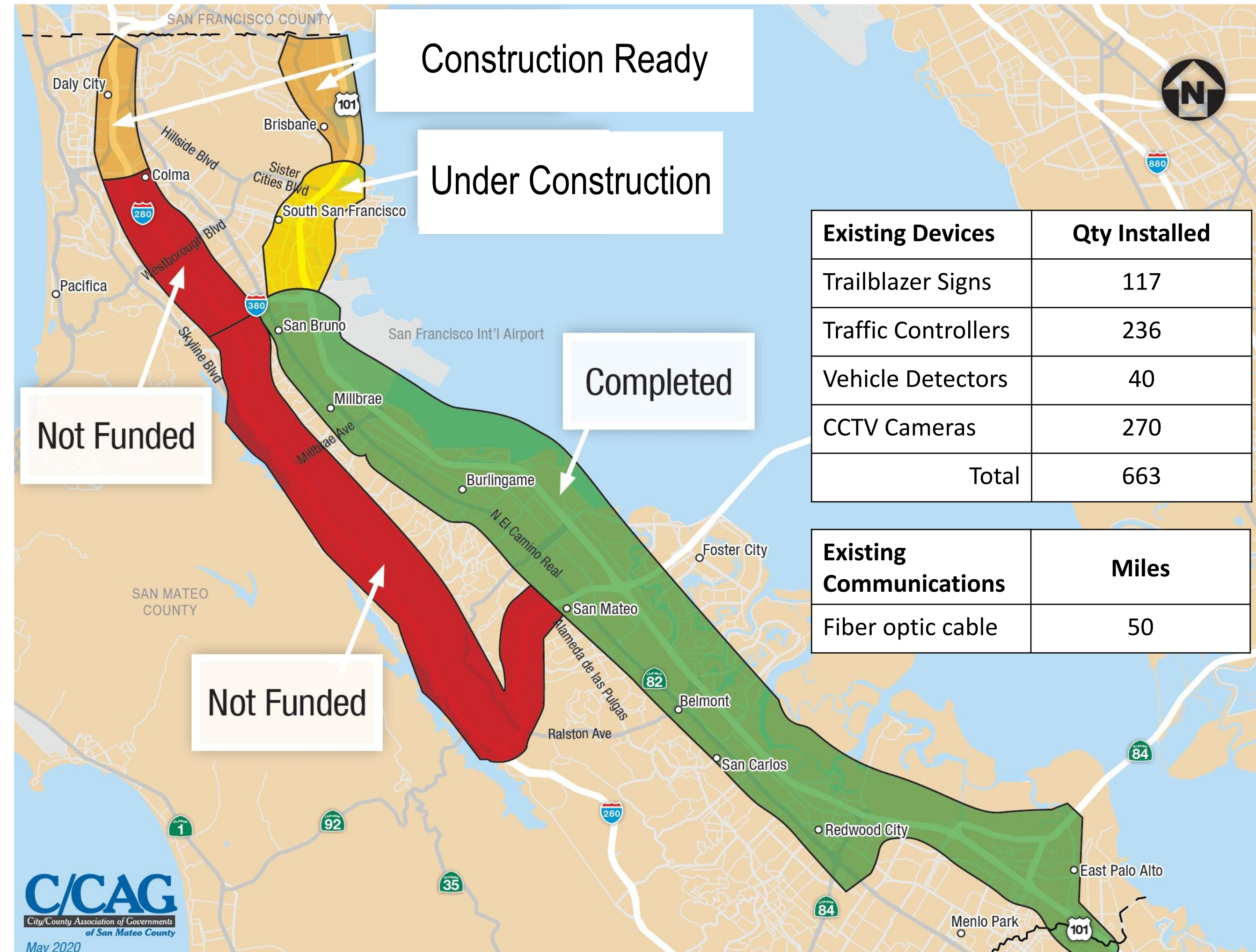


Alternative 2: Reversible Direct Connector utilizing Electronic Gating System

- Connects SR 92 to the Express Lanes on US 101
- Currently in PA&ED Phase
- Construction cost: \$200M

