



BOARD OF DIRECTORS  
POLICY, GRANTS, AND TECHNOLOGY COMMITTEE

March 20, 2024

BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

COMMITTEE MEMBERS

VICKI VEENKER – CHAIR  
MARGARET ABE-KOGA  
NOELIA CORZO  
JUAN GONZÁLEZ  
KATIE RICE

SERGIO LOPEZ – VICE-CHAIR  
KEN CARLSON  
JOELLE GALLAGHER  
ERIN HANNIGAN

**MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY  
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC**

**Bay Area Metro Center  
1st Floor Board Room  
375 Beale Street  
San Francisco, CA 94105**

**Mountain View City Hall  
2nd Floor Council Chambers  
500 Castro Street  
Mountain View, CA 94041**

**Napa County Administration Building  
1195 Third Street, Suite 310  
Crystal Conference Room  
Napa, CA 94559**

**THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED**

**These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Policy, Grants, and Technology Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.**

**The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas).**

**Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/81075146402>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 810 7514 6402**

**Public Comment on Agenda Items: The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.**

**The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is *per se* disruptive to a meeting and will not be tolerated.**

# POLICY, GRANTS, AND TECHNOLOGY COMMITTEE MEETING AGENDA

**WEDNESDAY, MARCH 20, 2024**

**1:00 PM**

**1. Call to Order - Roll Call**

*The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members.*

**2. Pledge of Allegiance**

**CONSENT CALENDAR (Item 3)**

**3. Approval of the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of February 21, 2024**

*The Committee will consider approving the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of February 21, 2024.*

**ACTION ITEM(S)**

**4. Transportation Fund for Clean Air Allocation Fiscal Year Ending 2025 - 60% Funds**

*The Committee will consider recommending that the Board of Directors approve the proposed funding allocation and cost-effectiveness limits for the Transportation Fund for Clean Air Program for Fiscal Year Ending 2025 (60% Fund). This item will be presented by Minda Berbeco, Ph.D., Manager in the Strategic Incentives Division.*

**5. State Legislative Bill Review**

*The Committee will consider recommending that the Board of Directors take positions on high-priority bills where appropriate. This item will be presented by Alan Abbs, Legislative Officer.*

*Staff recommends the following positions on current legislation:*

- *Support Assembly Bill (AB) 2958 (Calderon) – State Air Resources Board: board members: compensation.*
- *Oppose AB 3076 (Essayli) – Energy: gas stoves.*
- *Oppose Senate Bill (SB) 1298 (Cortese) – Certification of thermal powerplants: data centers.*

6. Air District Board Member Compensation Policy Discussion

*The Committee will discuss and consider the following options related to Air District Board Member compensation and will consider recommending one of them to the Board of Directors. This item will be presented by Alan Abbs, Legislative Officer.*

- 1. Request to participate and provide amendments to the South Coast Air Quality Management District (South Coast AQMD) sponsored Assembly Bill (AB) 2522 (Carrillo) - South Coast Air Quality Management District: district board: compensation – to include changes to Health and Safety Code (HSC) section 40227 relative to board compensation for the Bay Area AQMD Board; or*
- 2. Sponsor a separate bill in the future to amend HSC 40227 relative to board compensation for the Bay Area AQMD Board; or*
- 3. Decline to take any action.*

**INFORMATIONAL ITEM(S)**

7. Air District Sponsored and Co-Sponsored Bills

*The Committee will be provided with a summary and status of the Air District's sponsored and co-sponsored bills. This item will be presented by Alan Abbs, Legislative Officer.*

8. Update on U.S. Environmental Protection Agency Climate Pollution Reduction Grant

*The Committee will be provided with an update on the Priority Climate Action Plan recently submitted to the U.S. EPA. The Air District received a \$1 million grant from the U.S. EPA to lead a multi-agency effort to produce the plan. This item will be presented by Jamesine Rodgers-Gibson, Senior Advanced Projects Advisor in the Planning and Climate Protection Division.*

## **OTHER BUSINESS**

### 9. Public Comment on Non-Agenda Matters

*Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is per se disruptive to a meeting and will not be tolerated.*

### 10. Committee Member Comments

*Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

### 11. Time and Place of Next Meeting

*Wednesday, April 17, 2024, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Policy, Grants, and Technology Committee members and members of the public will be able to either join in-person or via webcast.*

### 12. Adjournment

*The Committee meeting shall be adjourned by the Chair.*

**CONTACT:**

**MANAGER, EXECUTIVE OPERATIONS**  
**375 BEALE STREET, SAN FRANCISCO, CA 94105**  
[vjohnson@baaqmd.gov](mailto:vjohnson@baaqmd.gov)

**(415) 749-4941**  
**FAX: (415) 928-8560**  
**BAAQMD homepage:**  
[www.baaqmd.gov](http://www.baaqmd.gov)

- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

**Accessibility and Non-Discrimination Policy**

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District's policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at [www.baaqmd.gov/accessibility](http://www.baaqmd.gov/accessibility) to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Suma Peesapati, at (415) 749-4967 or by email at [spesapati@baaqmd.gov](mailto:spesapati@baaqmd.gov).

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
375 BEALE STREET, SAN FRANCISCO, CA 94105  
FOR QUESTIONS PLEASE CALL (415) 749-4941**

**EXECUTIVE OFFICE:  
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

**MARCH 2024**

| <u>TYPE OF MEETING</u>                                     | <u>DAY</u> | <u>DATE</u> | <u>TIME</u> | <u>ROOM</u>                      |
|--|------------|-------------|-------------|----------------------------------|
| Board of Directors Finance and Administration Committee    | Wednesday  | 20          | 10:00 a.m.  | 1 <sup>st</sup> Floor Board Room |
| Board of Directors Policy, Grants and Technology Committee | Wednesday  | 20          | 1:00 p.m.   | 1 <sup>st</sup> Floor Board Room |
| Board of Directors Community Advisory Council              | Thursday   | 21          | 6:00 p.m.   | 1st Floor, Yerba Buena Room      |

**APRIL 2024**

| <u>TYPE OF MEETING</u>  | <u>DAY</u> | <u>DATE</u> | <u>TIME</u> | <u>ROOM</u>  |
|---|------------|-------------|-------------|--|
| Board of Directors Meeting  | Wednesday  | 3           | 10:00 a.m.  | 1 <sup>st</sup> Floor Board Room   |
| Board of Directors Stationary Source Committee  | Wednesday  | 10          | 10:00 a.m.  | 1 <sup>st</sup> Floor, Yerba Buena Room  |
| Board of Directors Community Equity, Health and Justice Committee<br>- CANCELLED AND RESCHEDULED TO 5:30 P.M., APRIL 22, 2024 | Wednesday  | 10          | 1:00 p.m.   | 1 <sup>st</sup> Floor, Yerba Buena Room  |
| Board of Directors Finance and Administration Committee   | Wednesday  | 17          | 10:00 a.m.  | 1 <sup>st</sup> Floor Board Room   |
| Board of Directors Policy, Grants and Technology Committee  | Wednesday  | 17          | 1:00 p.m.   | 1 <sup>st</sup> Floor Board Room   |
| Board of Directors Community Equity, Health and Justice Committee   | Monday     | 22          | 5:30 p.m.   | City of San Pablo City Hall Council Chambers<br>1000 Gateway Ave.<br>San Pablo, CA 94806 |

MV 3/14/2024 – 11:24 a.m.

G/Board/Executive Office/Moncal

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 20, 2024

Re: Approval of the Draft Minutes of the Policy, Grants, and Technology Committee  
Meeting of February 21, 2024

RECOMMENDED ACTION

Approve the attached Draft Minutes of the Policy, Grants, and Technology Committee Meeting of February 21, 2024.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of February 21, 2024.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Vanessa Johnson



ATTACHMENTS:

1. Draft Minutes of Policy, Grants, and Technology Committee Meeting of February 21, 2024

Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105  
(415) 749-5073

Policy, Grants, and Technology Committee Meeting  
Wednesday, February 21, 2024

## **DRAFT MINUTES**

*This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas)*

### **CALL TO ORDER**

*Effective January 1, 2024, the Air District Board’s Legislative Committee, Mobile Source and Climate Impacts Committee, and Technology Implementation Office Steering Committee were combined to form the new Policy, Grants, and Technology Committee. This is the first meeting of this new committee.*

1. **Opening Comments:** Policy, Grants, and Technology Committee (Committee) Chairperson, Vicki Veenker, called the meeting to order at 1:02 p.m.

#### **Roll Call:**

Present, In-Person (Bay Area Metro Center (375 Beale Street, 1<sup>st</sup> Floor Board Room, San Francisco, California, 94105): Committee Chairperson Vicki Veenker; Committee Vice Chairperson Sergio Lopez; and Directors Noelia Corzo and Juan Gonzalez.

Present, In-Person Satellite Location (Napa County Administration Building, 1195 Third St., Suite 310, Crystal Conference Room, Napa, CA 94559): Director Joelle Gallagher.

Present, In-Person Satellite Location (Office of Contra Costa County Supervisor Ken Carlson, 2255 Contra Costa Blvd., Suite 202, Pleasant Hill, CA 94523): Director Ken Carlson.

Absent: Directors Margaret Abe-Koga, Erin Hannigan, and Katie Rice.

2. **PLEDGE OF ALLEGIANCE**

### **CONSENT CALENDAR (Items 3 – 5)**

3. **APPROVAL OF THE DRAFT MINUTES OF THE TECHNOLOGY IMPLEMENTATION OFFICE STEERING COMMITTEE MEETING OF OCTOBER 14, 2022**

4. **APPROVAL OF THE DRAFT MINUTES OF THE MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETINGS OF OCTOBER 11, 2023 AND NOVEMBER 8, 2023**
5. **APPROVAL OF THE DRAFT MINUTES OF THE LEGISLATIVE COMMITTEE MEETING OF NOVEMBER 29, 2023**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Gonzalez made a motion, seconded by Director Carlson, to **approve** the Consent Calendar, Items 3 – 5, inclusive; and the motion **carried** by the following vote of the Committee:

AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Abe-Koga, Hannigan, Rice.

**ACTION ITEMS**

6. **REPORT ON TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROJECTS EXPENDITURES AND EFFECTIVENESS FOR FISCAL YEAR ENDING (FYE) 2023**

Dr. Minda Berbeco, Manager in the Strategic Incentives Division, gave the staff presentation *Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness for Fiscal Year Ending 2023*, including: requested action; outline; Transportation for Clean Air (TFCA); summary of project and program results – FYE TFCA expenditures; TFCA expenditures by project category; effectiveness and emissions reductions; key report findings for Board effectiveness determination; next steps; and recommendation.

Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

Committee Comments

The Committee and staff discussed the manner in which the Air District evaluates a project’s emissions reductions; a micro-transit shuttle project (awarded in 2020) that was deemed not cost-effective; the Air District’s definition of “weighted average cost-effectiveness”; whether the Air District approaches potential project sponsors that are anticipated to have projects with high cost-effectiveness, and whether

there is a lack of applicants in general; the accuracy of the numbers (costs) that project sponsors report back to the Air District; and whether Particulate Matter (PM) emissions are more important to reduce than those of reactive organic gases (ROGs).

Committee Action

Director Gonzalez made a motion, seconded by Vice Chair Lopez, to recommend the Board of Directors adopt a determination that the Fiscal Year Ending 2023 TFCA 60% Fund expenditures were effective in improving air quality, based on staff’s report and presentation; and the motion **carried** by the following vote of the Committee:

- AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Abe-Koga, Hannigan, Rice.

**7. APPROVAL OF THE LEGISLATIVE PLATFORM FOR 2024**

Alan Abbs, Legislative Officer, gave the staff presentation *2024 Legislative Platform*, including: outcome; outline; requested action; State Budget; State Legislation; and Federal Legislation and regulatory activity.

Public Comments

Public comments were given by Dr. Stephen Rosenblum, Palo Alto resident.

Committee Comments

The Committee and staff discussed whether the Air District can regulate cigarette smoke within confined spaces, and if not, whether the Air District advocates with the proper regulatory authority; whether the Air District is collaborating with peer agencies and advocates on various issues; whether the Air District is strategizing about how to advocate for program funding if the presidential administration changes in 2024; and whether the Air District is pursuing any grants.

Committee Action

Director Corzo made a motion, seconded by Director Gonzalez, to **approve** the proposed Legislative Platform for 2024:

| Topic  | State Budget | State Legislation | Federal Legislation & Regulatory Activity |
|--|--------------|-------------------|---|
| State Funding for Clean Air Projects   | X            |                   |   |
| AB 617 Community Air Protection Program Implementation and Incentive Funding | X            | X                 |   |
| Wildfire Smoke Public Health Response  | X            | X                 | X   |
| Support for Air District Activities Related to Wildfire Mitigation           | X            |                   |   |
| Wildfire Smoke Mitigation/Prescribed Fire                                    |              | X                 |   |
| Clean Tech Financing   | X            |                   |   |
| Low-Carbon Transportation Incentives   | X            |                   |   |
| Commercial Harbor Craft Funding  | X            |                   |   |
| Vehicle Emissions (Standards) and Congestion Relief                          |              | X                 | X   |
| Climate Change   |              | X                 | X   |
| Green and Healthy Buildings  |              | X                 | X   |
| Emergency Backup Generation  |              | X                 |   |
| Toxic Air Emissions  |              | X                 |   |
| Stationary Source Greenhouse Gas Authority                                   |              | X                 |   |
| Land Use   |              | X                 |   |
| Federal Funding for Air District Clean Air Programs                          |              |                   | X   |
| Clean Transportation Programs  |              |                   | X   |
| Clean Energy Programs  |              |                   | X   |
| Particulate Matter Standards   |              |                   | X   |
| Leaded Aviation Gas  |              |                   | X   |

The motion **carried** by the following vote of the Committee:

- AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Abe-Koga, Hannigan, Rice.

**8. AIR DISTRICT SPONSORED/CO-SPONSORED BILLS**

Mr. Abbs gave the staff presentation *Air District-Sponsored and Co-Sponsored Bills*, including: outcome; outline; requested action; action item for Senate Bill (SB) 382 (Becker); updated on AB 1465 (Wicks); updated on AB 2298 (Hart, et al.); and update on SB 1095 (Becker).

Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

Committee Comments

The Committee and staff discussed why AB1465 was not passed by the Senate in 2023, and whether the bill will have to be heard by committees again in 2024; the widening of the scope of AB 1465 since 2023, despite pushback from the Western States Petroleum Association; penalty increases per AB 1465; how home warrantee programs may be affected by SB 382; and whether the language of SB 382 can be revised to not entirely disempower homeowners associations.

Committee Action

Director Corzo made a motion, seconded by Director Gonzalez, to recommend that the Board adopt the following positions for the following bills:

| <b>Bill</b>   | <b>Proposed Action</b>                                 |
|---|--|
| SB 382 (Becker) – Single-family residential property: disclosures   | Support and offer to sponsor/co-sponsor, if necessary. |
| AB 1465 (Wicks) – Nonvehicular air pollution: civil penalties   | Sponsor (Board already voted to sponsor)               |
| AB 2298 (Hart, et al.) – Coastal resources: voluntary vessel speed reduction and sustainable shipping program | Co-Sponsor (Board already voted to co-sponsor)         |
| SB 1095 (Becker) – Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances                    | Sponsor (Board already voted to sponsor)               |

The motion **carried** by the following vote of the Committee:

- AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Abe-Koga, Hannigan, Rice.

**9. STATE LEGISLATIVE BILL REVIEW**

Mr. Abbs gave the staff presentation *State Legislative Bill Review*, including: outcome; outline; requested action; SB 1158 (Archuleta); SB 1193 (Menjivar); AB 1894 (Ta); AB 817 (Pacheco); SB 537 (Becker); and SB 674 (Gonzalez).

Mr. Abbs then recited a list of bills that were either introduced last week, or are in the process of becoming bills, and had not been included in his presentation:

- AB 1921 (Papan) – Energy: renewable electrical generation facilities: linear generators
- AB 2401 (Ting) – Clean Cars 4 All Program
- SB 1298 (Cortese) – Certification of thermal powerplants: data centers
- AB 2851 (Bonta) – Metal shredding facilities: fence-line monitoring
- Bills regarding organic waste diversion requirements and compost facilities

Public Comments

Public comments were given by Dr. Stephen Rosenblum, Palo Alto resident.

Committee Comments

The Committee and staff discussed concerns over language in SB 1158 that would extend the deadline for the period of liquidation to June 30 of the 6<sup>th</sup> calendar year (versus the 4<sup>th</sup> calendar year) following the date of disbursement and raises the administration levels to 12.5% for all local air districts regardless of population; the perception that there is a lack of transparency regarding the public’s ability to track and associate awarded funds to Carl Moyer projects; and concerns about airborne lead in aircraft fuel in Santa Clara County.

