

RICAPS Tool and Resource Review

March 19, 2025



Monthly Meetings



Implementation Groups



2025 - Launched new initiative: Implementation Groups

- Three groups focused on:
 - Building Electrification
 - EV Infrastructure
 - Mode shift (transition away from single-occupancy trips in a car)
- Project-focused
- Narrower scope
- Tailored to participants
- Agency staff support from SamTrans, Transit Authority, C/CAG, PCE anchor groups and provide resources, guidance



Available Tools and Resources



- GHG Inventory
- Forecast & SPARQ Tool
- Menu of Measures
- Building Electrification Model
- Methane Gas Catalogue Tool
- Electric First Policy
- CAP Template and CAP Support

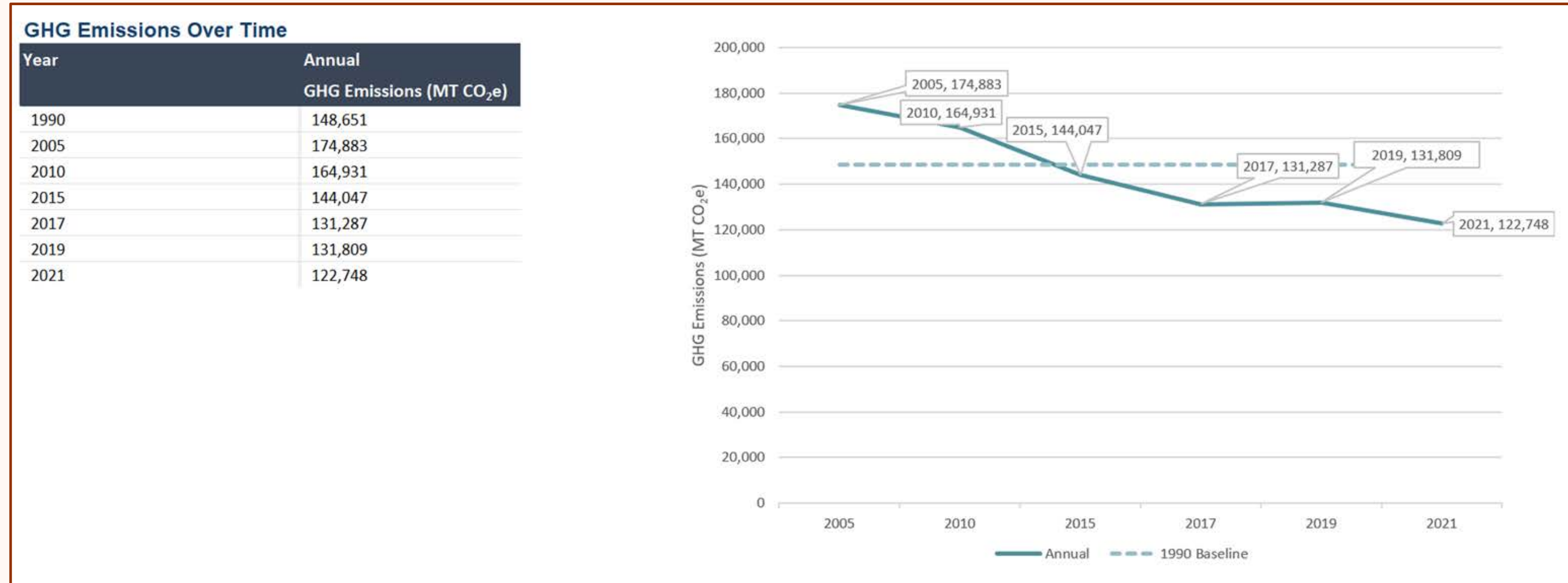


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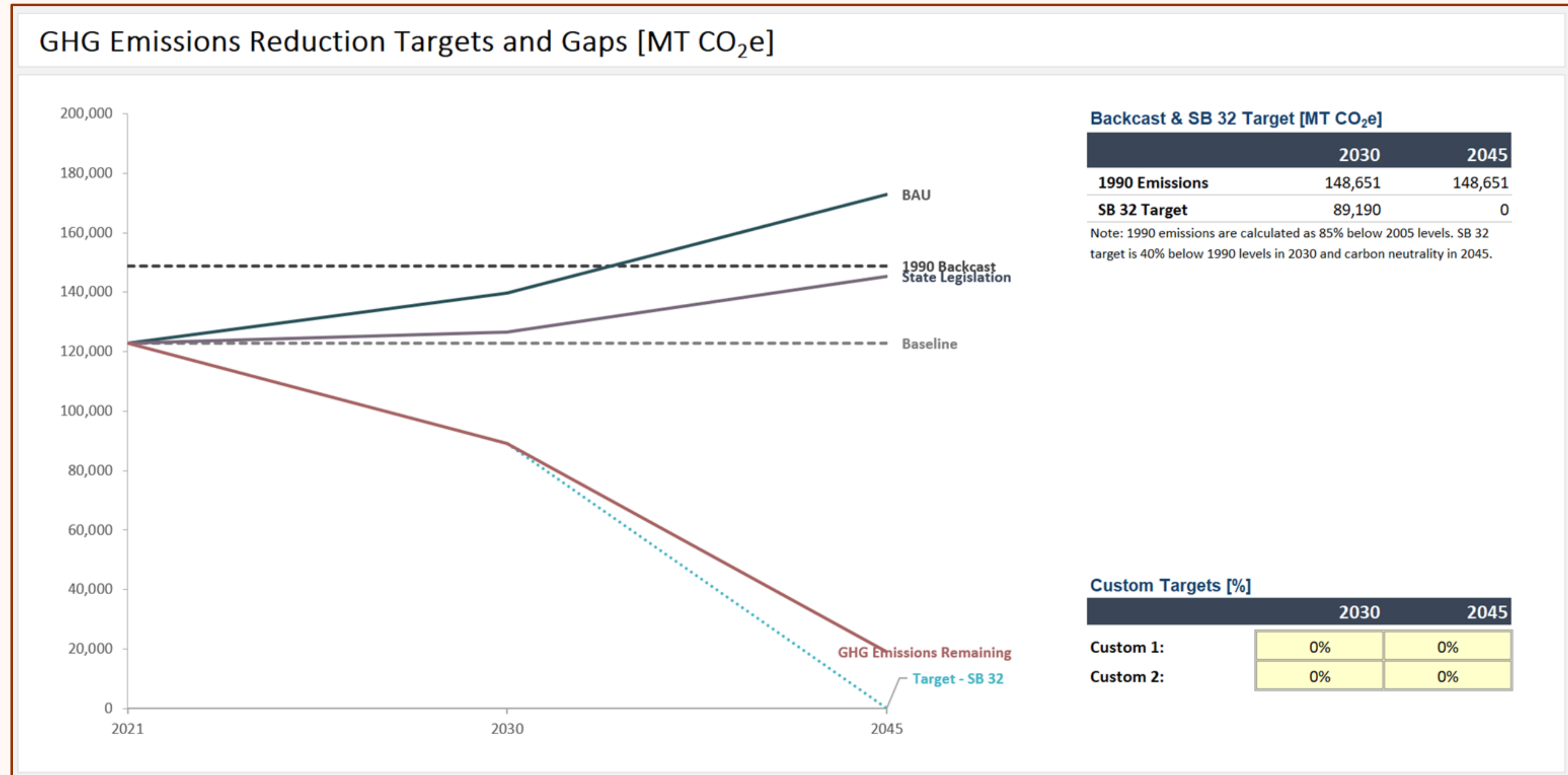
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Select Measure/Action	Action ID #	Pillar	Action Text	2030 Potential Emission Reduction Impact (% Impact of Sector Emissions)	2045 Potential Emission Reduction Impact (% Impact of Sector Emissions)
Measure T-1					
	Measure T-1		Develop and implement an Active Transportation Plan to decrease VMT by [x]% in 2030, and [x]% in 2045, increasing active transportation mode share from X% to [4%-10%] in 2030 and [8%-15%] in 2045;		
	Action T-1.1	Structural Change	Develop an Active Transportation Plan by 2024 (designed for x% VMT reduction) focused on reallocating parking and vehicle roadways to active transportation infrastructure. The Plan should include: - An analysis of existing bicyclist and pedestrian conditions and infrastructure with a focus on identifying areas currently isolated due to freeways and busy roads; - A survey of recent bicycle and pedestrian collisions; - A prioritized list of bikeways to install including shared-use paths, buffered bike lanes, bike boulevards, and separated bikeways; - A schedule for reducing vehicle speed limits at prioritized locations; and - A prioritized list of projects for accelerated completion by 2030.	1%-2% of on-road transportation emissions	1%-4% of on-road transportation emissions