C/CAG SMART CORRIDOR

- Maximize efficiency of transportation network through proactive traffic management.
- 50 miles of fiber and 663 devices
- Currently in 10 jurisdictions, will span the entire 101 corridor after completion of two remaining segments.
- South San Francisco Segment (\$8.5M)
 - In construction
 - Estimated completion date: Winter 2024
- Northern Cities (Daly City, Brisbane, Colma) Segment (\$10.9M)
 - Construction ready
 - Estimated construction start date: Fall/Winter 2024





2. PROGRAMS



BIKESHARE AND SCOOTER-SHARE EFFORTS

- **Adopted Shared Micromobility Implementation Plan**
 - First/Last mile solution and connect to transit
 - Recommended a multi-jurisdictional pilot program that can lead to a regional/countywide program
 - Proposed pilot sites:
 - Redwood City & North Fair Oaks
 - Daly City, Broadmoor, & Colma
- **Developed Community Outreach Plan**
 - A robust community engagement process on potential station locations and an equity program
- **Bay Wheels Bikeshare to expand to Daly City**
 - Allocated funds to MTC to expand and operate
 - Up to 80 e-bikes and 8-12 stations
 - Anticipated pilot to start in Summer 2025



2024 Bike and Scooter Share Outreach Summary Report



PREPARED IN PARTNERSHIP BY



MAJOR PROGRAMS

- **Countywide Transportation Demand Management (TDM) Policy**
 - Used by most jurisdictions in County
 - Target 25%-35% reduction in SOV trips
 - Strengthens connection to Commute.org
- **21-Elements**
 - Countywide housing policy support, including technical support for Housing Elements
- **Transportation Fund for Clean Air (TFCA) - BAAQMD**
 - Commute.org
 - Grants
- **Safe Routes to School**
 - Countywide program for teaching children traffic safety skills and encouraging them to take an active mode of transportation to school
 - Anticipate piloting a Slow Streets Program near schools for FY 24-25
- **Stormwater and Energy/Climate**
 - Managed Countywide stormwater compliance and planning, and implement regional multi-benefit stormwater projects.





3. PLANNING



MAJOR PLANNING

C/CAG Equity Assessment and Framework

- Adopted December 2023 – 21 of 36 Actions implemented

Updating 2 Community Based Transportation Plans

- Daly City & Southeast San Mateo County (East Palo Alto, Belle Haven (Menlo Park) and North Fair Oaks. (est completion summer 2023)

Countywide Local Roadway Safety Plan (LRSP)

- Identifies and analyzes roadway safety needs in local jurisdictions and helps to develop a prioritized list of safety countermeasures (Board adoption June 2024)

Congestion Management Program (CMP) Update

- Analyzes 63 roadway segments and 33 intersections (est completion fall 2023)