Committee Action

Director Carlson made a motion, seconded by Director Gallagher, to recommend the Board adopt the following positions for the following bills:

| <b>Bill</b>  | <b>Proposed Action</b>                |
|--|---------------------------------------|
| SB 1158 (Archuleta) – Carl Moyer Memorial Air Quality Standards Attainment Program                             | Support                               |
| SB 1193 (Menjivar) – Airports: leaded aviation gasoline  | Support                               |
| AB 1894 (Ta) – Nonvehicular air pollution: civil penalties   | Oppose                                |
| AB 817 (Pacheco) – Open meetings: teleconferencing: subsidiary body  | Support (Board is already in support) |
| SB 537 (Becker) – Open meetings: multijurisdictional, cross-county agencies: teleconferences                   | Support (Board is already in support) |
| SB 674 (Gonzalez) – Air pollution: refineries: community air monitoring systems: fence-line monitoring systems | Support (Board is already in support) |

The motion **carried** by the following vote of the Committee:

- AYES: Carlson, Corzo, Gallagher, Lopez, Veenker.
- NOES: None.
- ABSTAIN: Gonzalez.
- ABSENT: Abe-Koga, Hannigan, Rice.

**INFORMATIONAL ITEMS**

**10. STATE LEGISLATIVE BUDGET UPDATE**

Mr. Abbs gave the staff presentation *State Legislative Budget Update*, including: information only; outline; State Budget process and deadlines; and 2024-2025 proposed State Budget versus previous year.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed anticipated budget cuts for program funding that are not yet published.

Committee Action

None; receive and file.

**THE COMMITTEE RECESSED AT 3:02 P.M., AND RESUMED AT 3:07 P.M.** *Note: At this time, Director Gonzalez left the meeting to attend another, but returned to this meeting during Item 12.*

**11. FEDERAL LEGISLATIVE UPDATE**

Mr. Abbs, Legislative Officer, gave the staff presentation *Federal Legislative Update*, including: information only; outline; Federal update; and Federal advocacy trip recap to Washington D.C.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed takeaways from Board members who attended the trip to Washington D.C., including building relationships with federal legislators and departments, and their reactions to Air District Rules 9-4 and 9-6.

Committee Action

None; receive and file.

**12. STATUS OF ACTIONS TO ADDRESS LEAD FROM GENERAL AVIATION FUEL**

Dr. Judith Cutino, Health Officer, gave the staff presentation *Status of Actions to Address Lead from General Aviation Fuel*, including: information only; outline; general aviation lead emissions; general aviation airports in the Bay Area; 2022 lead emissions from piston engine aircraft at ten largest Bay Area general aviation airports; health impacts of lead exposure; US Environmental Protection Agency (EPA) and Federal Aviation Administration (FAA) need to act; update of US EPA endangerment finding; advances in development of unleaded fuel; transition challenges; proposed California SB 1193 (Menjivar); federal grant for pollution prevention to advance environmental justice; and next steps.



Public Comments

Public comments were given by Dr. Stephen Rosenblum, Palo Alto resident.

Committee Comments

The Committee and staff discussed whether the airports in San Mateo County would be subject to SB 1193 and other pending actions by the US EPA and FAA; actions that jurisdictions (counties and cities) can take to advocate for the elimination of lead from general aviation fuel for small piston-engine aircrafts; blood lead levels of children and their proximity to airports; the request for studies that the Air District has on this issue; technical challenges with General Aviation Modifications Inc., and the FAA regarding the transition from leaded aviation fuel to unleaded; the anticipated timelines for rulemakings by the US EPA and FAA, and potential interplay between those two agencies; and whether cities and counties have the authority to regulate the sales of aviation within their jurisdictions.

NOTED PRESENT: Director Gonzalez returned to the meeting at 3:40 p.m.

Committee Action

None; receive and file.

**OTHER BUSINESS**

**13. PUBLIC COMMENT ON NON-AGENDA MATTERS**

No requests received.

**14. COMMITTEE MEMBER COMMENTS**

None.

**15. TIME AND PLACE OF NEXT MEETING**

Wednesday, March 20, 2024, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Policy, Grants, and Technology Committee members and members of the public will be able to either join in-person or via webcast.

**16. ADJOURNMENT**

The meeting was adjourned at 3:51 p.m.

Marcy Hiratzka  
Clerk of the Boards

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 20, 2024

Re: Transportation Fund for Clean Air Allocation Fiscal Year Ending 2025 - 60% Funds

RECOMMENDED ACTION

The Committee will consider recommending the Board of Directors:

1. Approve the proposed allocation of the estimated new TFCA monies to the programs and projects listed in Table 1 for Fiscal Year Ending (FYE) 2025 that will be funded by the 60% portion of the TFCA; and
2. Authorize the proposed cost-effectiveness limits for the Air District-sponsored programs and projects listed in Table 2 that would be paid for by the TFCA 60% Fund.

BACKGROUND

In 1991, the California State Legislature authorized the Department of Motor Vehicles to impose a \$4 surcharge on motor vehicles registered in the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. Those funds are directed to the Air District and administered under the Transportation Fund for Clean Air (TFCA). The statutory authority for the TFCA is set forth in California Health and Safety Code (HSC) Sections 44241 and 44242, including a requirement that the Air District's Board of Directors (Board) adopt cost-effectiveness criteria that maximizes emissions reductions and public health benefits.

The authorizing legislation allows the Air District to award these funds to public agencies for all project categories, while non-public agencies including private businesses, non-profits, and residents may only be awarded funds for projects that reduce emissions from vehicle-based projects. Up to sixty percent of TFCA funds may be awarded by the Air District to eligible projects and programs that are implemented directly by the Air District (e.g., Spare the Air and Vehicle Buy Back) and for distribution to eligible applicants through the TFCA Regional Fund. The remaining forty percent of TFCA funds are passed through to the TFCA 40% Fund (also called the County Program Manager Fund) based on each county's proportionate share of vehicle registration fees paid and are awarded by the nine designated agencies within the Air District's jurisdiction.

This report discusses the proposed allocation of the 60% portion of new TFCA monies that will be available in FYE 2025 for distribution by the Air District and the proposed updates to the cost-effectiveness limits for the Air District-sponsored TFCA-funded programs and projects. Staff will return later this year with recommendations for cost-effectiveness criteria for the TFCA Regional Fund projects and the 40% Fund.

DISCUSSION

In developing this recommendation, staff considered input received from stakeholders along with factors such as regulatory requirements scheduled to be phased-in in the near-term for truck and bus fleets, cost-effectiveness of clean air vehicle projects, and the demand for funding for certain project categories. Staff also considered feedback from the Policy, Grants, and Technology committee and the former Mobile Source and Climate Impacts Committee to prioritize the most cost-effective categories that benefit priority communities and have additional public health benefits.

Staff estimates that approximately \$24 million in new TFCA monies will accrue in FYE 2025, with \$13.46 million available for allocation to the 60% portion. Of this, \$11.65 will be available for distribution for programs and projects and \$1.81 million for administrative and audit expenses. Staff recommends that the \$11.65 million in new 60% TFCA monies be allocated to the program categories listed below in Table 1.

**Table 1 - Proposed Programs and TFCA Funding Allocation for FYE 2025 (in Millions)**

| <b>Program Categories</b>                                 | <b>Estimated New TFCA Monies</b> | <b>Estimated Carryover</b> | <b>Estimated Total Funds Available in FYE 2025<sup>c</sup></b> |
|---|----------------------------------|----------------------------|--|
| <b>Clean Air Vehicles</b>                                 | \$4.00                           | \$11.00                    | \$15.00  |
| <b>Trip Reduction</b>                                     | \$3.00                           | -                          | \$3.00   |
| <b>Air District Sponsored Programs<sup>a</sup></b>        | \$4.65                           | \$9.35                     | \$14.00  |
| <b>Total Funding Available for Projects and Programs:</b> | <b>\$11.65</b>                   | <b>\$20.35</b>             | <b>\$32.00</b>   |
| <b>Admin &amp; Audit<sup>b</sup></b>                      | \$1.81                           | -                          | \$1.81   |
| <b>Total Funding</b>                                      | <b>\$13.46</b>                   | <b>\$20.35</b>             | <b>\$33.81</b>   |

<sup>a</sup> \$11.36 million is proposed for allocation to the Vehicle Buy Back Program.  
<sup>b</sup> HSC Section 44233 authorized up to 6.25% of projected revenues can be used for administrative costs.  
<sup>c</sup> In the event a program category is undersubscribed, the Executive Officer/APCO may reallocate up to 20% of each program category’s allocation to other categories based on demand, cost-effectiveness, and technology availability.

The estimate for new revenue in the column labeled "Estimated New TFCA Monies" is based on the amount of DMV revenue received in FYE 2023. Table 1 also shows an estimated \$20.35 million in carryover funds available to augment the new monies. Carryover funds include unobligated TFCA funds from prior years, projects recently completed under budget or canceled, and estimated interest accrued in FYE 2024.

The following narrative provides additional information on the proposed programs and projects listed in Table 1.

***Clean Air Vehicles***

Accelerating the adoption of zero-emission vehicles is a key strategy in reducing on-road motor vehicle emissions, improving air quality, protecting the climate, and reducing reliance on fossil fuels. Electrification of all sectors of transportation, including light-duty passenger cars and heavy-duty trucks and buses, is essential in helping the region achieve local, state, and federal criteria pollutants and GHG emissions reduction targets.

The TFCA-funded incentive programs work to complement other Air District efforts to increase adoption of zero-emission vehicles and equipment that include outreach activities and forums that promote new technologies, share best practices, and encourage local agencies to adopt supporting policies and local ordinances. The Air District’s efforts, in combination with other initiatives, have contributed to the Bay Area’s high adoption rate of light-duty Electric Vehicles (EV) and deployment of zero-emission medium- and heavy-duty trucks and buses in the region.

The authorizing legislation allows the award of TFCA funds for clean air vehicle projects to both public and non-public entities. For FYE 2025, staff is recommending TFCA funds be allocated to support the following project categories to accelerate the region’s transition to zero-emission vehicles:

- ***EV Charging Stations:*** To support adoption of passenger EVs by helping to expand access to public charging by prioritizing installation of EV charging stations in multi-family dwellings and impacted communities.
- ***Zero-emission Medium- and Heavy- Duty Vehicles and Infrastructure:*** To accelerate the adoption of zero-emission trucks and buses for private and public fleets, including school districts, and the installation of supporting refueling infrastructure.
- ***Clean Cars for All:*** To augment funding from other sources to provide incentives to qualifying low-income residents to purchase new and used light-duty EVs or to transition to clean mobility options. CCFA has historically been funded through the state’s California Climate Investments (CCI) initiative, Volkswagen Mitigation settlement fund, and TFCA.

## ***Trip Reduction***

Reducing single-occupancy motor vehicle trips through active transportation such as biking and walking is another strategy in reducing mobile source emissions. The authorizing legislation requires that sponsors of trip reduction projects be public agencies.

For FYE 2025, staff is recommending TFCA funds be allocated for ***Bicycle Facilities***, to support the installation of new bikeways and secure bicycle parking to encourage and enable increased use of active modes of transportation such as walking, biking, and mode shift away from the use of motor vehicles for short first- and last- mile connections to mass transit.

### ***Other Air District-Sponsored Programs:***

Staff is also recommending that TFCA funds in FYE 2025 be used to reduce motor vehicle trips and increase the adoption of clean air vehicles via Air District-sponsored programs.

- ***Spare the Air:*** To provide funding to support this public outreach program for the summer ozone season to conduct advertising, media, and educational activities aimed at reducing vehicle miles traveled and emissions by behavior modification.
- ***Commuter Benefits Program:*** To support the Air District's conducting compliance assistance and outreach to companies and government agencies, including education, outreach, monitoring, and tracking of Bay Area employers subject to the legislative requirements.
- ***Enhanced Mobile Source Inspections:*** To support the enhanced inspection patrols for reporting smoking vehicles and enforcement of the state's drayage truck regulation and related truck/mobile source regulations conducted at and adjacent to the Port of Oakland.
- ***Vehicle Buy Back:*** To support the retirement and scrappage of older polluting vehicles, as well as implementation-related expenses including mail-outs to owners with qualifying vehicles, dismantling services, staff labor, and outreach. This program continues to be one of the Air District's most cost-effective incentive programs for reducing air pollution emitted from mobile sources. Historically, monies from the Carl Moyer (Moyer) and Mobile Source Incentive Fund (MSIF) programs were used to fund the incentives paid to program participants. However, over time, the participation rate in this program has decreased drastically due to the limits in the Carl Moyer guidelines on both the amount of money that can be paid as an incentive and the maximum cost-effectiveness limit. Staff is proposing shifting program costs to the TFCA, which would allow the Air District more flexibility in making programmatic changes in the near term to quickly improve program participation. Staff will also be working over the coming year with CARB to make updates to the Moyer Guidelines, with the hope of having the option for shifting costs back to the Moyer and/or MSIF. This proposed allocation reflects an increase in TFCA funding for the Vehicle Buy Back program in FYE 2025. The increase in cost is primarily due to the shifting of costs that were formerly paid for by Moyer and MSIF, and TFCA administrative monies. In addition, staff anticipates increases in costs associated with increases in incentive amounts, staff labor, outreach, and overall participation.

### ***TFCA Cost-Effectiveness***

The TFCA authorizing legislation requires the Air District to adopt cost-effectiveness criteria to maximize emissions reductions and public health benefits. Cost-effectiveness (C/E) is one of the key criteria used to evaluate and select projects to be funded by TFCA. In addition to reducing pollutants, TFCA-funded projects provide other co-benefits such as conserving energy and reducing GHG emissions; reducing traffic congestion, and improving physical fitness and public safety by facilitating active modes of transportation such as walking and biking.

Due to their overlapping target audience and shared goals, staff will be evaluating the emission reduction benefits from all Air District sponsored outreach and education programs collectively under the Spare the Air umbrella, including the Commuter Benefits program. Staff recommends maintaining the same maximum C/E limit as the prior year for all programs. The proposed cost-effectiveness limits and project operational period (POP) for each of the Air District-sponsored programs is shown in Table 2:

**Table 2 – Proposed Cost-Effectiveness and POP for Air District-Sponsored Programs**

| <b>Program Categories</b>                    | <b>Max. C/E</b>                       | <b>POP</b>        |
|--|---------------------------------------|-------------------|
|  | <b>(per ton of emissions reduced)</b> | <b>(in Years)</b> |
| <b>Spare the Air &amp; Commuter Benefits</b> | \$500,000                             | 1                 |
| <b>Enhanced Mobile Source Inspections</b>    | \$500,000                             | 1                 |
| <b>Vehicle Buy Back</b>                      | \$50,000*                             | 3                 |
| <b>Clean Cars for All</b>                    | \$522,000                             | 3                 |

\*Maximum cost-effectiveness for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.

### **BUDGET CONSIDERATION/FINANCIAL IMPACT**

The Air District distributes “pass-through” funds to grantees on a reimbursement basis and project funds may also be used for costs related to the implementation of authorized programs. Administrative costs for TFCA are provided by the funding source.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Minda Berbeco, Ph.D.  
Reviewed by: Karen Schkolnick

ATTACHMENTS:

None

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 20, 2024

Re: State Legislative Bill Review

RECOMMENDED ACTION

Recommend to the Board of Directors (Board) that the Board take a position of SUPPORT for the following bill:

- Assembly Bill (AB) 2958 (Calderon) - State Air Resources Board: board members: compensation.

Recommend to the Board that the Board take a position of OPPOSE for the following bills:

- AB 3076 (Essayli) - Energy: gas stoves.
- Senate Bill (SB) 1298 (Cortese) - Certification of thermal powerplants: data centers.

BACKGROUND

This is the second year of the two-year 2023-2024 Legislative Session. February 16, 2024, was the last day for bills to be introduced. Bills can be heard in committee 31 days after being introduced, with most bills being heard in committee beginning in mid-March.

Attached is a matrix of bills that the Air District is currently tracking and has been arranged by category.

DISCUSSION

Staff will provide the Policy, Grants, and Technology Committee (Committee) with a brief summary and status of bills listed on the attached bill matrix and will recommend bills to support, oppose, and work with the author during the session. Staff will review other bills that may be of interest to the Committee.



Staff will discuss the following bills and providing a recommendation for the Committee to consider:

*AB 2958 (Calderon) - State Air Resources Board: board members: compensation.*

CapitolTrack Summary: Current law establishes the State Air Resources Board consisting of 14 members with 12 members appointed by the Governor, with the consent of the Senate. Current law provides that members appointed as members from the air districts serve on the state board without compensation. Current law provides that the elected official members of the state board receive \$100 for each day, or a portion of that amount, but not to exceed \$1,000 in any month, attending meetings of the state board or its committees, or upon authorization of the state board while on official business of the state board (per diem amount). This bill would repeal the prohibition on compensation of the members of the state board from air districts and would provide for the per diem amount for all members of the state board.