	Action T-1.2	Structural Change	Provide Pedestrian Network Improvement: Increase sidewalk coverage to improve pedestrian access, building (x) miles of new sidewalks, while improving (x) miles of degraded or damaged sidewalks. Ensure sidewalk is contiguous, and links with existing and planned pedestrian facilities, and that network prioritizes pedestrian safety.	Up to 6% reduction in VMT from Study Area Quantifiable, dependent on existing sidewalk length in study area.	Up to 6% reduction in VMT from Study Area. Quantifiable, dependent on existing sidewalk length in study area.
	Action T-1.3	Structural Change	Construct or Improve Bike Boulevard, connecting to a larger existing bikeway network, expanding the network by (x) miles. Bicycle boulevards are a designation within a Class III bikeway that create safe, low-stress connections for people biking and walking on streets. Prioritize low-income and underserved areas, and communities with lower rates of vehicle ownership and fewer transit options.	Up to 0.2% of GHG emissions and VMT from vehicles on roadway. Quantifiable, based on percent of plan/ community on VMT to have bicycle Boulevard	Up to 0.2% of GHG emissions and VMT from vehicles on roadway. Quantifiable, based on percent of plan/ community on VMT to have bicycle Boulevard
	Action T-1.4	Structural Change	Expand Bikeway Network: increase the length of a city or community bikeway network by (x) miles, which is an interconnected system of bike routes, cycle tracks, bike paths, and bike lanes. Connect bike lanes to transit hubs. Bikeway network must either be Class I, II, or IV infrastructure.	Up to 0.5% of GHG emissions from vehicle travel in the plan/ community. Quantifiable, based on bikeway miles in plan/ community,	Up to 0.5% of GHG emissions from vehicle travel in the plan/ community. Quantifiable, based on bikeway miles in plan/ community,
	Action T-1.5	Structural Change	Implement Pedal (not electric) Bikeshare Program: Establish a bikeshare program (either docked or undocked) to provide users, equivalent to (x) percent of community access to bikeshare system, with on-demand access to bikes for short term rentals.	Up to 0.02% of GHG emissions and VMT from vehicle travel in the plan/ community. Quantifiable,	Up to 0.02% of GHG emissions and VMT from vehicle travel in the plan/ community. Quantifiable,