MAJOR PLANNING

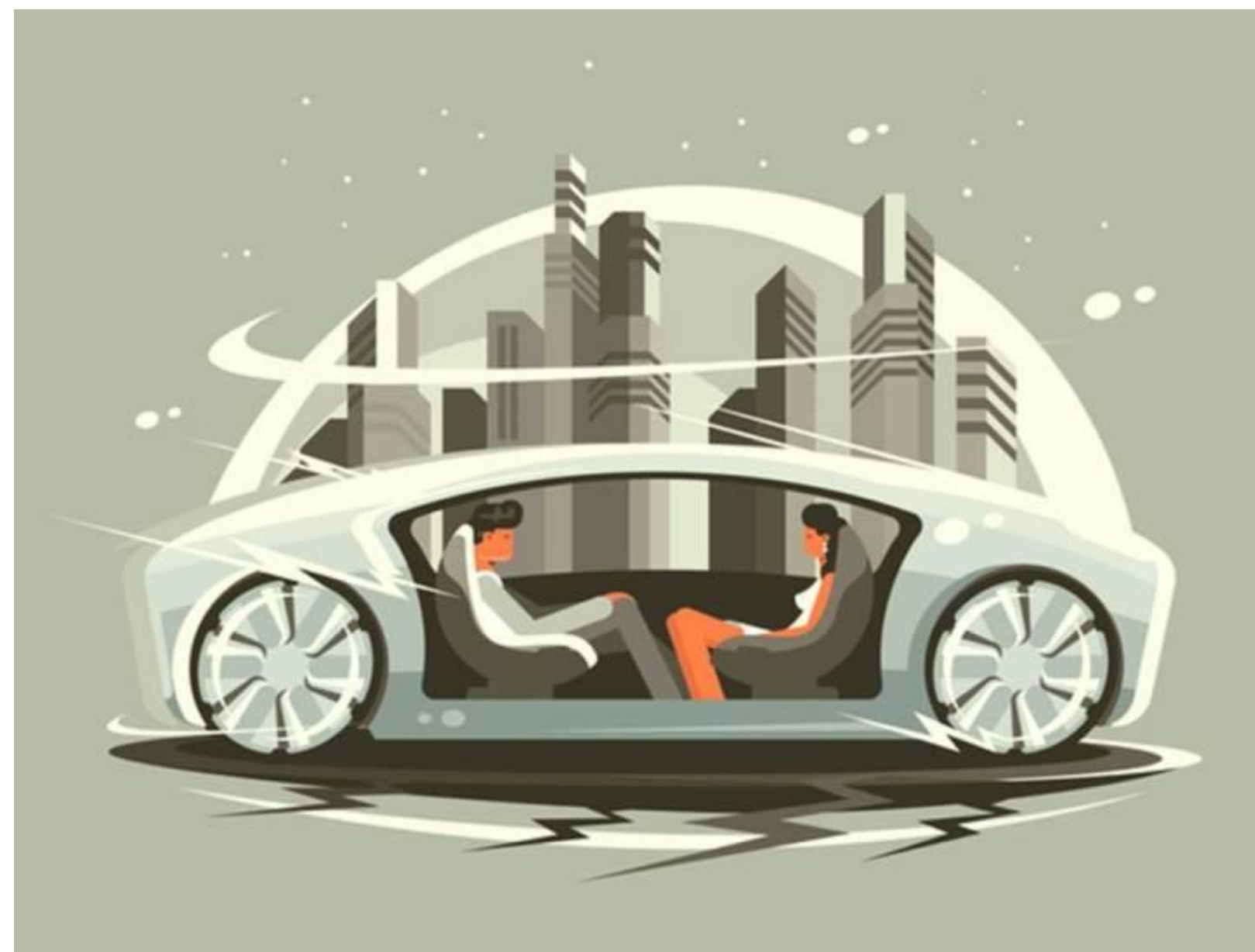
GHG VMT/GHG Model Mitigation Program

- Caltrans Sustainable Planning Grant to create menu of CEQA-compliant GHG mitigation measures for project sponsors (est. completion December 2024)
- Takes into account Equity Focus Area project opportunities through a mitigation exchange



Automated Vehicles (AV) Strategic Plan

- Develop strategic plan for shared, connected, and automated vehicles in the County and establish opportunities and pilot for AV-related projects



Draft Vision Statement

Support strategic measures toward implementing automated vehicle technologies that promote equitable levels of access, safety, reliability, and sustainability in San Mateo County.

38

AUTOMATED VEHICLES (AV) STRATEGIC PLAN

- **Why an AV Strategic Plan?**
 - Identify AV policy and regulations at federal, state, and local levels
 - Community outreach to understand priorities
 - Develop policies and funding programs to support locally-driven AV strategies
 - Understand best practices for AV pilot programs
- **Developed AV Strategic Plan**
 - 22 strategies to support local agencies
 - Roles & Responsibilities describe how local/county agencies can influence AV strategies or policies
 - Identified potential AV pilot locations and funding opportunities



SAN BRUNO/MILLBRAE EL CAMINO REAL MULTIMODAL CORRIDOR STUDY

- Assess opportunities to improve active transportation infrastructure along El Camino Real between San Bruno and Millbrae (approximately 3.7 miles)
- \$760,000 state funding for planning and feasibility
- Create a safer connection to local and regional transit network
- Serves disadvantaged communities
- Anticipated initiation date: Fall 2024



EL CAMINO REAL, SAN BRUNO



BUFFERED BIKE LANE

C/CAG Committees

- **Resource Management and Climate Protection (RMCP)**
 - Energy & Water Strategy
 - Energy – Water - Climate
- **Congestion Management and Environmental Quality (CMEQ)**
 - traffic congestion management
 - travel demand management
 - coordination of land use and transportation planning
 - mobile source air quality programs
- **Congestion Management Program Technical Advisory Committee (CMP TAC)**
 - composed of engineers and technical staff
 - provide professional recommendations to the CMEQ Committee and CCAG Board
 - transportation and air quality issues, the CMP, and CTP
- **Stormwater**
 - Countywide Stormwater Program
 - Multi-benefit projects