Current Status: AB 2958 has not yet been referred to a committee for a hearing.

Staff Recommendation: Support

*AB 3076 (Essayli) - Energy: gas stoves.*

CapitolTrack Summary: Existing law prohibits new residential-type gas appliances that are equipped with a pilot light from being sold in the state 24 months after an intermittent ignition device has been demonstrated and certified by the State Energy Resources Conservation and Development Commission. This bill would prohibit state agencies and local governments from adopting or enforcing a rule, regulation, resolution, or ordinance that directly or indirectly results in prohibiting the use of gas stoves in residential or nonresidential buildings.

Current Status: AB 3076 has not yet been referred to a committee for a hearing.

Staff Recommendation: Oppose

*SB 1298 (Cortese) - Certification of thermal powerplants: data centers.*

CapitolTrack Summary: Current law vests the State Energy Resources Conservation and Development Commission with the exclusive power to certify all locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, and related electrical transmission lines or thermal powerplants. Current law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications. This bill would additionally authorize the commission to exempt from certification a thermal powerplant with a generating capacity of up to 200 megawatts that is used solely as an emergency backup generating facility for a data center and that is not interconnected with the electrical transmission grid for purposes of exporting electricity, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed data center.

Current Status: SB 1298 has been referred to the Senate Energy, Utilities, and Communications Committee. It has not yet been set for a hearing.

Staff Recommendation: Oppose

Staff will discuss the following bills and provide any additional information, as it is made available:

*AB 1921 (Papan) – Energy: renewable electrical generation facilities: linear generators.*

CapitolTrack Summary: Current law defines renewable electrical generation facility as a facility that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements. Current law incorporates that definition into various programs, including the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from electrical generating facilities that meet the definition of “renewable electrical generation facility,” and the net energy metering program, for which residential customers, small commercial customers, and commercial, industrial, or agricultural customers of an electric utility, who use a renewable electrical generation facility are eligible to participate, as specified. This bill would expand the definition of “renewable electrical generation facility” to include a facility that uses linear generators, as defined, using renewable fuels and meets those other specified requirements.

Current Status: AB 1921 has been double-referred to the Assembly Utilities and Energy Committee and the Assembly Natural Resources Committee. It has not yet been set for a hearing.

*AB 2188 (Ta) – Vehicles: pollution control devices.*

CapitolTrack Summary: Current law prohibits a person from installing, selling, offering for sale, or advertising any device, apparatus, or mechanism intended for use with, or as a part of, a required motor vehicle pollution control device or system that alters or modifies the original design or performance of the motor vehicle pollution control device or system. This bill would create an exception to this prohibition for a new aftermarket catalytic converter that has been approved for sale and use by the United States Environmental Protection Agency, as specified.

Current Status: AB 2188 has been referred to the Assembly Transportation Committee. It has not yet been set for a hearing.

*AB 2401 (Ting) – Clean Cars 4 All Program.*

CapitolTrack Summary: Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements. This bill would require the implementing

regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard.

Current Status: AB 2401 has been double-referred to the Assembly Transportation Committee and Assembly Natural Resources Committee. It has not yet been set for a hearing.

*AB 2480 (Garcia) – Carl Moyer Memorial Air Quality Standards Attainment Program: grants: school buses.*

CapitolTrack Summary: The Carl Moyer Memorial Air Quality Standards Attainment Program authorizes the State Air Resources Board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The state board is required to establish and update grant criteria and guidelines for covered vehicle projects. Current law sets forth general eligibility criteria for projects funded through the program, including a cost-effectiveness requirement. For school bus projects, current law prohibits a grant from exceeding specified cost caps and requires the cost-effectiveness value to be set forth in the guidelines adopted by the state board. This bill would provide that, notwithstanding any other law, a project to purchase a new zero-emission school bus to replace an internal combustion engine school bus is eligible for a grant under the program regardless of the model year of the associated internal combustion engine.

Current Status: AB 2480 has been referred to the Assembly Transportation Committee. It has not yet been set for a hearing.

*AB 2781 (Irwin) – State Grants*

CapitolTrack Summary: Current law sets forth various state grant programs, such as the California Competes Grant Program, and sets forth eligibility requirements for applicants. This bill would state the intent of the Legislature to enact legislation that would prevent state agencies from contracting, for the purpose of distributing grants, to an organization that is composed of members that would receive the grants.

Current Status: AB 2781 is currently an intent bill. It has not yet been referred to a committee and has not yet been set for a hearing.

*AB 2851 (Bonta) – Metal shredding facilities: fence-line monitoring.*

CapitolTrack Summary: Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would express the intent of the Legislature to enact future legislation that would establish a fence-line monitoring standard for all metal shredding facilities in this state. This bill contains other existing laws.

Current Status: AB 2851 is currently an intent bill. It has not yet been referred to a committee and has not yet been set for a hearing.

*AB 3243 (Ta) – Vehicle registration fees: amnesty.*

CapitolTrack Summary: Current law authorizes the Department of Motor Vehicles to impose a registration fee for vehicles registered for use in California. Existing law imposes penalties for the failure of a person to pay the registration fee. Current law permits the department to suspend, cancel, or revoke the registration of a vehicle when the department determines that the required fee has not been paid. This bill would, until January 1, 2026, require the department to accept, in full satisfaction of all delinquent vehicle registration fees, 20% of the total outstanding registration amount for any applicant if specified criteria are met.

Current Status: AB 3243 has not yet been referred to a committee and has not yet been set for a hearing.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Alan Abbs  
Reviewed by: Viet Tran

#### ATTACHMENTS:

1. Bills of Interest Matrix - As of March 12, 2024
2. AB 1921 (Papan) - Bill Text - As Introduced on January 25, 2024
3. AB 2188 (Ta) - Bill Text - As Introduced on February 7, 2024
4. AB 2401 (Ting) - Bill Text - As Introduced on February 12, 2024
5. AB 2480 (Garcia) - Bill Text - As Introduced on February 13, 2024
6. AB 2781 (Irwin) - Bill Text - As Introduced on February 15, 2024
7. AB 2851 (Bonta) - Bill Text - As Introduced on February 15, 2024
8. AB 2958 (Calderon) - Bill Text - As Introduced on February 16, 2024
9. AB 3076 (Essayli) - Bill Text - As Introduced on February 16, 2024
10. AB 3243 (Ta) - Bill Text - As Introduced on February 16, 2024
11. SB 1298 (Cortese) - Bill Text - As Introduced on February 15, 2024

| Bill #                  | Author              | Subject  | Last Amended | Last Status - As of 3/12/2024   | Location                          | Notes          | Position               | Priority (Low/Medium/High) | Category       |
|-------------------------|---------------------|--|--------------|---|-----------------------------------|----------------|------------------------|----------------------------|----------------|
| <a href="#">AB 593</a>  | Haney               | Carbon emission reduction strategy: building sector.   | 7/13/2023    | 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024) | 09/01/2023 - Senate 2 YEAR        |                |                        | Low                        | Climate Change |
| <a href="#">AB 1992</a> | Boerner             | Coastal resources: coastal development permits: blue carbon demonstration projects.  |              | 02/12/2024 - Referred to Com. on NAT. RES.  | 02/12/2024 - Assembly NAT. RES.   |                |                        | Low                        | Climate Change |
| <a href="#">AB 2008</a> | Wallis              | Reliable Energy Needs for Everyone in the West Program.  | 3/6/2024     | 03/07/2024 - Re-referred to Com. on U. & E.   | 02/12/2024 - Assembly U. & E.     |                |                        | Low                        | Climate Change |
| <a href="#">AB 2331</a> | Gabriel             | Voluntary carbon market disclosures.   |              | 02/13/2024 - From printer. May be heard in committee March 14.  | 02/12/2024 - Assembly PRINT       | Intent Bill    |                        | Low                        | Climate Change |
| <a href="#">AB 2372</a> | Bains               | Greenhouse gas emissions: state board: report.   |              | 02/26/2024 - Referred to Com. on NAT. RES.  | 02/26/2024 - Assembly NAT. RES.   |                |                        | Low                        | Climate Change |
| <a href="#">AB 2543</a> | Arambula            | California Carbon Sequestration and Climate Resiliency Project Registry.   |              | 02/14/2024 - From printer. May be heard in committee March 15.  | 02/13/2024 - Assembly PRINT       | Spot Bill      |                        | Low                        | Climate Change |
| <a href="#">AB 2569</a> | Connolly            | Climate change.  |              | 02/15/2024 - From printer. May be heard in committee March 16.  | 02/14/2024 - Assembly PRINT       | Intent Bill    |                        | Low                        | Climate Change |
| <a href="#">AB 2572</a> | Muratsuchi          | Carbon Capture, Removal, Utilization, and Storage Program.   |              | 02/15/2024 - From printer. May be heard in committee March 16.  | 02/14/2024 - Assembly PRINT       | Spot Bill      |                        | Low                        | Climate Change |
| <a href="#">AB 2623</a> | Arambula            | Carbon dioxide transport.  |              | 02/15/2024 - From printer. May be heard in committee March 16.  | 02/14/2024 - Assembly PRINT       |                |                        | Low                        | Climate Change |
| <a href="#">AB 2732</a> | Papan               | Climate change: childcare sector.  |              | 02/16/2024 - From printer. May be heard in committee March 17.  | 02/15/2024 - Assembly PRINT       | Intent Bill    |                        | Low                        | Climate Change |
| <a href="#">AB 2870</a> | Muratsuchi          | Methane: dairy and livestock.  |              | 02/16/2024 - From printer. May be heard in committee March 17.  | 02/15/2024 - Assembly PRINT       | Spot Bill      |                        | Low                        | Climate Change |
| <a href="#">AB 3208</a> | Boerner             | Greenhouse gases: methane.   |              | 02/17/2024 - From printer. May be heard in committee March 18.  | 02/16/2024 - Assembly PRINT       | Spot Bill      |                        | Low                        | Climate Change |
| <a href="#">AB 3230</a> | Petrie-Norris       | Greenhouse gas emissions reduction: state agencies.  |              | 02/17/2024 - From printer. May be heard in committee March 18.  | 02/16/2024 - Assembly PRINT       | Spot Bill      |                        | Low                        | Climate Change |
| <a href="#">SB 308</a>  | Becker              | Carbon Dioxide Removal Market Development Act.   | 5/18/2023    | 07/14/2023 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/8/2023)(May be acted upon Jan 2024)            | 07/14/2023 - Assembly 2 YEAR      |                |                        | Low                        | Climate Change |
| <a href="#">SB 422</a>  | Portantino          | California Environmental Quality Act: expedited environmental review: climate change regulations.                                      | 3/20/2023    | 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023)(May be acted upon Jan 2024)       | 09/14/2023 - Assembly 2 YEAR      |                |                        | Medium                     | Climate Change |
| <a href="#">SB 972</a>  | Min                 | Methane emissions: organic waste: landfills.   |              | 02/14/2024 - Referred to Com. on E.Q.   | 02/14/2024 - Senate E.Q.          |                |                        | Low                        | Climate Change |
| <a href="#">SB 1036</a> | Limón               | Voluntary carbon offsets: business regulation.   |              | 03/05/2024 - Set for hearing March 20.  | 02/14/2024 - Senate E.Q.          |                |                        | Low                        | Climate Change |
| <a href="#">SB 1136</a> | Stern               | California Global Warming Solutions Act of 2006: report.   |              | 03/05/2024 - Set for hearing March 20.  | 02/21/2024 - Senate E.Q.          |                |                        | Low                        | Climate Change |
| <a href="#">SB 1497</a> | Menjivar            | Climate crisis: fossil fuels.  |              | 02/29/2024 - Referred to Com. on RLS.   | 02/16/2024 - Senate RLS.          | Intent Bill    |                        | Low                        | Climate Change |
| <a href="#">AB 124</a>  | Committee on Budget | Energy.  | 6/26/2023    | 08/14/2023 - Re-referred to Com. on B. & F.R.   | 08/14/2023 - Senate BUDGET & F.R. |                |                        | Low                        | Energy         |
| <a href="#">AB 1176</a> | Zbur                | General plans: Local Electrification Planning Act.   | 5/26/2023    | 07/14/2023 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was GOV. & F. on 6/14/2023)(May be acted upon Jan 2024)           | 07/14/2023 - Senate 2 YEAR        |                |                        | Low                        | Energy         |
| <a href="#">AB 1921</a> | Papan               | Energy: renewable electrical generation facilities: linear generators.   |              | 02/05/2024 - Referred to Coms. on U. & E. and NAT. RES.   | 02/05/2024 - Assembly U. & E.     |                |                        | Medium                     | Energy         |
| <a href="#">AB 2083</a> | Berman              | Industrial electrification: roadmap.   |              | 02/06/2024 - From printer. May be heard in committee March 7.   | 02/05/2024 - Assembly PRINT       |                |                        | Low                        | Energy         |
| <a href="#">AB 2092</a> | Mathis              | Energy: small modular reactors: feasibility study.   |              | 02/20/2024 - Referred to Com. on U. & E.  | 02/20/2024 - Assembly U. & E.     |                |                        | Low                        | Energy         |
| <a href="#">AB 2495</a> | Muratsuchi          | Electricity: state policy.   |              | 02/14/2024 - From printer. May be heard in committee March 15.  | 02/13/2024 - Assembly PRINT       | Spot Bill      |                        | Low                        | Energy         |
| <a href="#">AB 2601</a> | Ramos               | Energy Savings Assistance Program: energy-efficient appliances.  |              | 03/04/2024 - Referred to Com. on U. & E.  | 03/04/2024 - Assembly U. & E.     |                |                        | Low                        | Energy         |
| <a href="#">AB 2805</a> | Essayli             | Electricity: fixed charges: repeal.  |              | 03/04/2024 - Referred to Com. on U. & E.  | 03/04/2024 - Assembly U. & E.     |                |                        | Low                        | Energy         |
| <a href="#">AB 2912</a> | Dixon               | Energy: retail gasoline pricing.   |              | 03/11/2024 - Referred to Com. on U. & E.  | 03/11/2024 - Assembly U. & E.     |                |                        | Low                        | Energy         |
| <a href="#">AB 3076</a> | Essayli             | Energy: gas stoves.  |              | 03/11/2024 - Referred to Coms. on U. & E. and NAT. RES.   | 03/11/2024 - Assembly U. & E.     | Propose Oppose |                        | Medium                     | Energy         |
| <a href="#">AB 3118</a> | Wallis              | Solar energy: official state energy.   |              | 03/11/2024 - Referred to Com. on U. & E.  | 03/11/2024 - Assembly U. & E.     |                |                        | Low                        | Energy         |
| <a href="#">SB 233</a>  | Skinner             | Battery electric vehicles and electric vehicle supply equipment: bidirectional capability.   | 9/1/2023     | 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023)(May be acted upon Jan 2024)       | 09/14/2023 - Assembly 2 YEAR      |                |                        | Low                        | Energy         |
| <a href="#">SB 438</a>  | Caballero           | Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program: incidental and unintentional residual oil production. | 6/6/2023     | 07/14/2023 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/26/2023)(May be acted upon Jan 2024)           | 07/14/2023 - Assembly 2 YEAR      |                |                        | Low                        | Energy         |
| <a href="#">SB 983</a>  | Wahab               | Energy: gasoline stations and alternative fuel infrastructure.   | 2/29/2024    | 03/06/2024 - Set for hearing March 19.  | 02/21/2024 - Senate E. U., & C.   |                |                        | Low                        | Energy         |
| <a href="#">SB 993</a>  | Becker              | Clean energy development incentive rate tariff.  |              | 02/14/2024 - Referred to Com. on E., U. & C.  | 02/14/2024 - Senate E. U., & C.   |                |                        | Low                        | Energy         |
| <a href="#">SB 1006</a> | Padilla             | Electricity: transmission capacity: reconductoring and grid enhancing technologies.  |              | 02/14/2024 - Referred to Com. on E., U. & C.  | 02/14/2024 - Senate E. U., & C.   |                |                        | Low                        | Energy         |
| <a href="#">SB 1095</a> | Becker              | Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances.   |              | 03/06/2024 - Set for hearing March 19.  | 02/21/2024 - Senate HOUSING       |                | Air District-Sponsored | High                       | Energy         |

