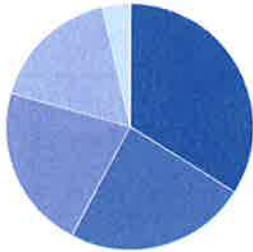
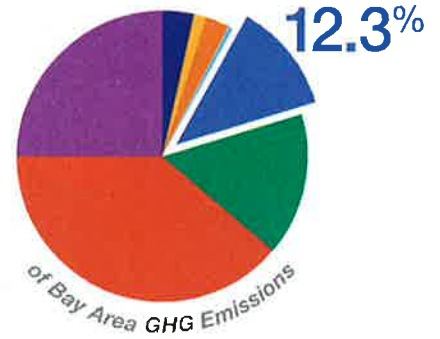


# buildings

## Projected 2015 GHG Emissions - Buildings (18.1 MMTCO<sub>2</sub>e)



- 34.1% Residential Fuel Usage
- 23.8% Commercial Electricity Indirect Emissions
- 21.6% Residential Electricity Indirect Emissions
- 17.0% Commercial Fuel Usage
- 3.4% Other Commercial/Residential Fuel Usage



## Reduce Building Emissions

The Air District will reduce greenhouse gases, criteria pollutants, particulate matter and toxic air contaminants by working with local governments and building owners to increase the energy efficiency of buildings and switch fossil fuel-powered space and water heating to electricity.

## How do we propose to do it?

### Increase Building Energy Efficiency

#### Develop model ordinances:

- Requiring energy assessments, building benchmarking and/or upgrades at time of sale
- Reduction of permit fees for energy efficiency improvements

#### Assist local governments:

- With Title 24 implementation
- In encouraging building codes to require new or upgraded efficient roofs
- Obtain funding resources for energy efficiency programs

#### Assist property owners:

- Identifying funding for energy efficiency upgrades
- In finding market-based approaches for reducing emissions in existing buildings

### Decarbonize Building Energy Use

#### Assist local governments:

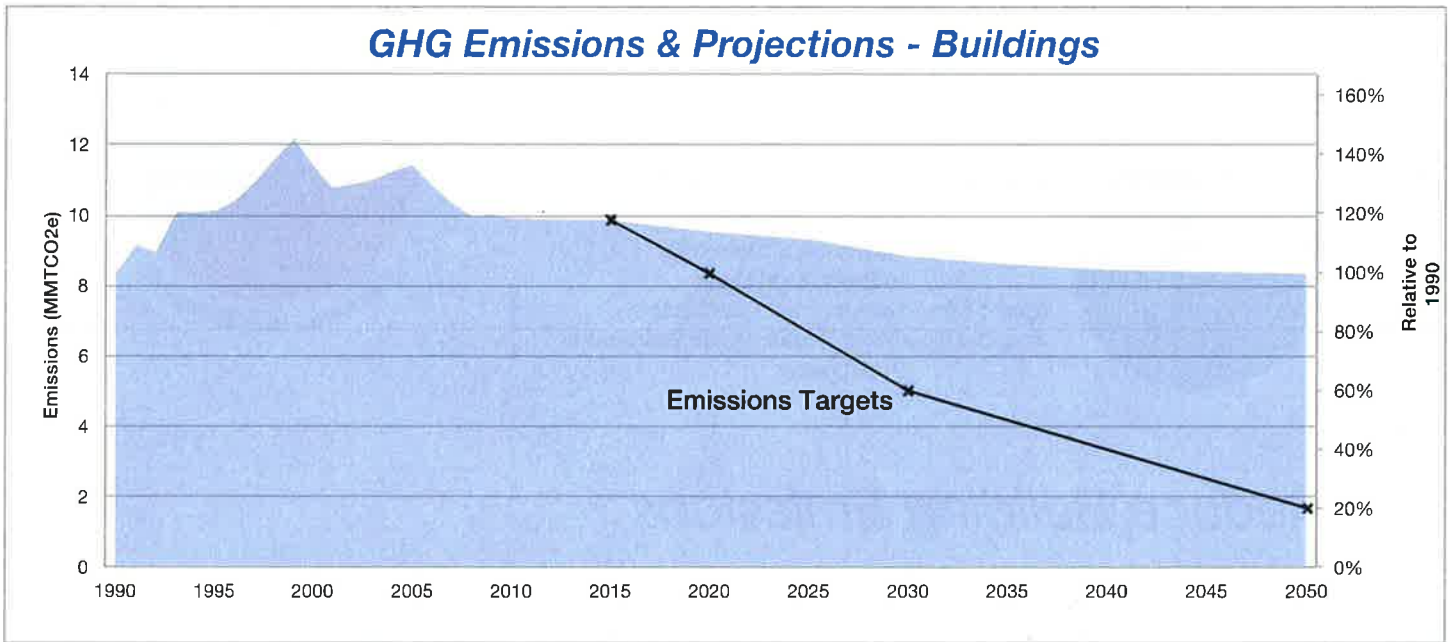
- To develop best practices on solar roofs, electric heat pumps and solar water heating
- To streamline or reduce permit fees for low carbon strategies
- To identify opportunities for onsite renewable energy systems in school districts

#### Identify funding for property owners for on-site renewable energy systems



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# buildings



The graph shows projected trends in Bay Area GHG emissions by sector through year 2050. The projected emissions take into account anticipated emission reductions from policies that have already been adopted at the State or regional level, as well as future policies that are likely to be adopted as an extension of current efforts. The chart also shows the emissions reduction trajectory needed in order to achieve interim (2020 and 2030) and long-range (2050) GHG reduction targets adopted by the State and the Air District.