Board/Committees

[Upcoming Meetings Calendar](#)[Board of Directors](#)[Administrator's Advisory Committee](#)[Airport Land Use Committee](#)[Bicycle and Pedestrian Advisory Committee](#)[Congestion Management and Environmental Quality Committee](#)[Congestion Management Program Technical Advisory Committee](#)[Finance Committee](#)[Legislative Committee](#)[Stormwater Committee](#)[National Pollutant Discharge Elimination System TAC](#)[Resource Management and Climate Protection Committee](#)[San Mateo Countywide Water Coordination Committee](#)[Five-Year CIWMP Update Ad Hoc Committee](#)



QUESTIONS?

Kim Springer

Transportation, Energy, Water, Climate Equity, State and Federal Advocacy

kspringer@smcgov.org



Powering the Future: Creative Approaches to Building EV Infrastructure in Your City

November 19, 2024

Avana Andrade
San Mateo County Office of Sustainability



Vanessa Brannon

Foster City
Senior Management Analyst

Danielle Mieler

City of Alameda
Sustainability and Resilience Manager





Foster City EVgo Project

HIGH-POWERED EV CHARGERS AT THE FOSTER CITY
LIBRARY/COMMUNITY CENTER/POLICE DEPARTMENT PARKING LOT

Early Conversations

- ▶ Reached out to EVgo after conversations with Tesla
- ▶ We held several concept meetings – Highest impact location, electrical capacity, and ease of installation
- ▶ In addition to the chargers, support equipment, including power module and utility equipment would be installed in the parking median directly in front of the EV parking spaces
- ▶ The chargers would be 150 kilowatt (kW) high power DC fast chargers
- ▶ The charging stations would be universally compatible for fast charging-compatible EVs (including CHAdeMO and CCS standards)

Agreement

- ▶ Evgo would own the chargers but lease the land from the City
- ▶ At the time, in 2018, the charger would be one of the few locations with public high-speed chargers in the Bay Area
- ▶ EVgo was responsible for the project design, ADA compliance, permitting, upgrading utility electrical services, construction, site upgrades, and operation and monthly maintenance of the chargers.
- ▶ All work would be at no cost to the City
- ▶ 10-Year agreement after which the City and EVgo could negotiate new terms to continue or terminate the agreement

Location

- ▶ The location is along major transit corridors, Highways 101 and 92, and would respond to a high demand for EV commuters
- ▶ The parking lot is easily accessible to regional and local EV drivers
- ▶ The location provides access to nearby multi-family residences, civic amenities, and retail options
- ▶ The location has access to a nearby PG&E power source
- ▶ The landscaping in the parking lot allows for the installation to be undertaken with little to no trenching

Breaking Ground

- ▶ Project took six months longer than anticipated
 - ▶ Due of the soil composition in Foster City, specific wood was needed to build the fencing that enclosed the EVgo equipment
 - ▶ A new transformer from PG&E was needed to power the Chargers
 - ▶ To be ADA Compliant, new handrails were installed at the nearby Police Station
- ▶ Ribbon-cutting event was on June 25, 2019