| Bill #                  | Author          | Subject   | Last Amended | Last Status - As of 3/12/2024  | Location                              | Notes                    | Position                | Priority (Low/Medium/High) | Category   |
|-------------------------|-----------------|---|--------------|--|---------------------------------------|--------------------------|-------------------------|----------------------------|--|
| <a href="#">AB 2250</a> | Weber           | Social determinants of health: screening and outreach.  |              | 02/26/2024 - Referred to Com. on HEALTH.   | 02/26/2024 - Assembly HEALTH          |                          |                         | Low                        | Environmental Justice                                  |
| <a href="#">AB 2851</a> | Bonta           | Metal shredding facilities: fence-line monitoring.  |              | 02/16/2024 - From printer. May be heard in committee March 17.   | 02/15/2024 - Assembly PRINT           | Intent Bill              |                         | Medium                     | Environmental Justice                                  |
| <a href="#">SB 720</a>  | Stern           | Aviation: airports: report: emissions: GO-Biz.  | 7/10/2023    | 07/14/2023 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 7/5/2023)(May be acted upon Jan 2024)             | 07/14/2023 - Assembly 2 YEAR          |                          |                         | Low                        | Environmental Justice                                  |
| <a href="#">AB 985</a>  | Arambula        | San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.  | 7/6/2023     | 09/13/2023 - Assembly refused to concur in Senate amendments. Motion to reconsider made by Assembly Member Arambula.                       | 09/12/2023 - Assembly RECONSIDERATION |                          |                         | Low                        | General-Air District                                   |
| <a href="#">AB 2188</a> | Ta              | Vehicles: pollution control devices.  |              | 02/26/2024 - Referred to Com. on TRANS.  | 02/26/2024 - Assembly TRANS.          |                          |                         | Low                        | General-Air District                                   |
| <a href="#">AB 2298</a> | Hart            | Coastal resources: voluntary vessel speed reduction and sustainable shipping program.   |              | 02/26/2024 - Referred to Coms. on W., P., & W. and NAT. RES.   | 02/26/2024 - Assembly W.P. & W.       |                          | Air-District Co-Sponsor | High                       | General-Air District                                   |
| <a href="#">AB 2522</a> | Carrillo, Wendy | South Coast Air Quality Management District: district board: compensation.  |              | 03/11/2024 - Referred to Com. on NAT. RES.   | 03/11/2024 - Assembly NAT. RES.       |                          |                         | Low                        | General-Air District                                   |
| <a href="#">AB 3136</a> | Reyes           | Attorney General: Bureau of Environmental Justice.  |              | 03/11/2024 - Referred to Coms. on JUD. and E.S. & T.M.   | 03/11/2024 - Assembly JUD.            |                          |                         | Low                        | General-Air District                                   |
| <a href="#">SB 336</a>  | Umberg          | State grant programs: negotiated indirect cost rates.   | 9/1/2023     | 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2023)(May be acted upon Jan 2024)        | 09/14/2023 - Assembly 2 YEAR          |                          |                         | Low                        | General-Air District                                   |
| <a href="#">SB 674</a>  | Gonzalez        | Air pollution: refineries: community air monitoring systems: fence-line monitoring systems.   | 9/1/2023     | 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/14/2023)(May be acted upon Jan 2024)        | 09/14/2023 - Assembly 2 YEAR          | Board Approval 4/19/2023 | Support                 | Medium                     | General-Air District                                   |
| <a href="#">SB 1158</a> | Archuleta       | Carl Moyer Memorial Air Quality Standards Attainment Program.   |              | 03/05/2024 - Set for hearing March 20.   | 02/21/2024 - Senate E.Q.              | Board Approval 3/6/2024  | Support                 | Medium                     | General-Air District                                   |
| <a href="#">AB 627</a>  | Jackson         | Drayage trucks: voucher incentive project.  | 1/22/2024    | 01/29/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 67, Noes 1.) In Senate. Read first time. To Com. on RLS for assignment. | 01/29/2024 - Senate RLS.              |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 637</a>  | Jackson         | Zero-emission vehicles: fleet owners: rental vehicles.  | 9/6/2023     | 01/25/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 70, Noes 0.) In Senate. Read first time. To Com. on RLS for assignment. | 01/25/2024 - Senate RLS.              |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 1349</a> | Irwin           | Electric vehicle charging station networks: data fields.  | 6/5/2023     | 07/14/2023 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 6/13/2023)(May be acted upon Jan 2024)          | 07/14/2023 - Senate 2 YEAR            |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 1567</a> | Garcia          | Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.   | 5/26/2023    | 06/14/2023 - Referred to Coms. on N.R. & W. and GOV. & F.  | 06/14/2023 - Senate N.R. & W.         |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 1969</a> | Hart            | State Air Resources Board: Clean Off-Road Equipment Voucher Incentive Project: unmanned aerial systems.   |              | 02/20/2024 - Referred to Com. on NAT. RES.   | 02/20/2024 - Assembly NAT. RES.       |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2061</a> | Wilson          | Sales and Use Tax: exemptions: zero-emission public transportation ferries.   |              | 02/12/2024 - Referred to Com. on REV. & TAX.   | 02/12/2024 - Assembly REV. & TAX      |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2266</a> | Petrie-Norris   | California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.   |              | 02/26/2024 - Referred to Coms. on TRANS. and NAT. RES.   | 02/26/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2401</a> | Ting            | Clean Cars 4 All Program.   |              | 02/26/2024 - Referred to Coms. on TRANS. and NAT. RES.   | 02/26/2024 - Assembly TRANS.          |                          |                         | Medium                     | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2418</a> | Patterson, Jim  | Vehicular air pollution: heavy-duty trucks.   |              | 02/26/2024 - Referred to Com. on TRANS.  | 02/26/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2480</a> | Garcia          | Carl Moyer Memorial Air Quality Standards Attainment Program: grants: school buses.   |              | 03/04/2024 - Referred to Com. on TRANS.  | 03/04/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2626</a> | Dixon           | Advanced Clean Fleets regulations: local governments.   |              | 03/04/2024 - Referred to Coms. on TRANS. and NAT. RES.   | 03/04/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2796</a> | Alvarez         | Equitable Access to Zero-Emissions Vehicles Fund.   |              | 03/11/2024 - Referred to Coms. on TRANS. and NAT. RES.   | 03/11/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 2815</a> | Petrie-Norris   | Clean Transportation Program: electric vehicle charging infrastructure.   |              | 03/11/2024 - Referred to Coms. on TRANS. and NAT. RES.   | 03/11/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 3153</a> | Dixon           | Emission standards: marine vessels: exemption.  |              | 03/11/2024 - Referred to Com. on TRANS.  | 03/11/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 3243</a> | Ta              | Vehicle registration fees: amnesty.   |              | 03/11/2024 - Referred to Com. on TRANS.  | 03/11/2024 - Assembly TRANS.          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">SB 301</a>  | Portantino      | Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.  | 9/1/2023     | 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023)(May be acted upon Jan 2024)        | 09/14/2023 - Assembly 2 YEAR          |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">SB 638</a>  | Eggman          | Climate Resiliency and Flood Protection Bond Act of 2024.   | 6/28/2023    | 07/06/2023 - July 11 hearing postponed by committee.   | 06/15/2023 - Assembly W.P. & W.       |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">SB 867</a>  | Allen           | Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024. | 6/22/2023    | 07/06/2023 - July 10 hearing postponed by committee.   | 06/20/2023 - Assembly NAT. RES.       |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">SB 1054</a> | Rubio           | Climate Pollution Reduction in Homes Initiative: grants.  |              | 02/21/2024 - Referred to Com. on E., U. & C.   | 02/21/2024 - Senate E. U., & C.       |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">SB 1135</a> | Limón           | Greenhouse Gas Reduction Fund: income taxes: credit.  |              | 03/01/2024 - Set for hearing April 9.  | 02/21/2024 - Senate N.R. & W.         |                          |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">SB 1387</a> | Newman          | California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.  |              | 02/29/2024 - Referred to Com. on RLS.  | 02/16/2024 - Senate RLS.              | Intent Bill              |                         | Low                        | GGRF, Incentive Programs, Mobile Source, Cap and Trade |
| <a href="#">AB 817</a>  | Pacheco         | Open meetings: teleconferencing: subsidiary body.   | 1/17/2024    | 01/25/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 54, Noes 8.) In Senate. Read first time. To Com. on RLS for assignment. | 01/25/2024 - Senate RLS.              | Board Approval 4/19/2023 | Support                 | Medium                     | Other  |

| Bill #                  | Author         | Subject   | Last Amended | Last Status - As of 3/12/2024   | Location                            | Notes                                       | Position               | Priority (Low/Medium/High) | Category |
|-------------------------|----------------|---|--------------|---|-------------------------------------|---|------------------------|----------------------------|----------|
| <a href="#">AB 1465</a> | Wicks          | Nonvehicular air pollution: civil penalties.  | 7/13/2023    | 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/6/2023)(May be acted upon Jan 2024)                                | 09/14/2023 - Senate 2 YEAR          |   | Air District-Sponsored | High                       | Other    |
| <a href="#">AB 1812</a> | Gabriel        | Budget Act of 2024.   |              | 01/16/2024 - Referred to Com. on BUDGET.  | 01/16/2024 - Assembly BUDGET        | January Budget Proposal                     |                        | High                       | Other    |
| <a href="#">AB 1857</a> | Jackson        | State Air Resources Board: air quality regulation: valleys.   |              | 01/29/2024 - Referred to Com. on NAT. RES.  | 01/29/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 1864</a> | Connolly       | Pesticides: agricultural use near schoolsites: notification and reporting.                                      | 3/6/2024     | 03/07/2024 - Re-referred to Com. on E.S. & T.M.   | 02/12/2024 - Assembly E.S. & T.M.   |   |                        | Low                        | Other    |
| <a href="#">AB 1866</a> | Hart           | Oil and gas: idle wells.  | 3/11/2024    | 03/11/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.                               | 01/29/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 1894</a> | Ta             | Nonvehicular air pollution: civil penalties.  | 3/11/2024    | 03/11/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.                               | 02/12/2024 - Assembly NAT. RES.     | Board Approval 3/6/2024                     | Oppose                 | Medium                     | Other    |
| <a href="#">AB 1922</a> | Davies         | California Conservation Corps: Green Collar Certification Program.  |              | 02/05/2024 - Referred to Com. on NAT. RES.  | 02/05/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 1923</a> | Davies         | Green Assistance Program.   |              | 02/05/2024 - Referred to Com. on NAT. RES.  | 02/05/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 2037</a> | Papan          | Weights and measures: electric vehicle chargers.  | 3/6/2024     | 03/07/2024 - Re-referred to Com. on P. & C.P.   | 02/12/2024 - Assembly P. & C.P.     |   |                        | Low                        | Other    |
| <a href="#">AB 2153</a> | Lowenthal      | California Public Records Act: public agency employees: notice requirements: personnel and medical information. |              | 02/20/2024 - Referred to Com. on JUD.   | 02/20/2024 - Assembly JUD.          |   |                        | Low                        | Other    |
| <a href="#">AB 2190</a> | Mathis         | California Environmental Quality Act: expedited judicial review: infrastructure projects: hydrogen.             |              | 02/26/2024 - Referred to Coms. on NAT. RES. and JUD.  | 02/26/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 2302</a> | Addis          | Open meetings: local agencies: teleconferences.   |              | 02/26/2024 - Referred to Com. on L. GOV.  | 02/26/2024 - Assembly L. GOV.       |   |                        | Low                        | Other    |
| <a href="#">AB 2309</a> | Muratsuchi     | City attorney: state law: misdemeanor.  |              | 02/26/2024 - Referred to Com. on PUB. S.  | 02/26/2024 - Assembly PUB. S.       |   |                        | Low                        | Other    |
| <a href="#">AB 2394</a> | Grayson        | California Environmental Quality Act.   |              | 02/13/2024 - From printer. May be heard in committee March 14.  | 02/12/2024 - Assembly PRINT         | Spot Bill                                   |                        | Low                        | Other    |
| <a href="#">AB 2453</a> | Villapudua     | Weights and measures: electric vehicle chargers and electric vehicle supply equipment.                          |              | 03/04/2024 - Referred to Com. on P. & C.P.  | 03/04/2024 - Assembly P. & C.P.     |   |                        | Low                        | Other    |
| <a href="#">AB 2487</a> | Fong, Mike     | Public employment: climate change.  |              | 02/14/2024 - From printer. May be heard in committee March 15.  | 02/13/2024 - Assembly PRINT         | Intent Bill                                 |                        | Low                        | Other    |
| <a href="#">AB 2513</a> | Pellerin       | Gas stoves and ranges: warning label.   |              | 02/14/2024 - From printer. May be heard in committee March 15.  | 02/13/2024 - Assembly PRINT         |   |                        | Low                        | Other    |
| <a href="#">AB 2557</a> | Ortega         | Local agencies: legislative bodies.   |              | 02/15/2024 - From printer. May be heard in committee March 16.  | 02/14/2024 - Assembly PRINT         | Spot Bill                                   |                        | Low                        | Other    |
| <a href="#">AB 2561</a> | McKinnor       | Local public employees: vacant positions.   | 3/11/2024    | 03/11/2024 - Referred to Com. on P.E. & R. From committee chair, with author's amendments: Amend, and re-refer to Com. on P.E. & R. Read second time and amended. | 03/11/2024 - Assembly P.E. & R.     |   |                        | Low                        | Other    |
| <a href="#">AB 2577</a> | Irwin          | Organic waste: reduction regulations.   |              | 03/04/2024 - Referred to Com. on NAT. RES.  | 03/04/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 2639</a> | Patterson, Joe | California Environmental Quality Act.   |              | 02/15/2024 - From printer. May be heard in committee March 16.  | 02/14/2024 - Assembly PRINT         | Spot Bill                                   |                        | Low                        | Other    |
| <a href="#">AB 2658</a> | Bains          | Short-lived climate pollutants: organic waste: reduction regulations: exemption.                                |              | 03/04/2024 - Referred to Com. on NAT. RES.  | 03/04/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 2675</a> | Low            | State agencies: electronic transmission of information.   |              | 02/15/2024 - From printer. May be heard in committee March 16.  | 02/14/2024 - Assembly PRINT         | Spot Bill                                   |                        | Low                        | Other    |
| <a href="#">AB 2715</a> | Boerner        | Ralph M. Brown Act: closed sessions.  |              | 03/04/2024 - Referred to Com. on L. GOV.  | 03/04/2024 - Assembly L. GOV.       |   |                        | Low                        | Other    |
| <a href="#">AB 2781</a> | Irwin          | State grants.   |              | 02/16/2024 - From printer. May be heard in committee March 17.  | 02/15/2024 - Assembly PRINT         |   |                        | Low                        | Other    |
| <a href="#">AB 2900</a> | Soria          | Toxic air contaminant emissions: California's central valley.   |              | 02/16/2024 - From printer. May be heard in committee March 17.  | 02/15/2024 - Assembly PRINT         | Intent Bill                                 |                        | Low                        | Other    |
| <a href="#">AB 2902</a> | Wood           | Organic waste: reduction regulations: exemptions.   |              | 03/04/2024 - Referred to Com. on NAT. RES.  | 03/04/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 2937</a> | Wicks          | California Environmental Quality Act: streamlined environmental reviews.  |              | 02/16/2024 - From printer. May be heard in committee March 17.  | 02/15/2024 - Assembly PRINT         | Spot Bill                                   |                        | Low                        | Other    |
| <a href="#">AB 2940</a> | Muratsuchi     | California Environmental Quality Act: environmental leadership development projects: transmission projects.     |              | 02/16/2024 - From printer. May be heard in committee March 17.  | 02/15/2024 - Assembly PRINT         |   |                        | Low                        | Other    |
| <a href="#">AB 2958</a> | Calderon       | State Air Resources Board: board members: compensation.   |              | 03/11/2024 - Referred to Com. on NAT. RES.  | 03/11/2024 - Assembly NAT. RES.     |   | Propose Support        | Medium                     | Other    |
| <a href="#">AB 3155</a> | Friedman       | Oil and gas wells: health protection zones: civil liability.  |              | 03/11/2024 - Referred to Coms. on NAT. RES. and JUD.  | 03/11/2024 - Assembly NAT. RES.     |   |                        | Low                        | Other    |
| <a href="#">AB 3233</a> | Addis          | Oil and gas: operations: restrictions: local authority.   |              | 02/17/2024 - From printer. May be heard in committee March 18.  | 02/16/2024 - Assembly PRINT         | Intent Bill                                 |                        | Low                        | Other    |
| <a href="#">SB 312</a>  | Wiener         | California Environmental Quality Act: university housing development projects: exemption.                       | 1/11/2024    | 01/25/2024 - Read third time. Passed. (Ayes 34. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.                                     | 01/25/2024 - Assembly DESK          |   |                        | Low                        | Other    |
| <a href="#">SB 382</a>  | Becker         | Single-family residential property: disclosures.  | 1/4/2024     | 01/18/2024 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.                                     | 01/18/2024 - Assembly DESK          | Board Approval 3/6/2024 Proposed Co-Sponsor | Support                | Medium                     | Other    |
| <a href="#">SB 537</a>  | Becker         | Open meetings: multijurisdictional, cross-county agencies: teleconferences.                                     | 9/5/2023     | 09/14/2023 - Ordered to inactive file on request of Assembly Member Bryan.  | 09/14/2023 - Assembly INACTIVE FILE | Board Approval 4/19/2023                    | Support                | Medium                     | Other    |