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Building Electrification Emission Reductions Calculations							
Emission Reduction Summary by Sector [MT CO ₂ e]							
Sector	Measure	Subsector	Yes/No	2030	2030.	2045	2045
New Building Electrification	Energy Performance Standard/2025 Building Code	Single-family	No	0		0	
		Multi-family	No	0		0	
		Nonresidential	No	0	0	0	0
		Single-family	Yes	3,006		4,732	
		Multi-family	Yes	420		720	
		Nonresidential	Yes	265	3,691	946	6,398
	Local Zero NOx Rule -New Appliances	Single-family	Yes	1,283		13,798	
		Multi-family	Yes	299		2,387	
		Nonresidential	Yes	11	1,593	238	16,423
		Single-family	Yes	5,072		0	
		Multi-family	Yes	158		0	
		Nonresidential	Yes	2,523	7,754	13,339	13,339
	BAAQMD Zero NOx Rule - New Furnaces and Water Heaters	Single-family	Yes	9,697		4,885	
		Multi-family	Yes	466		235	
		Nonresidential	Yes	1,059	11,222	16,430	21,549
		Single-family	Yes	3,590		0	
		Multi-family	Yes	904		0	
		Nonresidential	Yes	425	4,918	2,017	2,017
Two-Way AC	Single-family	Yes	7,809		62,590		
	Multi-family	Yes	1,472		7,795		
	Nonresidential	Yes	561	9,842	633	71,017	
	Single-family	Yes	7,450	7,450	25,621	25,621	
	Single-family	Yes	65		262		
	Multi-family	Yes	0	65	0	262	
Existing Building Electrification	Cooking Electrification at Kitchen Renovation	Single-family	Yes	0		0	
		Multi-family	Yes	0	65	0	262
Total				46,535	46,535	156,626	156,626



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San Mateo County Municipal Electrification
Roadmap