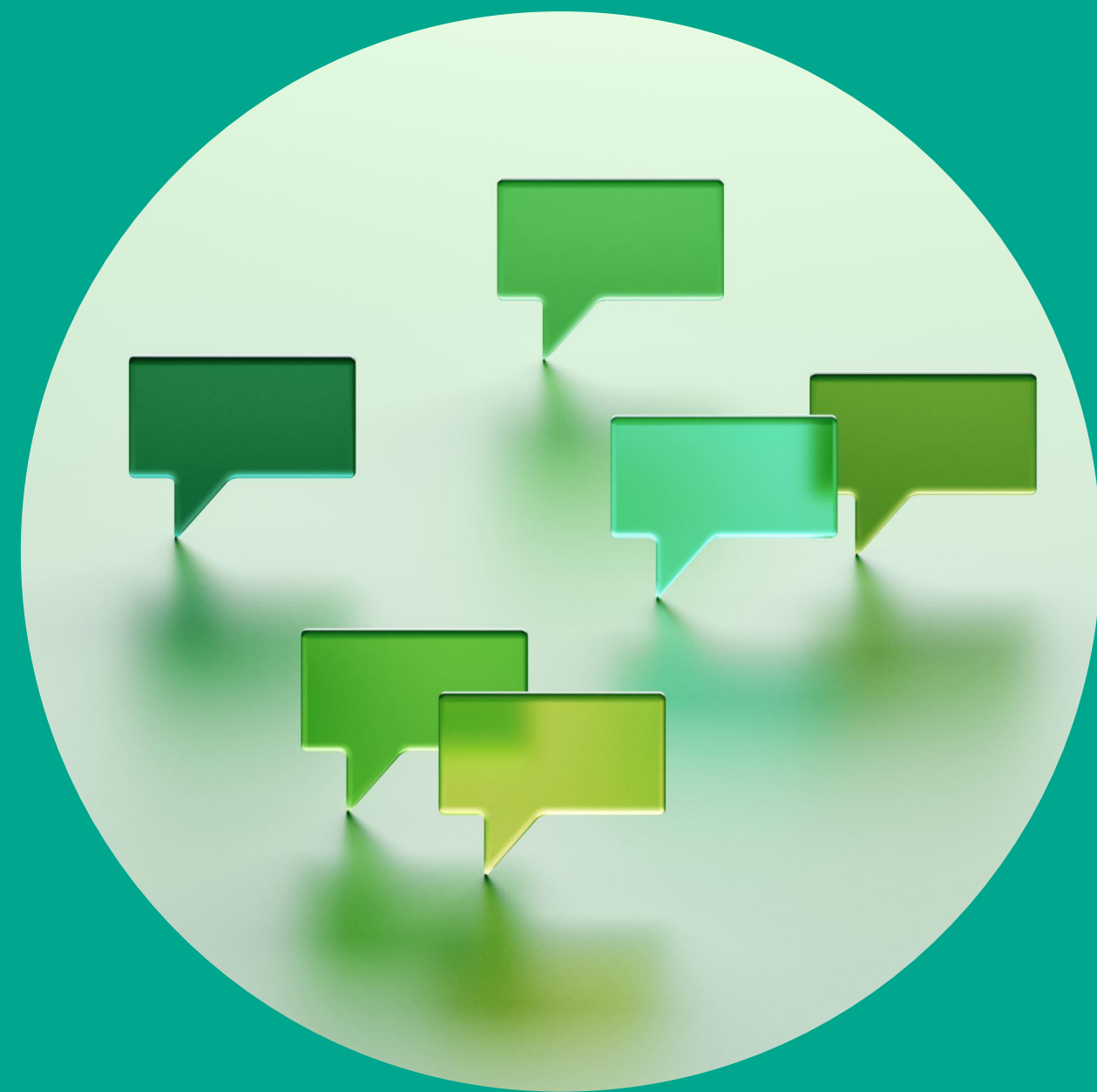
Lessons Learned

- ▶ Understand both the City and EV Charging companies construction requirements
- ▶ If unconcerned about revenue, look for agreements with established charging companies that are more willing to absorb or share construction costs
- ▶ Foster City – City Council saw the DC Fast Chargers as a City amenity, as they are the only fast chargers in Foster City on public land

Q&A with Vanessa and Danielle



Group discussion



- What stood out to you about what the speakers shared?
- Do you see any of your needs reflected in one of these potential solutions?
- What about needs that weren't reflected?
- Do you think either of these approaches (curbside focus or site fast charger focus) could be effective at a regional level in San Mateo County?



Next steps



Thank you!



Announcements: Reminder about sharing inventory data



- **Please do not send out your full inventory workbook!**
- (MIGHT MOVE TO DEC)



Post meeting group photo!