| Bill #                  | Author     | Subject   | Last Amended | Last Status - As of 3/12/2024   | Location                        | Notes                    | Position         | Priority (Low/Medium/High) | Category       |
|-------------------------|------------|---|--------------|---|---------------------------------|--------------------------|------------------|----------------------------|----------------|
| <a href="#">SB 908</a>  | Cortese    | Public records; legislative records; electronic messages.   |              | 01/09/2024 - From printer. May be acted upon on or after February 8.  | 01/08/2024 - Senate RLS.        |                          |                  | Low                        | Other          |
| <a href="#">SB 917</a>  | Skinner    | Budget Act of 2024.   |              | 01/10/2024 - Introduced. Read first time. Referred to Com. on B. & F.R. To print.   | Senate BUDGET & F.R.            | January Budget Proposal  |                  | High                       | Other          |
| <a href="#">SB 967</a>  | Padilla    | University of California; pilot project: dust forecast and warning system: Imperial County and Coachella Valley.                          |              | 03/01/2024 - Set for hearing March 20.  | 02/14/2024 - Senate ED.         |                          |                  | Low                        | Other          |
| <a href="#">SB 979</a>  | Grove      | Oil and gas; operations; notices of intention; written response for denied notice.  |              | 02/14/2024 - Referred to Com. on N.R. & W.  | 02/14/2024 - Senate N.R. & W.   |                          |                  | Low                        | Other          |
| <a href="#">SB 1045</a> | Blakespear | Composting facilities; zoning; air and water permits.   | 3/11/2024    | 03/11/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.   | 02/14/2024 - Senate E.Q.        |                          |                  | Low                        | Other          |
| <a href="#">SB 1046</a> | Laird      | Organic waste reduction; program environmental impact report; composting facilities.  |              | 03/05/2024 - Set for hearing March 20.  | 02/14/2024 - Senate E.Q.        |                          |                  | Low                        | Other          |
| <a href="#">SB 1062</a> | Dahle      | Air quality standards; idled biomass facilities; emissions technology.  |              | 02/21/2024 - Referred to Com. on RLS.   | 02/08/2024 - Senate RLS.        | Intent Bill              |                  | Low                        | Other          |
| <a href="#">SB 1087</a> | Grove      | Oil imports; air quality emissions data.  |              | 03/05/2024 - Set for hearing March 20.  | 02/21/2024 - Senate E.Q.        | Intent Bill              |                  | Low                        | Other          |
| <a href="#">SB 1193</a> | Menjivar   | Airports; leaded aviation gasoline.   |              | 03/06/2024 - Set for hearing April 9.   | 02/21/2024 - Senate TRANS.      | Board Approval 3/6/2024  | Support          | Medium                     | Other          |
| <a href="#">SB 1204</a> | Archuleta  | Planning and Zoning Law; electric vehicle charging stations.  |              | 02/29/2024 - Referred to Com. on RLS.   | 02/15/2024 - Senate RLS.        | Spot Bill                |                  | Low                        | Other          |
| <a href="#">SB 1232</a> | Grove      | Organic waste; reduction regulations; exemptions.   |              | 03/08/2024 - Set for hearing April 3.   | 02/29/2024 - Senate E.Q.        |                          |                  | Low                        | Other          |
| <a href="#">SB 1298</a> | Cortese    | Certification of thermal powerplants; data centers.   |              | 02/29/2024 - Referred to Com. on E., U. & C.  | 02/29/2024 - Senate E. U., & C. |                          | Propose Oppose   | Medium                     | Other          |
| <a href="#">SB 1308</a> | Gonzalez   | Ozone; indoor air cleaning devices.   |              | 03/08/2024 - Set for hearing April 3.   | 02/29/2024 - Senate E.Q.        |                          |                  | Low                        | Other          |
| <a href="#">SB 1505</a> | Stern      | Aircraft registration.  |              | 03/06/2024 - Set for hearing April 9.   | 02/29/2024 - Senate TRANS.      |                          |                  | Low                        | Other          |
| <a href="#">SB 1510</a> | Stern      | Permitting; electric vehicle charging.  |              | 02/29/2024 - Referred to Com. on RLS.   | 02/16/2024 - Senate RLS.        | Intent Bill              |                  | Low                        | Other          |
| <a href="#">AB 6</a>    | Friedman   | Transportation planning; regional transportation plans; Solutions for Congested Corridors Program; reduction of greenhouse gas emissions. | 3/16/2023    | 07/14/2023 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/14/2023)(May be acted upon Jan 2024)  | 07/14/2023 - Senate 2 YEAR      |                          |                  | Low                        | Transportation |
| <a href="#">AB 99</a>   | Connolly   | Department of Transportation; state roads and highways; integrated pest management.   | 7/13/2023    | 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)                               | 09/01/2023 - Senate 2 YEAR      |                          |                  | Low                        | Transportation |
| <a href="#">AB 1774</a> | Dixon      | Vehicles; electric bicycles.  |              | 01/16/2024 - Referred to Com. on TRANS.   | 01/16/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 1778</a> | Connolly   | Vehicles; electric bicycles.  | 3/6/2024     | 03/07/2024 - Re-referred to Com. on TRANS.  | 01/16/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 1837</a> | Papan      | San Francisco Bay area; public transportation.  |              | 01/17/2024 - From printer. May be heard in committee February 16.   | 01/16/2024 - Assembly PRINT     | Intent Bill              |                  | Low                        | Transportation |
| <a href="#">AB 1953</a> | Villapudua | Vehicles; weight limits.  |              | 02/12/2024 - Referred to Com. on TRANS.   | 02/12/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2029</a> | Jackson    | Electric vehicle charging stations study.   | 3/11/2024    | 03/11/2024 - From committee chair, with author's amendments; Amend, and re-refer to Com. on TRANS. Read second time and amended.  | 02/12/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2147</a> | Mathis     | Clean Transportation Program; hydrogen-fueling stations; report; job creation and workforce development.                                  |              | 02/26/2024 - Referred to Com. on TRANS.   | 02/26/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2234</a> | Boerner    | Vehicles; electric bicycles.  |              | 02/26/2024 - Referred to Com. on TRANS.   | 02/26/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2290</a> | Friedman   | Transportation; Class III bikeways; bicycle facilities; Bikeway Quick-Build Project Pilot Program.  |              | 02/26/2024 - Referred to Com. on TRANS.   | 02/26/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2325</a> | Lee        | San Francisco Bay Area Rapid Transit District; officers; designation and appointment.   |              | 02/26/2024 - Referred to Com. on L. GOV.  | 02/26/2024 - Assembly L. GOV.   |                          |                  | Low                        | Transportation |
| <a href="#">AB 2427</a> | McCarty    | Electric vehicle charging stations; permitting; curbside charging.  |              | 03/04/2024 - Referred to Coms. on L. GOV. and TRANS.  | 03/04/2024 - Assembly L. GOV.   |                          |                  | Low                        | Transportation |
| <a href="#">AB 2448</a> | Jackson    | Electric Vehicle Economic Opportunity Zone; County of Riverside.  |              | 02/14/2024 - From printer. May be heard in committee March 15.  | 02/13/2024 - Assembly PRINT     |                          |                  | Low                        | Transportation |
| <a href="#">AB 2455</a> | Gabriel    | San Francisco Bay Area Water Emergency Transportation Authority.  |              | 02/14/2024 - From printer. May be heard in committee March 15.  | 02/13/2024 - Assembly PRINT     | Spot Bill                |                  | Low                        | Transportation |
| <a href="#">AB 2535</a> | Bonta      | Trade Corridor Enhancement Program.   |              | 03/04/2024 - Referred to Coms. on TRANS. and NAT. RES.  | 03/04/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2678</a> | Wallis     | Vehicles; high-occupancy vehicle lanes.   |              | 03/04/2024 - Referred to Com. on TRANS.   | 03/04/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 2697</a> | Irwin      | Transportation electrification; electric vehicle charging infrastructure.   | 3/11/2024    | 03/11/2024 - Referred to Coms. on TRANS. and U. & E. From committee chair, with author's amendments; Amend, and refer to Com. on TRANS. Read second time and amended.   | 03/11/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">AB 3219</a> | Sanchez    | Advanced Clean Fleets Regulation; local governments.  | 3/11/2024    | 03/11/2024 - Referred to Coms. on TRANS. and NAT. RES. From committee chair, with author's amendments; Amend, and refer to Com. on TRANS. Read second time and amended. | 03/11/2024 - Assembly TRANS.    |                          |                  | Low                        | Transportation |
| <a href="#">SB 532</a>  | Wiener     | San Francisco Bay area toll bridges; tolls; transit operating expenses.   | 6/29/2023    | 08/23/2023 - August 23 set for first hearing canceled at the request of author.   | 07/05/2023 - Assembly APPR.     |                          |                  | Low                        | Transportation |
| <a href="#">SB 768</a>  | Caballero  | California Environmental Quality Act; State Air Resources Board; vehicle miles traveled; study.   | 1/11/2024    | 01/29/2024 - Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.   | 01/29/2024 - Assembly DESK      | Board Approval 4/19/2023 | Work with Author | Medium                     | Transportation |
| <a href="#">SB 925</a>  | Wiener     | San Francisco Bay area; local revenue measure; transportation improvements.   |              | 02/14/2024 - Referred to Com. on RLS.   | 01/11/2024 - Senate RLS.        | Intent Bill              |                  | Low                        | Transportation |



| Bill #                  | Author       | Subject   | Last Amended | Last Status - As of 3/12/2024  | Location                         | Notes       | Position | Priority (Low/Medium/High) | Category                          |
|-------------------------|--------------|---|--------------|--|----------------------------------|-------------|----------|----------------------------|-----------------------------------|
| <a href="#">SB 926</a>  | Wahab        | San Francisco Bay area: public transportation.  |              | 02/14/2024 - Referred to Com. on TRANS.  | 02/14/2024 - Senate TRANS.       |             |          | Low                        | Transportation                    |
| <a href="#">SB 1393</a> | Niello       | Advanced Clean Fleets Regulation Appeals Advisory Committee.                            |              | 03/08/2024 - Set for hearing April 3.  | 02/29/2024 - Senate E.Q.         |             |          | Low                        | Transportation                    |
| <a href="#">AB 1951</a> | Fong, Vince  | California Environmental Quality Act: exemption: roadside wildfire prevention projects. |              | 02/12/2024 - Referred to Com. on NAT. RES.   | 02/12/2024 - Assembly NAT. RES.  |             |          | Low                        | Wildfire/Smoke/PSPS               |
| <a href="#">AB 2330</a> | Holden       | Endangered species: authorized take: routine fuel management activities.                |              | 02/26/2024 - Referred to Com. on W., P., & W.  | 02/26/2024 - Assembly W.,P. & W. |             |          | Low                        | Wildfire/Smoke/PSPS               |
| <a href="#">AB 2968</a> | Connolly     | Wildfire prevention.  |              | 02/17/2024 - From printer. May be heard in committee March 18.   | 02/16/2024 - Assembly PRINT      | Intent Bill |          | Low                        | Wildfire/Smoke/PSPS               |
| <a href="#">SB 310</a>  | Dodd         | Prescribed fire: civil liability: cultural burns.                                       | 6/28/2023    | 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be | 09/01/2023 - Assembly 2 YEAR     |             |          | Low                        | Wildfire/Smoke/PSPS               |
| <a href="#">SB 945</a>  | Alvarado-Gil | The Wildfire Smoke and Health Outcomes Data Act.  | 3/11/2024    | 03/11/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on HEALTH.   | 02/14/2024 - Senate HEALTH       |             |          | Low                        | Wildfire/Smoke/PSPS               |
| <a href="#">SB 946</a>  | McGuire      | Wildfires: community hardening.   |              | 02/14/2024 - Referred to Com. on RLS.  | 01/18/2024 - Senate RLS.         | Intent Bill |          | Low                        | Wildfire/Smoke/PSPS               |
| <a href="#">SB 1176</a> | Niello       | Wildfires: workgroup: toxic heavy metals.   |              | 03/01/2024 - Set for hearing April 9.  | 02/21/2024 - Senate N.R. & W.    |             |          | Low                        | Wildfire/Smoke/PSPS               |
| Total Active Bills      |              |   |              |  |                                  |             |          | 149                        | Low: 129<br>Medium: 15<br>High: 5 |

**ASSEMBLY BILL**

**No. 1921**

---

---

**Introduced by Assembly Member Papan**

January 25, 2024

---

---

An act to amend Section 25741 of the Public Resources Code, relating to energy.

LEGISLATIVE COUNSEL'S DIGEST

AB 1921, as introduced, Papan. Energy: renewable electrical generation facilities: linear generators.

Existing law defines renewable electrical generation facility as a facility that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements. Existing law incorporates that definition into various programs, including the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from electrical generating facilities that meet the definition of “renewable electrical generation facility,” and the net energy metering program, for which residential customers, small commercial customers, and commercial, industrial, or agricultural customers of an electric utility, who use a renewable electrical generation facility are eligible to participate, as specified.

This bill would expand the definition of “renewable electrical generation facility” to include a facility that uses linear generators, as

defined, using renewable fuels and meets those other specified requirements.

Under existing law, a violation of any order, decision, rule, direction, demand, or requirement of the commission is a crime.

Because a violation of a commission action implementing this bill’s requirements would be a crime, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 25741 of the Public Resources Code is  
2 amended to read:

3 25741. As used in this chapter, the following ~~terms have the~~  
4 ~~following meaning:~~ *definitions apply:*

5 (a) “Renewable electrical generation facility” means a facility  
6 that meets all of the following criteria:

7 (1) The facility uses biomass, solar thermal, photovoltaic, wind,  
8 geothermal, fuel cells using renewable fuels, *linear generators*  
9 *using renewable fuels*, small hydroelectric generation of 30  
10 megawatts or less, digester gas, municipal solid waste conversion,  
11 landfill gas, ocean wave, ocean thermal, or tidal current, and any  
12 additions or enhancements to the facility using that technology.

13 (2) The facility satisfies one of the following requirements:

14 (A) The facility is located in the state or near the border of the  
15 state with the first point of connection to the transmission network  
16 of a balancing authority area primarily located within the state.  
17 For purposes of this subparagraph, “balancing authority area” has  
18 the same meaning as defined in Section 399.12 of the Public  
19 Utilities Code.

20 (B) The facility has its first point of interconnection to the  
21 transmission network outside the state, within the Western  
22 Electricity Coordinating Council (WECC) service area, and  
23 satisfies all of the following requirements:

1 (i) It commences initial commercial operation after January 1,  
2 2005.

3 (ii) It will not cause or contribute to any violation of a California  
4 environmental quality standard or requirement.

5 (iii) It participates in the accounting system to verify compliance  
6 with the renewables portfolio standard ~~once~~ established by the  
7 commission pursuant to subdivision (b) of Section 399.25 of the  
8 Public Utilities Code.

9 (C) The facility meets the requirements of clauses (ii) and (iii)  
10 ~~in~~ of subparagraph (B), but does not meet the requirements of  
11 clause (i) of subparagraph (B) because it commenced initial  
12 operation ~~prior to~~ *before* January 1, 2005, if the facility satisfies  
13 either of the following requirements:

14 (i) The electricity is from incremental generation resulting from  
15 expansion or repowering of the facility.

16 (ii) Electricity generated by the facility was procured by a retail  
17 seller or local publicly owned electric utility as of January 1, 2010.

18 (3) If the facility is outside the United States, it is developed  
19 and operated in a manner that is as protective of the environment  
20 as a similar facility located in the state.

21 (4) If eligibility of the facility is based on the use of landfill gas,  
22 digester gas, or another renewable fuel delivered to the facility  
23 through a common carrier pipeline, the transaction for the  
24 procurement of that fuel, including the source of the fuel and  
25 delivery method, satisfies the requirements of Section 399.12.6 of  
26 the Public Utilities Code and is verified pursuant to the accounting  
27 system established by the commission pursuant to *Section* 399.25  
28 of the Public Utilities Code, or a comparable system, as determined  
29 by the commission.

