

CAPAC SUGGESTIONS FOR FUTURE UPDATE CONSIDERATION – L. SMITH

TRANSITION INTO INTEGRATING GAS STATIONS INTO MANTECA CAP

To reduce GHG emissions, improve public health, and accelerate the transition to clean transformation by transforming gas stations into strategic assets within Manteca's climate resilience framework

Gas stations are currently a major distribution point for fossil fuel. Contributing significantly to transportation related emissions, However their widespread presence and infrastructure offer a unique opportunity to support the City's climate goals through targeted interventions,

Emission reduction and monitoring:

- Implement stricter regulations on fuel vapor recovery systems
- require annual environmental audits for leak detection and air quality compliance
- Incentivize upgrades to low emission fuel dispensing technologies

EV infrastructure expansion:

- Partner with station owners to install level 2 and DC fast chargers
- Prioritize stations near highways and high traffic corridors for EV conversion
- Offer grants or tax incentives for early adopters.

Alternative Fuels and Renewable energy:

- Encourage bio fuels, renewable diesel and hydrogen
- Support pilot programs for solar powered canopy systems to reduce grid dependency
- promote battery storage systems for energy resilience

Community engagement:

- Use gas stations for public outreach on sustainable transportation
- Display real time emissions data and climate tips via digital signage
- launch "green station" certifications to recognize climate forward business.

Convert decommissioned station into community solar gardens, or green spaces

Expected outcomes:

- Reduction in transportation-regulated GHG emissions by up to 15% over 10 years
- Increase EV adoption and charging accessibility
- Enhance air quality and reduced exposure to toxic pollutants
- Stronger public/private partnerships in climate innovation.

Time line:

Stakeholder consultation and policy drafting
Pilot EV charging and emissions audits
Full scale roll out and community engagement
City policy to install at least 50% of new gas
stations with level 2 & DCFC fast chargers

December 31, 2026
December 31, 2027
2028-December 31, 2029
Fourth quarter of 2030 and
onward

Budget and funding sources:

- Leverage state and federal grants (e.g. California Energy Commission, DOE)
- Explore public-private partnerships
- Allocate portion of Manteca's climate resilience fund for infrastructure upgrades.

By re-imagining gas stations as climate assets rather than liabilities, Manteca can lead the way in sustainable urban planning and transportation reform. The proposal aligns with the City's broader goals of carbon neutrality and environmental justice and economic resilience.

In addition, the environmental benefits align with eco-friendly policies, a sustainable transportation plan, Shifting to greener alternative like electric charging points. Benefits of GHG reduction: improving air quality, reducing dependency on fossil fuel. Supporting environmental justice goals.

DRIVE THROUGH LANES ACCESS FOR EV'S AND HYBRIDS ONLY

Climate impact:

- Internal combustion engines emit CO₂ and VOCs while idling.
- Evs and hybrids drastically reduce or eliminate these emissions

Behavioral incentive:

- Preferential access encourages residents to transition to cleaner vehicles.

Congestion Management:

- EVs and hybrids often idle less or shut off automatically reducing traffic related pollution,

Policy Framework:

- Designate EV/Hybrid drive through lanes: This policy would position Manteca as an innovator, especially if paired with public education and infrastructure up grades.
- Require new commercial development with drive through to include RV/Hybrids only lanes. Retrofit existing lanes where feasible, prioritizing high traffic areas.

Signing and enforcement:

ATTACHMENT 5

- clear signage indicating lane restrictions
- voluntary compliance initially, with potential for future enforcement

Business incentives:

- Offer tax incentives or expediting permitting for business that implement EV /hybrid only lanes.
- Promoting participating business through City sustainability campaigns

Equity considerations:

- Pair policies of EV rebate programs and charging infrastructure expansion to ensure access across income levels
- All exceptions for ADA accessible vehicles regardless of power train

Expected benefits:

- Reduction in drive through idling emissions by up to 40% in pilot zones
- Increase visibility and normalization of EVs and hybrids
- Enhance air quality near schools, parks and residential areas

Implementation timeline:

Feasibility study and stake holders	December 31/2026
engagement Pilot program at select businesses	December 31/2027
Policy refinement and expansion	December 31/2028 and beyond

PHASING OUT GAS POWERED YARD EQUIPMENT

Gas powered lawn mowers, leaf blowers et cetera come at a cost. They emit high levels of pollution, contribute to climate change and create disruptive noise in neighborhoods. That is why by December 31/2029 all gas-powered yard maintenance equipment will be replaced by 2029 by quiet electric alternatives.

Why it matters:

- Air pollution: one gas mower running for an hour emits as much pollution as driving a fossil fuel car for 100 miles.
- Climate impact: in 2020, fossil fuel powered lawn equipment emitted over 30 million tons of CO2.
- Health and noise: These machines release toxic fumes and noise levels that can harm respiratory health and disrupt daily life.

What change?

ATTACHMENT 5

By December 31, 2029 all gas-powered yard maintenance equipment will be prohibited for residential and commercial within the City limits. Including: Lawn mowers, leaf blowers, string trimmers, hedge clippers and edgers

How to get there

Launch public awareness campaigns on benefits of electric equipment. Present to December 31, 2080. Offer rebates and trade-in programs for residents and landscapers switching to electric tools.

Launch public awareness campaigns on benefits of electric equipment. Present to December 2090
December

Finalize ordinance banning gas powered equipment. Begin enforcement with warnings, followed by fines for non-compliance
Fourth Quarter of 2030

Low-income households will have access to subsidized electric equipment. Small landscape business can apply for transit grants

Outreach will be available in multiple languages to ensure broad participation.

WHY GAS STATIONS MATTER TO BE PART OF CLIMATE ACTION PLAN OF MANTECA

1. Major source of emissions

- Gas stations are the distribution hubs for gasoline and diesel which contribute heavily to transportation related emissions. About 29% of total US GHG
- Every gallon of gas burned releases roughly 19.6 pounds of CO₂.

2. Environmental contamination risks

- Fuel spills leak and evaporation release volatile organic compounds (VOC) polluting the soil, groundwater and air
- Aging structures can lead to long term contamination especially in urban areas

Opportunity for transition:

- Many stations already adding EV charging infrastructure making them part of the shift towards cleaner transportation.
- Gas stations also could offer bio fuels or hydrogen helping diversify energy options.

Strategic locations:

Gas stations are accessible along high traveled corridors, making them ideal sites for:

- level 2EV chargers and Direct Current Fast Charging (DCFC) equipment
- Solar panel installations
- Public education on sustainable travels.

Policy leverage:

Including gas stations in climate action plans allow:

- To regulate emissions and waste
- Phase out subsidies for fossil fuel infrastructure
- Manage upgrades to safer, cleaner technology