Group Discussion

Questions from August RICAPS follow-on

For our September meeting, we, the RICAPS team, will delve into EV infrastructure planning with the group. We would like to determine what assistance in this domain could look like for individual jurisdictions or for the community countywide. We'd like to start with some ground level questions to help us shape the conversation. **Please review these questions in advance of the meeting in September and come prepared to discuss in groups.**

- *What is your role with respect to EV charging in your city?*
- *Who else is/would be involved?*
- *Does your city have an EV charging infrastructure goal or plan in place? If so, what is it?*
- *What hurdles have you encountered while developing EV charging within your city?*

PRESENTATION: AVA/Chargepoint

- *What information would make the installation of EV charging infrastructure easier/faster? Priority locations identified? Funding/connection to private development or investment? Standards and pre-approved plans? Other?*
- *What are other sticks that cities can put in place?*
 - a. Parking regulations (parking maximums etc)*
 - b. Identifying public space that can be dedicated to charging*
 - c. Ordinances: when replacing lighting*
 - d. Include EV charging as a requirement in local green business programs?*
 - e. Offer access to publicly owned land for EV charging development through long-term lease agreements. e.g. a coalition of cities makes X parking spaces at y total city-owned locations available for private charging companies to add charging. probably best if it's a large group of sites across many cities to help get more competitive offers. **this might be the one with the most impact.***



What do you think is a city's biggest role when it comes to EV charging installation?

1. Permitting?
2. Location Identification?
3. Ownership Structure?
4. Funding?
5. Other Barriers?



Typical elements of an EV Infrastructure Plan:

Context Setting

- **Baseline Assessment**
 - Current state of EV infrastructure
 - Analysis of existing EV adoption and EV infrastructure usage
- **Needs Assessment**
 - EV transition goals
 - EV infrastructure needs (can be comprehensive)
- **Stakeholder Engagement**
 - Identify key partners for implementation
 - Strategy for engagement
- **Zoning and Building Codes**
 - Review of local zoning laws and building codes
 - Permit streamlining
 - Recommendations for updates to support EV infrastructure
- **Infrastructure Design and Standards**
 - Design standards for installation and integration w/ existing infrastructure



Typical elements of an EV Infrastructure Plan:

Key Considerations

- **Equity and Access**
 - Define equity and access concerns
 - Assess current equity and access concerns with existing infrastructure
 - Discuss strategies for Plan implementation
- **Ongoing Maintenance**
 - Uptime and reliability standards
 - Strategies and standards for ongoing maintenance for existing and new infrastructure
- **Funding and Incentives**
 - Identification of potential funding sources
 - Summary of incentives/rebates for installation
- **Barriers to EV Adoption**



Typical elements of an EV Infrastructure Plan:

Plan Implementation

- **Site Selection and Analysis**
 - Criteria for selecting and prioritizing sites
 - Analysis of potential sites (equity, demand, grid capacity, etc.)
- **Public Outreach and Education**
 - Campaigns to raise awareness about EV benefits and infra
- **Implementation Plan**
 - Detailed timeline and milestones for Plan rollout
 - Roles and responsibilities of different stakeholders
- **Monitoring and Evaluation**
 - Metrics for assessing success of Plan
 - Strategies for ongoing monitoring and adjustments



Focus on Community- level Planning

- City vs countywide vs regional
 - **City plans** can be more localized & specific
 - **Countywide and regional plans** can offer broader impact; streamlining
- Municipal vs communitywide
 - Direct operational control over **municipal plans**
 - **Communitywide plans** can offer broader impact; guidance for all residents and businesses



1. Does your jurisdiction currently actively plan for where EV infrastructure gets built?

1. If so, what does this process look like?
Timing, people/departments involved...
2. How does a site get selected?
3. Who are the companies involved?
4. Have you collected any data or received input from residents in your city about EV infrastructure barriers?
5. Is there any missing information in this process? What do you wish you had more capacity to do?



Key Questions Addressed in the Explainer

...



What causes power outages?



Will building and vehicle electrification cause more power outages?



What should local governments do to meet climate goals while keeping the grid resilient?



This explainer can be used as a communication tool for:

- Public
- Electeds
- City staff





1. How do you envision using this explainer?
2. How will you use this information to support building electrification?
3. Who else would benefit from this information?
4. What format would be most useful for you to distribute this information (e.g. hard copy; PDF on website)?



Discussion/ Questions



Methane Gas Catalog Tool Roadmap

- Final report to be released in August
- Purpose: Show findings on existing gas equipment in City facilities from pilot group bring roadmap forward to electrify equipment
- Target Audience: City staff, public works/ facilities, electeds, sustainability staff



San Mateo County Municipal Electrification Roadmap

Methane Gas Catalog Tool

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 95612

Willdan
1939 Harrison Street, Suite 430
Oakland, California 94612

May 2024



Break! Please Return In
10 minutes