30 (b) *“Linear generator” means an integrated system that consists*  
31 *of oscillators, cylinders, electricity conversion equipment, and an*  
32 *associated balance of plant components, and meets all of the*  
33 *following criteria:*

34 (1) *The system converts the linear motion of oscillators directly*  
35 *into electricity.*

36 (2) *The electricity output is dispatchable and the electricity*  
37 *output is able to be varied across all loads.*

38 (3) *The system is fuel flexible and capable of operating using*  
39 *multiple fuel types, including renewable fuels, which includes, but*  
40 *is not limited to, hydrogen, ammonia, and biogas.*

1     ~~(b)~~  
2     ~~(c)~~ “Municipal solid waste ~~conversion,~~” as used in subdivision  
3 ~~(a)~~, *conversion*” means a technology that uses a noncombustion  
4 thermal process to convert solid waste to a clean-burning fuel for  
5 the purpose of generating electricity, and that meets all of the  
6 following criteria:  
7     (1) The technology does not use air or oxygen in the conversion  
8 process, except ambient air to maintain temperature control.  
9     (2) The technology produces no discharges of air contaminants  
10 or emissions, including greenhouse gases as defined in Section  
11 38505 of the Health and Safety Code.  
12     (3) The technology produces no discharges to surface or  
13 groundwaters of the state.  
14     (4) The technology produces no hazardous wastes.  
15     (5) To the maximum extent feasible, the technology removes  
16 all recyclable materials and marketable green waste compostable  
17 materials from the solid waste stream ~~prior to~~ *before* the conversion  
18 process and the owner or operator of the facility certifies that those  
19 materials will be recycled or composted.  
20     (6) The facility at which the technology is used is in compliance  
21 with all applicable laws, regulations, and ordinances.  
22     (7) The technology meets any other conditions established by  
23 the commission.  
24     (8) The facility certifies that any local agency sending solid  
25 waste to the facility diverted at least 30 percent of all solid waste  
26 it collects through solid waste reduction, recycling, and  
27 composting. For purposes of this paragraph, “local agency” means  
28 any city, county, or special district, or subdivision thereof, ~~which~~  
29 *that* is authorized to provide solid waste handling services.  
30     ~~(e)~~  
31     ~~(d)~~ “Renewable energy public goods charge” means that portion  
32 of the nonbypassable system benefits charge required to be  
33 collected to fund renewable energy pursuant to the Reliable Electric  
34 Service Investments Act (Article 15 (commencing with Section  
35 399) of Chapter 2.3 of Part 1 of Division 1 of the Public Utilities  
36 Code).  
37     ~~(f)~~  
38     ~~(e)~~ “Report” means the report entitled “Investing in Renewable  
39 Electricity Generation in California” (June 2001, Publication

1 Number P500-00-022) submitted to the Governor and the  
2 Legislature by the commission.

3 (e)

4 (f) “Retail seller” means a “retail seller” as defined in Section  
5 399.12 of the Public Utilities Code.

6 SEC. 2. No reimbursement is required by this act pursuant to  
7 Section 6 of Article XIII B of the California Constitution because  
8 the only costs that may be incurred by a local agency or school  
9 district will be incurred because this act creates a new crime or  
10 infraction, eliminates a crime or infraction, or changes the penalty  
11 for a crime or infraction, within the meaning of Section 17556 of  
12 the Government Code, or changes the definition of a crime within  
13 the meaning of Section 6 of Article XIII B of the California  
14 Constitution.

O

**ASSEMBLY BILL**

**No. 2188**

---

---

**Introduced by Assembly Member Ta**

February 7, 2024

---

---

An act to amend Section 27156 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 2188, as introduced, Ta. Vehicles: pollution control devices.

Existing law prohibits a person from installing, selling, offering for sale, or advertising any device, apparatus, or mechanism intended for use with, or as a part of, a required motor vehicle pollution control device or system that alters or modifies the original design or performance of the motor vehicle pollution control device or system. A violation of this provision is a crime.

This bill would create an exception to this prohibition for a new aftermarket catalytic converter that has been approved for sale and use by the United States Environmental Protection Agency, as specified.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 27156 of the Vehicle Code is amended
- 2 to read:
- 3 27156. (a) ~~No~~A person shall *not* operate or leave standing
- 4 upon a highway a motor vehicle that is a gross polluter, as defined
- 5 in Section 39032.5 of the Health and Safety Code.

1 (b) ~~No~~A person shall *not* operate or leave standing upon a  
 2 highway a motor vehicle that is required to be equipped with a  
 3 motor vehicle pollution control device under Part 5 (commencing  
 4 with Section 43000) of Division 26 of the Health and Safety Code  
 5 or any other certified motor vehicle pollution control device  
 6 required by any other state law or any rule or regulation adopted  
 7 pursuant to that law, or required to be equipped with a motor  
 8 vehicle pollution control device pursuant to the National Emission  
 9 Standards Act (42 U.S.C. Secs. 7521 to 7550, inclusive) and the  
 10 standards and regulations adopted pursuant to that federal act,  
 11 unless the motor vehicle is equipped with the required motor  
 12 vehicle pollution control device that is correctly installed and in  
 13 operating condition. ~~No~~A person shall *not* disconnect, modify, or  
 14 alter any such required device.

15 (c) ~~No~~(1) A person shall *not* install, sell, offer for sale, or  
 16 advertise any device, apparatus, or mechanism intended for use  
 17 with, or as a part of, a required motor vehicle pollution control  
 18 device or system that alters or modifies the original design or  
 19 performance of the motor vehicle pollution control device or  
 20 system.

21 (2) *This subdivision does not apply to the installation, sale,*  
 22 *offering for sale, or advertisement of a new aftermarket catalytic*  
 23 *converter that has been approved for sale and use by the United*  
 24 *States Environmental Protection Agency.*

25 (d) If the court finds that a person has willfully violated this  
 26 section, the court shall impose the maximum fine that may be  
 27 imposed in the case, and no part of the fine may be suspended.

28 (e) “Willfully,” as used in this section, has the same meaning  
 29 as the meaning of that word prescribed in Section 7 of the Penal  
 30 Code.

31 (f) ~~No~~A person shall *not* operate a vehicle after notice by a  
 32 traffic officer that the vehicle is not equipped with the required  
 33 certified motor vehicle pollution control device correctly installed  
 34 in operating condition, except as may be necessary to return the  
 35 vehicle to the residence or place of business of the owner or driver  
 36 or to a garage, until the vehicle has been properly equipped with  
 37 such a device.

38 (g) The notice to appear issued or complaint filed for a violation  
 39 of this section shall require that the person to whom the notice to  
 40 appear is issued, or against whom the complaint is filed, produce



1 proof of correction pursuant to Section 40150 or proof of  
2 exemption pursuant to Section 4000.1 or 4000.2.

3 (h) This section shall not apply to an alteration, modification,  
4 or modifying device, apparatus, or mechanism found by resolution  
5 of the State Air Resources Board to do either of the following:

6 (1) Not to reduce the effectiveness of a required motor vehicle  
7 pollution control device.

8 (2) To result in emissions from the modified or altered vehicle  
9 that are at levels that comply with existing state or federal standards  
10 for that model-year of the vehicle being modified or converted.

11 (i) Aftermarket and performance parts with valid State Air  
12 Resources Board Executive Orders may be sold and installed  
13 concurrent with a motorcycle's transfer to an ultimate purchaser.

14 (j) This section applies to motor vehicles of the United States  
15 or its agencies, to the extent authorized by federal law.

O

**ASSEMBLY BILL**

**No. 2401**

---

---

**Introduced by Assembly Member Ting  
(Coauthors: Assembly Members Friedman and Schiavo)**

February 12, 2024

---

---

An act to amend Sections 44124.5, 44125.5, and 44127 of, and to add Section 44128 to, the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 2401, as introduced, Ting. Clean Cars 4 All Program.

Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law requires the implementing regulations to ensure that the program complies with certain requirements.

This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would also require, as one of the program goals for replacement of passenger vehicles and trucks, the state board to prioritize vehicle retirement in areas of the state that meet specified criteria, including those areas with

the highest percentage of people in disadvantaged and low-income communities.

Existing law requires the state board to annually post on its internet website a performance analysis of the replacement and mobility options component of the Clean Cars 4 All Program that includes an evaluation of the funding for targeted outreach in low-income or disadvantaged communities, as specified.

This bill would require that evaluation to instead address the funding for targeted outreach in low-income or disadvantaged communities with the highest number of vehicles manufactured before 2004 or that are at least 20 years old that are driven most and have the poorest fuel economy, as specified.

Existing law requires the state board to consider certain metrics in allocating funding under the program to local air districts participating in the program.

This bill would require the state board, in allocating funding to local air districts participating in the program and to the portion of the program managed by the state board, to consider additional metrics relating to retired vehicles.

The bill would also require the state board, in coordination with local air districts and specified organizations, to establish a means-based strategy to identify potential recipients of incentives under the Clean Cars 4 All Program that meet certain criteria and, as part of that strategy, require an increased incentive to be provided under the program to those individuals.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. (a) The Legislature finds and declares all of the
- 2 following:
- 3 (1) Two-thirds of the most polluted counties in the nation, by
- 4 year-round particulate pollution, are in California.
- 5 (2) In California, the transportation sector accounts for 50
- 6 percent of the state’s greenhouse gas emissions and nearly 80
- 7 percent of the nitrogen oxide pollution. Air pollution from on-road
- 8 transportation, particularly from older vehicles, is inequitably
- 9 distributed across California, exposing Black and Latino
- 10 communities to disproportionately higher levels of particulate

1 matter that can cause lung disease, cardiovascular disease, and  
2 cancer.

3 (3) In California, the private light-duty vehicles in the top 20  
4 percent in terms of gasoline consumption are using 55 percent of  
5 all private light-duty vehicle gasoline.

6 (4) Although pre-2004 vehicles make up only 19 percent of the  
7 vehicles on California roads, they are responsible for 73 percent  
8 of all nitrogen oxides exhaust from passenger vehicles and 64  
9 percent of reactive organic gases.

10 (5) To rapidly transition into cleaner transportation, in 2019 the  
11 Legislature created a program, which previously only existed in  
12 the South Coast Air Quality Management District and the San  
13 Joaquin Valley Unified Air Pollution Control District. The Clean  
14 Cars 4 All Program was established to provide incentives to vehicle  
15 owners to voluntarily retire gross polluting vehicles and achieve  
16 emissions reductions in nonattainment areas.

17 (6) The State Air Resources Board's scoping plan adopted  
18 pursuant to Section 38561 of the Health and Safety Code calls for  
19 gasoline use to be reduced 50 percent by 2030 to meet climate  
20 targets. However, the State Energy Resources Conservation and  
21 Development Commission forecasts that California will only  
22 reduce gasoline use 10 percent by 2030.

23 (7) In addition to providing incentives, California is  
24 implementing a Zero Emission Vehicle (ZEV) Market  
25 Development Strategy to ensure 100 percent of in-state new  
26 passenger car and truck sales will be zero-emission by 2035.

27 (8) A core component of the ZEV Market Development Strategy  
28 is ensuring equity in every decision so that communities suffering  
29 most from a combination of economic, health, and environmental  
30 burdens are actively prioritized and directly benefit from public  
31 investment through increased zero-emission mobility options and  
32 cleaner air.

33 (b) It is the intent of the Legislature that the transition into  
34 zero-emission transportation occur in an equitable manner to be  
35 achieved by offering the most vulnerable populations access to  
36 clean transportation incentives and ensuring that those incentives  
37 are continuously available to communities most burdened with air  
38 pollutants so limited public investments have the greatest impact.

39 (c) It is further the intent of the Legislature to reduce vehicle  
40 emissions in the fastest, most efficient, and equitable manner.

1 SEC. 2. Section 44124.5 of the Health and Safety Code is  
 2 amended to read:

3 44124.5. (a) The Clean Cars 4 All Program is hereby  
 4 established and is to be administered by the state board to focus  
 5 on achieving reductions in the emissions of greenhouse gases,  
 6 improvements in air quality, and benefits to low-income state  
 7 residents through the replacement of high-polluter motor vehicles  
 8 with cleaner and more efficient motor vehicles or a mobility option.

9 (b) Beginning in the 2018–19 fiscal year, and every fiscal year  
 10 thereafter, the state board shall set specific, measurable goals for  
 11 the replacement of passenger vehicles and light- and medium-duty  
 12 trucks that are high polluters. *As one of these goals, the state board*  
 13 *shall prioritize vehicle retirement in areas of the state that have*  
 14 *the highest percentage of people residing in disadvantaged and*  
 15 *low-income communities, the highest numbers of vehicles*  
 16 *manufactured prior to 2004 or that are at least 20 years old, and*  
 17 *the highest number of vehicles with poor fuel economy and the*  
 18 *most vehicles miles traveled.*

19 (c) The state board shall take steps to meet the goals set forth  
 20 pursuant to subdivision (b). The steps shall include, but need not  
 21 be limited to, updating the guidelines for Clean Cars 4 All no later  
 22 than January 1, 2019.

23 (d) The regulation implementing this section shall ensure all of  
 24 the following:

25 (1) Where applicable, there is improved coordination,  
 26 integration, and partnerships with other programs that target  
 27 disadvantaged communities and receive moneys from the  
 28 Greenhouse Gas Reduction Fund, created pursuant to Section  
 29 16428.8 of the Government Code.

30 (2) The state board ~~shall coordinate~~ *coordinates* with districts  
 31 and local nonprofit and community organizations, prioritizing  
 32 those organizations that have a strong and ongoing local presence  
 33 in areas within the district, to identify barriers to accessing Clean  
 34 Cars 4 All and to develop outreach protocols and metrics to assess  
 35 the success of outreach across the districts.

36 (3) The replacement or a mobility option is consistent with  
 37 paragraph (6) of subdivision (d) of Section 44125.

38 (4) Provisions enhance the prescreening of applicants to Clean  
 39 Cars 4 All, if determined by the state board to be appropriate.

1 (5) By January 1, 2025, all hybrid vehicles purchased using an  
2 incentive are capable of plug-in charging.

3 (6) *The incentives provided under the Clean Cars 4 All Program*  
4 *are available in all areas of the state. In those areas where a*  
5 *district has not elected to participate in the Clean Cars 4 All*  
6 *Program, to manage the distribution of incentives within its*  
7 *jurisdiction, the state board shall manage the distribution of*  
8 *incentives under the Clean Cars 4 All Program to eligible residents*  
9 *of those areas in accordance with the requirements of the Clean*  
10 *Cars 4 All Program. The state board shall not manage the*  
11 *distribution of incentives in the jurisdiction of a district if the*  
12 *district has elected to participate in the program to distribute*  
13 *incentives within its jurisdiction.*

14 (7) *The application process and procedures for delivering*  
15 *available funding for the Clean Cars 4 All Program include*  
16 *performance metrics specified in Sections 44125.5 and 44127 for*  
17 *evaluating funding delivery and program administration and*  
18 *implementation.*

19 (8) *The state board establishes triggers and procedures for*  
20 *reallocating funds from portions of the Clean Cars 4 All Program*  
21 *managed by districts or by the state board that have a surplus of*  
22 *funds to other portions of the Clean Cars 4 All Program managed*  
23 *by other districts or the state board that have exhausted program*  
24 *funding and have demonstrated a need.*

25 (9) *The state board tracks and reports all Clean Cars 4 All*  
26 *Program data at the census tract level to support eligibility criteria*  
27 *that offers increased incentives for residents of disadvantaged*  
28 *communities.*

29 (10) *The state board tracks and reports greenhouse gas*  
30 *emissions reductions per vehicle retired based on miles per gallon*  
31 *and the miles traveled under the registered owner.*

32 (e) The state board shall ensure that incentives awarded under  
33 the Clean Cars 4 All Program are awarded in accordance with  
34 Section 44258.7.

35 SEC. 3. Section 44125.5 of the Health and Safety Code is  
36 amended to read:

37 44125.5. Beginning no later than July 1, 2019, and every year  
38 thereafter, the state board, for both the program and Clean Cars 4  
39 All, shall collect and post on its internet website all of the  
40 following:

1 (a) The performance of both programs relative to the goals set  
2 pursuant to subdivision (b) of Section 44124.5 and subdivision (b)  
3 of Section 44125.

4 (b) An accounting that includes, but need not be limited to,  
5 moneys allocated to the program and Clean Cars 4 All and the  
6 expenditures of the program and Clean Cars 4 All by region. *For*  
7 *the accounting applicable to the Clean Cars 4 All Program, the*  
8 *accounting shall separately display the portions of the program*  
9 *managed by each participating district and by the state board and*  
10 *shall include projections of available funds for each portion of the*  
11 *program.*

12 (c) A performance analysis broken down by district of the  
13 replacement and mobility options component of the program and  
14 Clean Cars 4 All to identify areas to be emphasized when setting  
15 future goals or updating the guidelines for the program and Clean  
16 Cars 4 All. The analysis shall include all of the following:

17 (1) Whether a ~~district~~ *district, or the state board, as applicable,*  
18 *implementing the replacement and mobility options component*  
19 *of the program or Clean Cars 4 All has a backlog or a waiting list*  
20 *for applicants and recommendations from the district or state board*  
21 *on how to eliminate the backlog or waiting list.*

22 (2) An evaluation of the funding for targeted outreach in  
23 low-income or disadvantaged communities, including whether the  
24 funding should be enhanced or modified to reach the goals set  
25 pursuant to ~~subdivision (b) of Section 44124.5 and subdivision (b)~~  
26 ~~of Section 44125.~~

27 (3) *An evaluation of the funding for targeted outreach in*  
28 *low-income or disadvantaged communities with the highest number*  
29 *of vehicles manufactured before 2004 or that are at least 20 years*  
30 *old that are driven most and have the poorest fuel economy,*  
31 *including whether the funding should be enhanced or modified to*  
32 *reach the goals set pursuant to subdivision (b) of Section 44124.5.*

33 ~~(3)~~

34 (4) How incentive levels and eligibility criteria can be modified  
35 to maximize both participation and emissions reductions.