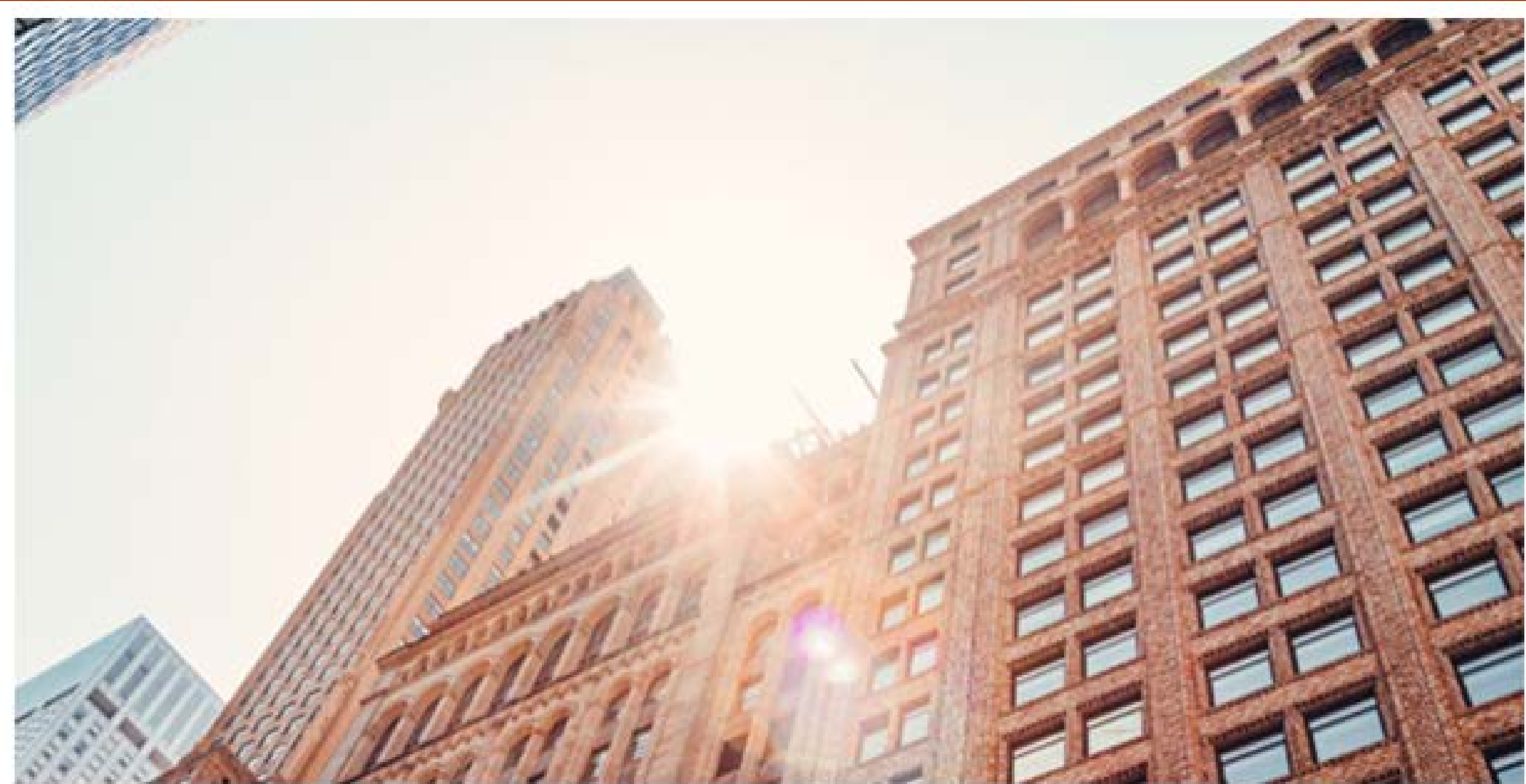
Methane Gas Catalog Tool



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Municipal Buildings Electric First Preferred Policy




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Climate Action Plan Template

City/County Association of Governments
of San Mateo County

Technical assistance from DNV
May 2021
Version 9.5

Instructions:
The following pages of this document contain the draft semi-standard language for the Climate Action Plan (CAP) Template. This can be provided to your consultant if you're using one. Individual cities should use the semi-standard language as a starting point for making modifications to customize information and projections for their specific communities. For sections where semi-standard language is not provided, comments are embedded to provide more guidance on how to complete these sections.

Green highlights provide guidance about how to use the document.
Yellow highlights indicate sections and text that cities must customize.
Blue highlights with italic text indicate information that will be designed in sidebars or call-out boxes.

The following fields are designed to allow cities to find and replace (Ctrl+h) to customize:

Field (include brackets)	Replacement text (for example)
[CITY]	San Mateo
[CITY's]	San Mateo's
[BaselineYear]	2005
[TargetYear]	2030
[Target%]	50%

Changes to this document since Version 9.4:

- Changed "50 percent reduction in emissions" to "at least 50 percent reduction in emissions" throughout the document.
- Added "Funding and Financing Climate Action Plans Report" to the Appendix F: Summary of Funding Sources.
- Incorporated references to gasoline consumption and added a gasoline sales graph.
- Made family icons gender neutral.
- On page 42, changed "State Level Actions" to also include county-level actions throughout the section.
- Added a disclaimer to Appendix B.4 and fixed two mistakes in the graphics.

These and a few other new changes are indicated in the comments. Search on "version 9.5" to find them.

Thank you!