36 ~~(4)~~

37 (5) (A) An assessment identifying populations that are eligible  
38 for, but underserved by Clean Cars 4 All. In identifying  
39 underserved populations pursuant to this paragraph, the assessment  
40 shall, at a minimum, evaluate the participation of households in

1 census tracts shown to be the most impacted in each region,  
2 households making less than 225 percent of the federal poverty  
3 level, and households that are primarily non-English speaking.

4 (B) The assessment shall identify barriers preventing the  
5 underserved populations identified pursuant to subparagraph (A)  
6 from participating in Clean Cars 4 All and propose strategies to  
7 overcome those barriers.

8 SEC. 4. Section 44127 of the Health and Safety Code is  
9 amended to read:

10 44127. (a) Upon appropriation by the Legislature, the state  
11 board may allocate moneys for the expansion of the replacement  
12 component or mobility option component of the program or Clean  
13 Cars 4 All from any of the following:

14 (1) The Enhanced Fleet Modernization Subaccount, created  
15 pursuant to Section 44126.

16 (2) The High Polluter Repair or Removal Account, created  
17 pursuant to Section 44091.

18 (3) The Vehicle Inspection and Repair Fund, created pursuant  
19 to Section 9886 of the Business and Professions Code.

20 (b) Upon appropriation by the Legislature, the state board may  
21 allocate moneys consistent with law for Clean Cars 4 All from the  
22 Greenhouse Gas Reduction Fund, created pursuant to Section  
23 16428.8 of the Government Code.

24 (c) *From the moneys made available to the state board pursuant*  
25 *to subdivision (a) and (b), the state board shall strive to maintain*  
26 *continuous funding to each district participating in the Clean Cars*  
27 *for All Program.*

28 (e)

29 (d) (1) In allocating funding under Clean Cars 4 All to districts  
30 participating in the ~~program~~, *program and to the portion of the*  
31 *program managed by the state board*, the state board shall consider,  
32 at a minimum, all of the following metrics:

33 (A) ~~Number~~ *Total value* of vouchers deployed.

34 (B) Proportion of applications that have been started and resulted  
35 in completed replacement transactions or mobility vouchers.

36 (C) Demand for vouchers.

37 (D) Proportional investment to underserved populations  
38 identified pursuant to paragraph ~~(4)~~ (5) of subdivision (c) of Section  
39 44125.5.

40 (E) Population in eligible Clean Cars 4 All Zip Codes.



1 (F) *The following metrics for retired vehicles:*  
2 (i) *High average annual vehicle miles traveled for the current*  
3 *and previous two years, to the greatest extent feasible.*

4 (ii) *Low fuel economy of the vehicles.*

5 (iii) *Older model year of the vehicles.*

6 (2) Beginning January 1, 2023, and every year thereafter, the  
7 state board shall publish, as part of its funding plan, a report  
8 identifying how each criterion was used to allocate funding to  
9 districts.

10 ~~(d)~~

11 (e) (1) Up to 10 percent of the moneys allocated by the state  
12 board *to districts* for Clean Cars 4 All may be used for outreach  
13 programs in accordance with both of the following requirements:

14 (A) Before a district allocates more than 5 percent of the moneys  
15 received from the state board for Clean Cars 4 All in a fiscal year  
16 for outreach, the district shall submit a description to the state  
17 board of the outreach efforts that will be funded with any money  
18 above 5 percent of the moneys allocated by the state board and a  
19 justification of how the additional funding for outreach will support  
20 deployment of Clean Cars 4 All to households in census tracts  
21 shown to be the most impacted in each region, households making  
22 less than 225 percent of the federal poverty level, households that  
23 are primarily non-English speaking, and other underserved  
24 populations identified pursuant to paragraph ~~(4)~~ (5) of subdivision  
25 (c) of Section 44125.5.

26 (B) A district that allocates more than 5 percent of the moneys  
27 received from the state board for Clean Cars 4 All in a fiscal year  
28 for outreach shall submit a report to the state board on the outcome  
29 of this expenditure, including a description of outreach efforts that  
30 were funded or augmented with any money above 5 percent of the  
31 moneys allocated by the state board for Clean Cars 4 All and how  
32 that funding supported deployment of Clean Cars 4 All to  
33 households in census tracts shown to be the most impacted in each  
34 region, households making less than 225 percent of the federal  
35 poverty level, households that are primarily non-English speaking,  
36 and other underserved populations identified pursuant to paragraph  
37 ~~(4)~~ (5) of subdivision (c) of Section 44125.5.

38 (2) Documents and information submitted by a district to the  
39 state board pursuant to this subdivision shall be for informational  
40 purposes only.

1     (f) *The state board may use up to 10 percent of the moneys that*  
2 *it uses for incentives that it distributes for the purpose of outreach*  
3 *in those areas where it distributes incentives in the amounts*  
4 *prescribed in subparagraphs (A) and (B) of paragraph (1) of*  
5 *subdivision (e) if the state board finds that the expenditure would*  
6 *further the purposes set forth in the applicable subparagraph.*

7     SEC. 5. Section 44128 is added to the Health and Safety Code,  
8 to read:

9     44128. (a) The state board shall establish a means-based  
10 strategy to identify potential recipients of incentives under the  
11 Clean Cars 4 All Program who meet all of the following criteria:

12     (1) A person living in the top decile of disadvantaged  
13 communities.

14     (2) A person owning a vehicle manufactured before 2004 or a  
15 vehicle that is at least 20 years old.

16     (3) A person owning a vehicle with poor fuel economy and a  
17 high number of vehicle miles traveled under the current registrant.

18     (4) A person from an underserved population identified pursuant  
19 to paragraph (5) of subdivision (c) of Section 44125.5.

20     (b) As part of the means-based strategy, the state board shall  
21 require an increased incentive to be provided under the Clean Cars  
22 4 All Program to individuals who meet all of the criteria set forth  
23 in subdivision (a).

24     (c) In establishing the means-based strategy pursuant to  
25 subdivisions (a) and (b), the state board shall coordinate with  
26 districts and local nonprofit and community organizations that  
27 have a strong and ongoing local presence in areas within a  
28 particular district.

29     (d) A participating district, and the state board with respect to  
30 the areas where it manages the distribution of incentives, shall  
31 implement the means-based strategy and shall provide increased  
32 incentives in accordance with this section.

O

**ASSEMBLY BILL**

**No. 2480**

---

---

**Introduced by Assembly Member Garcia**

February 13, 2024

---

---

An act to add Section 44282.6 to the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 2480, as introduced, Garcia. Carl Moyer Memorial Air Quality Standards Attainment Program: grants: school buses.

Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board. The program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The state board is required to establish and update grant criteria and guidelines for covered vehicle projects. Existing law sets forth general eligibility criteria for projects funded through the program, including a cost-effectiveness requirement. For schoolbus projects, existing law prohibits a grant from exceeding specified cost caps and requires the cost-effectiveness value to be set forth in the guidelines adopted by the state board.

This bill would provide that, notwithstanding any other law, a project to purchase a new zero-emission schoolbus to replace an internal combustion engine schoolbus is eligible for a grant under the program regardless of the model year of the associated internal combustion engine.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1     SECTION 1. Section 44282.6 is added to the Health and Safety  
2 Code, to read:  
3     44282.6. Notwithstanding any other law, a project to purchase  
4 a new zero-emission schoolbus to replace an internal combustion  
5 engine schoolbus shall be eligible for a grant under the program  
6 regardless of the model year of the associated internal combustion  
7 engine.

O

**ASSEMBLY BILL**

**No. 2781**

---

---

**Introduced by Assembly Member Irwin**

February 15, 2024

---

---

An act relating to state grants.

LEGISLATIVE COUNSEL'S DIGEST

AB 2781, as introduced, Irwin. State grants.

Existing law sets forth various state grant programs, such as the California Competes Grant Program, and sets forth eligibility requirements for applicants.

This bill would state the intent of the Legislature to enact legislation that would prevent state agencies from contracting, for the purpose of distributing grants, to an organization that is composed of members that would receive the grants.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. It is the intent of the Legislature to enact
- 2 legislation that would prevent state agencies from contracting, for
- 3 the purpose of distributing grants, to an organization that is
- 4 composed of members that would receive the grants.

O

**ASSEMBLY BILL**

**No. 2851**

---

---

**Introduced by Assembly Member Bonta**

February 15, 2024

---

---

An act relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 2851, as introduced, Bonta. Metal shredding facilities: fence-line monitoring.

Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.

Existing law defines a “fence-line monitoring system,” for purposes of specified laws requiring the monitoring of toxic air contaminants from nonvehicular sources, to mean monitoring equipment that measures and records air pollutant concentrations at or adjacent to a stationary source that may be useful for detecting or estimating emissions of pollutants from the source, including the quantity of fugitive emissions, and in supporting enforcement efforts.

This bill would express the intent of the Legislature to enact future legislation that would establish a fence-line monitoring standard for all metal shredding facilities in this state.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. It is the intent of the Legislature to enact future
- 2 legislation that would establish a fence-line monitoring standard
- 3 for all metal shredding facilities in this state.

O

**ASSEMBLY BILL**

**No. 2958**

---

---

**Introduced by Assembly Member Calderon**

February 16, 2024

---

---

An act to amend Section 39512.5 of the Health and Safety Code, relating to the State Air Resources Board.

LEGISLATIVE COUNSEL'S DIGEST

AB 2958, as introduced, Calderon. State Air Resources Board: board members: compensation.

Existing law establishes the State Air Resources Board consisting of 14 members with 12 members appointed by the Governor, with the consent of the Senate. Existing law provides that, of the 12 members appointed by the Governor, 6 of those members are to be from certain air quality management districts or air pollution control districts, as provided. In addition to the 14 members of the state board, existing law provides that 2 Members of the Legislature serve on the state board as ex officio, nonvoting members of the state board. Existing law provides that members appointed as members from the air districts serve on the state board without compensation. Existing law provides that the elected official members of the state board receive \$100 for each day, or a portion of that amount, but not to exceed \$1,000 in any month, attending meetings of the state board or its committees, or upon authorization of the state board while on official business of the state board (per diem amount).

This bill would repeal the prohibition on compensation of the members of the state board from air districts and would provide for the per diem amount for all members of the state board.



Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 39512.5 of the Health and Safety Code  
2 is amended to read:  
3 39512.5. (a) With respect to the members appointed pursuant  
4 to subdivision (d) of Section 39510, those members shall ~~serve~~  
5 ~~without compensation but shall~~ be reimbursed for actual and  
6 necessary expenses incurred in the performance of their duties to  
7 the extent that reimbursement for expenses is not otherwise  
8 provided or payable by another public agency or agencies. Each  
9 ~~elected public official~~ member of the state board shall receive one  
10 hundred dollars (\$100) for each day, or portion ~~thereof~~, *of that*  
11 *amount*, but not to exceed one thousand dollars (\$1,000) in any  
12 month, attending meetings of the state board or committees ~~thereof~~,  
13 *of the state board*, or upon authorization of the state board while  
14 on official business of the state board.  
15 (b) Reimbursements made pursuant to subdivision (a) shall be  
16 made as follows:  
17 (1) A member appointed from a district that is specifically  
18 named in subdivision (d) of Section 39510 shall be reimbursed by  
19 the district from which the person qualified for membership.  
20 (2) The member appointed as a board member of a district that  
21 is not specifically named in subdivision (d) of Section 39510 shall  
22 be reimbursed by the state board.

O

**ASSEMBLY BILL**

**No. 3076**

---

---

**Introduced by Assembly Member Essayli**

February 16, 2024

---

---

An act to add Section 25969 to the Public Resources Code, relating to energy.

LEGISLATIVE COUNSEL'S DIGEST

AB 3076, as introduced, Essayli. Energy: gas stoves.

Existing law prohibits new residential-type gas appliances that are equipped with a pilot light from being sold in the state 24 months after an intermittent ignition device has been demonstrated and certified by the State Energy Resources Conservation and Development Commission.

This bill would prohibit state agencies and local governments from adopting or enforcing a rule, regulation, resolution, or ordinance that directly or indirectly results in prohibiting the use of gas stoves in residential or nonresidential buildings.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 25969 is added to the Public Resources
- 2 Code, to read:

1 25969. (a) A state agency or local government, including a  
2 charter city, shall not adopt or enforce a rule, regulation, resolution,  
3 or ordinance, including, but not limited to, an ordinance prohibiting  
4 natural gas hookups for buildings, that directly or indirectly results  
5 in prohibiting the use of gas stoves in residential or nonresidential  
6 buildings.

7 (b) The Legislature finds and declares that this section addresses  
8 a matter of statewide concern rather than a municipal affair as that  
9 term is used in Section 5 of Article XI of the California  
10 Constitution. Therefore, this section applies to all cities, including  
11 charter cities.

O

**ASSEMBLY BILL**

**No. 3243**

---

---

**Introduced by Assembly Member Ta**

February 16, 2024

---

---

An act to add and repeal Section 4611 of the Vehicle Code, relating to vehicle registration fees.

LEGISLATIVE COUNSEL'S DIGEST

AB 3243, as introduced, Ta. Vehicle registration fees: amnesty.

Existing law authorizes the Department of Motor Vehicles to impose a registration fee for vehicles registered for use in California. Existing law imposes penalties for the failure of a person to pay the registration fee. Existing law permits the department to suspend, cancel, or revoke the registration of a vehicle when the department determines that the required fee has not been paid.

This bill would, until January 1, 2026, require the department to accept, in full satisfaction of all delinquent vehicle registration fees, 20% of the total outstanding registration amount for any applicant if specified criteria are met. The bill would, for eligible participants, waive all applicable late fees and penalties, among other things, associated with delinquent vehicle registration and planned nonoperation of vehicles, as specified.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. This act shall be known, and may be cited, as the
- 2 DMV AFFORD Act.

1 SEC. 2. The Legislature finds and declares the following:

2 (a) The average cost of registering a vehicle in California has  
3 increased 66 percent over the past six years and is currently \$289.

4 (b) Failure to register by the due date results in immediate late  
5 fees and penalties that increase over time. Once payment is  
6 delinquent for two years, the average registration of \$289 more  
7 than doubles to over \$600.

8 (c) According to the Franchise Tax Board, approximately  
9 4,000,000 vehicle registration accounts become delinquent every  
10 year, and nearly 1,400,000 Californians annually face wage  
11 garnishment or the involuntary withdrawal of funds from their  
12 bank accounts to collect debt on behalf of the Department of Motor  
13 Vehicles.

14 (d) Vehicles with delinquent registrations may also be  
15 impounded and sold to collect the debt.

16 (e) Californians with delinquent registration fees remain liable  
17 for the debt through civil action even if they sell or transfer the  
18 vehicle.

19 (f) Evidence demonstrates that providing low-income  
20 Californians with a reduced debt payment option can actually  
21 increase the amount of revenue collected. An analysis of data from  
22 a recent amnesty program for traffic ticket debt by the Lawyers'  
23 Committee for Civil Rights of the San Francisco Bay Area showed  
24 that the amnesty program collected over three times more  
25 delinquent debt per case than other criminal court-ordered  
26 delinquent debt collections.

27 (g) A one-time registration debt forgiveness program for  
28 low-income Californians would achieve all of the following:

29 (1) Provide protection to low-income individuals from wage  
30 garnishment, bank levies, and vehicle impoundment due to  
31 delinquent vehicle registrations.

32 (2) Provide increased revenue at a time when the Motor Vehicle  
33 Account is running an operating deficit by encouraging payment  
34 of old fees that have remained unpaid and are otherwise unlikely  
35 to be collected.

36 (3) Improve air quality by bringing currently unregistered  
37 vehicles back into compliance with the motor vehicle inspection  
38 and maintenance program, commonly known as the smog check  
39 program.

40 SEC. 3. Section 4611 is added to the Vehicle Code, to read:

1 4611. (a) The Amnesty for Forgiveness of Registration Debt  
2 (AFFORD) program is hereby established as a one-time debt  
3 forgiveness initiative administered by the department for  
4 low-income individuals.

5 (b) The department shall accept, in full satisfaction of all  
6 delinquent registration fees, 20 percent of the total outstanding  
7 registration amount for any applicant if the following criteria are  
8 met:

9 (1) The applicant has been determined to have an eligible income  
10 level as described in subdivision (c) of Section 14902.

11 (2) The initial due date for payment of vehicle registration was  
12 on or before January 1, 2022.

13 (c) For eligible participants in the program, the department shall:

14 (1) Waive all applicable late fees and penalties imposed pursuant  
15 to Section 9554.

16 (2) Allow participants to file the certification described in  
17 subdivision (a) of Section 4604 later than 90 days after the  
18 registration expiration date and waive all applicable late fees and  
19 penalties imposed pursuant to Section 4604.5.

20 (3) Lift any registration holds imposed pursuant to Sections  
21 4760 and 4770. The lifting of a registration hold imposed pursuant  
22 to Sections 4760 and 4770 does not waive any delinquent parking  
23 penalties, administration fees, or toll evasion penalties but the  
24 department shall not require payment of the penalties and fees as  
25 a condition of registration.

26 (4) Suspend any wage garnishments, bank levies, or offsets for  
27 the collection of delinquent registration fees and late penalties  
28 imposed pursuant to Section 10878 of the Revenue and Taxation  
29 Code or Section 12419.5 of the Government Code.

30 (d) Funds collected pursuant to this section shall be distributed  
31 in the same manner as a registration paid in full, with each  
32 individual charge reduced by an equivalent percentage.

33 (e) This section shall remain in effect only until January 1, 2026,  
34 and as of that date is repealed.

O

**Introduced by Senator Cortese**February 15, 2024

---

---

An act to amend Section 25541 of the Public Resources Code, relating to energy.

## LEGISLATIVE COUNSEL'S DIGEST

SB 1298, as introduced, Cortese. Certification of thermal powerplants: data centers.

Existing law vests the State Energy Resources Conservation and Development Commission with the exclusive power to certify all locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, and related electrical transmission lines or thermal powerplants. Existing law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications.

This bill would additionally authorize the commission to exempt from certification a thermal powerplant with a generating capacity of up to 200 megawatts that is used solely as an emergency backup generating facility for a data center and that is not interconnected with the electrical transmission grid for purposes of exporting electricity, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed data center.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 25541 of the Public Resources Code is  
2 amended to read:

3 25541. The commission may exempt from this chapter ~~thermal~~  
4 *both of the following:*

5 (a) *Thermal powerplants with a generating capacity of up to*  
6 *100 megawatts and modifications to existing generating facilities*  
7 *that do not add capacity in excess of 100 megawatts, if the*  
8 *commission finds that no substantial adverse impact on the*  
9 *environment or energy resources will result from the construction*  
10 *or operation of the proposed facility or from the modifications.*

11 (b) *Thermal powerplants with a generating capacity of up to*  
12 *200 megawatts that are used solely as emergency backup*  
13 *generating facilities for a data center and that are not*  
14 *interconnected with the electrical transmission grid for purposes*  
15 *of exporting electricity, if the commission finds that no substantial*  
16 *adverse impact on the environment or energy resources will result*  
17 *from the construction or operation of the proposed data center.*

O



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 20, 2024

Re: Air District Board Member Compensation Policy Discussion

RECOMMENDED ACTION

Committee action to recommend to the Board of Directors (Board) one of the following actions related to the Bay Area Air Quality Management District (Bay Area AQMD) Board Member compensation policy:

1. Request to participate and provide amendments to the South Coast Air Quality Management District (South Coast AQMD) sponsored *Assembly Bill (AB) 2522 (Carrillo) - South Coast Air Quality Management District: district board: compensation* – to include changes to Health and Safety Code (HSC) section 40227 relative to board compensation for the Bay Area AQMD Board; or
2. Sponsor a separate bill in the future to amend HSC 40227 relative to board compensation for the Bay Area AQMD Board; or
3. Decline to take any action.

BACKGROUND

At the Board meeting on March 6, 2024, the Board discussed *AB 2522 (Carrillo) - South Coast Air Quality Management District: district board: compensation*, and gave staff direction to bring the discussion of bill and possibly an alternative action back to the next Policy, Grants, and Technology Committee (Committee) meeting. The Committee was given direction to discuss and offer a recommendation to the Board, if any, whether the Bay Area AQMD should consider providing amendments to South Coast AQMD for inclusion in AB 2522 that would amend the Bay Area AQMD's current HSC section 40227 to address the Bay Area AQMD Board Member compensation policy.

AB 2522 is in the process of being amended to expand the bill from being a South Coast AQMD specific bill to include other air districts in California, should they wish to be included in the bill.

For reference, HSC 40227 states the following:

- (a) Each member of the bay district board shall receive actual and necessary expenses incurred in the performance of board duties.
  - (b) Each member of the bay district board may receive compensation, to be determined by the bay district board subject to subdivision (c), for any of the following:
    - (1) Attending a meeting of the bay district board or a committee of the bay district board.
    - (2) Attending a meeting, upon authorization of the bay district board, while on official business of the bay district.
    - (3) Active transportation travel to a meeting described in paragraph (1) or (2).
  - (c) (1) The compensation provided for attending a meeting pursuant to paragraph (1) or (2) of subdivision (b) shall not exceed one hundred dollars (\$100) for each meeting and shall not exceed two hundred dollars (\$200) per day.
    - (2) The compensation provided for active transportation travel pursuant to paragraph (3) of subdivision (b) may be calculated on a per mile basis or at a fixed daily, weekly, monthly, or annual rate, and may consider benefits to using active transportation travel, including, but not limited to, reduced traffic, improved health outcomes, and reduced air pollution.
    - (3) The compensation provided pursuant to subdivision (b) shall not exceed six thousand dollars (\$6,000) in any one year.
  - (d) Compensation pursuant to this section shall be fixed by ordinance. Any change to this ordinance shall be adopted at an open regular meeting of the bay district board.
  - (e) For the purposes of this section, “active transportation travel” means walking, bicycling, and other forms of transportation that the bay district board has found reduce traffic, improve health outcomes, and reduce air pollution.
- (Amended by Stats. 2022, Ch. 501, Sec. 1. (AB 2721) Effective January 1, 2023.)*

DISCUSSION

**Option #1: Request to participate and provide amendments to the South Coast AQMD sponsored AB 2522 (Carrillo) - South Coast Air Quality Management District: district board: compensation – to include changes to HSC section 40227 relative to board compensation for the Bay Area AQMD Board.**

Action Summary (if approved): This option would direct staff to provide amendments to the South Coast AQMD for potential inclusion in AB 2522. Within this option, there are several potential sub-options, as listed below:

- Amending current statute in a way that would generally conform to the South Coast AQMD amendments, providing \$200 per day with a cap of \$2,000 per month.
- Amending current statute, either using the above amounts or different amounts, and including language that would further subject compensation to the Bay Area AQMD’s Administrative Code. Through separate Board action, were the bill to be signed into law, the Administrative Code could state that the compensation policy is to be determined by the Bay Area AQMD’s Board, up to a maximum amount that is established in the amended HSC section 40227.

**Option #2: Sponsor a separate bill in the future to amend HSC 40227 relative to board compensation for the Bay Area AQMD Board.**

Action Summary (if approved): This option would direct staff to sponsor a Bay Area-specific bill to amend HSC 40227 with different compensation amounts. Given legislative timelines, this would not happen until 2025 at the earliest.

**Option #3: Decline to take any action.**

Action Summary (if approved): The Committee will inform the Board at a future Board meeting that the Committee discussed and considered possible changes to the existing HSC section 40227 and no further action is recommended at this time.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Alan Abbs  
Reviewed by: Viet Tran

ATTACHMENTS:

1. AB 2522 (Carrillo) - Bill Text - As Introduced on February 13, 2024
2. Health and Safety Code Section 40227

**ASSEMBLY BILL**

**No. 2522**

---

---

**Introduced by Assembly Member Wendy Carrillo**

February 13, 2024

---

---

An act to amend Section 40426 of the Health and Safety Code, relating to air districts.

LEGISLATIVE COUNSEL'S DIGEST

AB 2522, as introduced, Wendy Carrillo. South Coast Air Quality Management District: district board: compensation.

Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law provides that the south coast district is governed by a district board consisting of 13 members and that each member of the board shall receive compensation of \$100 for each day, or portion thereof, but not to exceed \$1,000 per month, while attending meetings of the board or any committee thereof or, upon authorization of the board, while on official business of the district, and the actual and necessary expenses incurred in performing the member's official duties.

This bill would provide that each member of the board shall receive compensation of \$200 for each day, or portion thereof, but not to exceed \$2,000 per month, while attending meetings of the board or any committee thereof or, upon authorization of the board, while on official business of the district, and the actual and necessary expenses incurred in performing the member's official duties. The bill would provide that the compensation of each member of the board may be increased beyond this amount by the board, as specified.

This bill would make legislative findings and declarations as to the necessity of a special statute for the board.

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 40426 of the Health and Safety Code is  
2 amended to read:

3 40426. (a) Each member of the south coast district board shall  
4 receive compensation of ~~one~~ *two* hundred dollars ~~(\$100)~~ *(\$200)*  
5 for each day, or portion thereof, but not to exceed ~~one~~ *two* thousand  
6 dollars ~~(\$1,000)~~ *(\$2,000)* per month, while attending meetings of  
7 the south coast district board or any committee thereof or, upon  
8 authorization of the south coast district board, while on official  
9 business of the south coast district, and the actual and necessary  
10 expenses incurred in performing the member’s official duties.

11 (b) *The compensation of each member of the south coast district*  
12 *board may be increased beyond the amount provided in this section*  
13 *by the south coast district board, but the amount of the increase*  
14 *shall not exceed the greater of either of the following:*

15 (1) *An amount equal to 5 percent for each calendar year from*  
16 *the operative date of the last adjustment of the compensation.*

17 (2) *Beginning January 1, 2025, an amount not exceeding 10*  
18 *percent for each calendar year that is equal to the annual change*  
19 *in inflation as determined by the California Consumer Price Index.*

20 SEC. 2. The Legislature finds and declares that a special statute  
21 is necessary and that a general statute cannot be made applicable  
22 within the meaning of Section 16 of Article IV of the California  
23 Constitution because of the need to modernize the decades old  
24 nominal compensation structure unique to the south coast district  
25 board to ensure board members are adequately compensated for  
26 the important public service they perform.

O



## HEALTH AND SAFETY CODE - HSC

**DIVISION 26. AIR RESOURCES [39000 - 44475.3]** ( *Division 26 repealed and added by Stats. 1975, Ch. 957. )*

**PART 3. AIR POLLUTION CONTROL DISTRICTS [40000 - 41357]** ( *Part 3 added by Stats. 1975, Ch. 957. )*

**CHAPTER 4. Bay Area Air Quality Management District [40200 - 40276]** ( *Heading of Chapter 4 amended by Stats. 1978, Ch. 1025. )*

**ARTICLE 3. Governing Body [40220 - 40234]** ( *Article 3 added by Stats. 1975, Ch. 957. )*

(a) Each member of the bay district board shall receive actual and necessary expenses incurred in the performance of board duties.

**40227.**

(b) Each member of the bay district board may receive compensation, to be determined by the bay district board subject to subdivision (c), for any of the following:

(1) Attending a meeting of the bay district board or a committee of the bay district board.

(2) Attending a meeting, upon authorization of the bay district board, while on official business of the bay district.

(3) Active transportation travel to a meeting described in paragraph (1) or (2).

(c) (1) The compensation provided for attending a meeting pursuant to paragraph (1) or (2) of subdivision (b) shall not exceed one hundred dollars (\$100) for each meeting and shall not exceed two hundred dollars (\$200) per day.

(2) The compensation provided for active transportation travel pursuant to paragraph (3) of subdivision (b) may be calculated on a per mile basis or at a fixed daily, weekly, monthly, or annual rate, and may consider benefits to using active transportation travel, including, but not limited to, reduced traffic, improved health outcomes, and reduced air pollution.

(3) The compensation provided pursuant to subdivision (b) shall not exceed six thousand dollars (\$6,000) in any one year.

(d) Compensation pursuant to this section shall be fixed by ordinance. Any change to this ordinance shall be adopted at an open regular meeting of the bay district board.

(e) For the purposes of this section, “active transportation travel” means walking, bicycling, and other forms of transportation that the bay district board has found reduce traffic, improve health outcomes, and reduce air pollution.

*(Amended by Stats. 2022, Ch. 501, Sec. 1. (AB 2721) Effective January 1, 2023.)*

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 20, 2024

Re: Air District Sponsored and Co-Sponsored Bills

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Air District Sponsored Bills:

- Assembly Bill (AB) 1465 (Wicks) – Nonvehicular air pollution: civil penalties.
- Senate Bill (SB) 1095 (Becker) – Cozy Homes Cleanup Act : building standards: gas-fuel-burning appliances.

Air District Co-Sponsored Bills:

- AB 2298 (Hart, et al.) – Coastal resources: voluntary vessel speed reduction and sustainable shipping program.
- SB 382 (Becker) – Single-family residential property: disclosures.

DISCUSSION

*AB 1465 (Wicks) – Nonvehicular air pollution: civil penalties.*

CapitolTrack Summary: Current law prohibits a person from discharging from nonvehicular sources air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to the public, or that endanger the comfort, repose, health, or safety of the public, or that cause, or have a natural tendency to cause, injury or damage to business or property, as specified. Current law establishes maximum civil penalties for a person who violates air pollution laws from nonvehicular sources. Current law provides that civil penalties for specified violations are to be assessed and recovered in a civil action brought by the Attorney General, by any district attorney, or by the attorney for any district in which the violation occurs. This bill would triple specified civil penalties if the violation results from a discharge from a stationary source required by federal law to be included in an operating permit program established pursuant to specified

provisions of the federal Clean Air Act, and the discharge contains or includes one or more air contaminants, as specified. The bill would define “source” for this purpose. The bill would require, in assessing penalties, that health impacts, community disruptions, and other circumstances related to the violation be considered, as specified.

Current Status: AB 1465 passed the Assembly favorably. The bill was double-referred to the Senate Judiciary Committee and the Senate Environmental Quality Committee and passed each committee favorably. The bill was referred to the Senate Floor and was subsequently placed on the inactive file where it can be taken up at a later date.

Position: Sponsor

*AB 2298 (Hart, et al.) – Coastal resources: voluntary vessel speed reduction and sustainable shipping program.*

CapitolTrack Summary: Current law establishes the Ocean Protection Council in state government to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law requires the council to develop and implement a voluntary sustainable seafood promotion program for the state, to consist of specified components, including a competitive grant and loan program for eligible entities, including, but not limited to, fishery groups and associations, for the purpose of assisting California fisheries in qualifying for certification to internationally accepted standards for sustainable seafood. This bill would require the council, on or before January 1, 2027, in coordination and in consultation with various entities, including the State Air Resources Board, to implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts.

Current Status: AB 2298 has been double-referred to the Assembly Water, Parks, and Wildlife Committee and the Assembly Natural Resources Committee. It is set for a hearing in the Assembly Water, Parks, and Wildlife Committee on March 19, 2024.

Position: Co-Sponsor

*SB 382 (Becker) Single family residential property: disclosures*

CapitolTrack Summary: Current law requires that specified disclosures be made upon any transfer by sale, exchange, real property sales contract, lease with an option to purchase, any other option to purchase, or ground lease coupled with improvements, of any single-family residential property. This bill would, on or after January 1, 2026, require a seller of a single-family residential property to deliver a specified disclosure statement to the prospective buyer regarding the electrical systems of the property.

Staff Note: Will be added as an official co-sponsor when the next round of amendments is in print.

Current Status: SB 382 is currently awaiting referral to a committee in the Assembly.



Position: Co-Sponsor

*SB 1095 (Becker) – Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances.* CapitolTrack Summary: The Manufactured Housing Act of 1980 (the “act”) requires the Department of Housing and Community Development to enforce various laws pertaining to the structural, fire safety, plumbing, heat-producing, or electrical systems and installations or equipment of a manufactured home, mobilehome, commercial coach, or special purpose commercial coach. The act defines “manufactured home” and “mobilehome” to mean a structure that meets specified requirements, including that the structure is transportable in one or more sections and is 8 body feet or more in width, or 40 body feet or more in length, in the traveling mode, or, when erected onsite, is 320 or more square feet, and includes the plumbing, heating, air-conditioning, and electrical systems contained within the structure. This bill would specify that the definitions of “manufactured home” and “mobilehome” also include the plumbing, heating, air-conditioning, and electrical systems contained outside the structure.

Current Status: SB 1095 has been double-referred to the Senate Housing Committee and Senate Judiciary Committee. It is scheduled to be heard in the Senate Housing Committee on March 19, 2024.

Position: Sponsor

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Alan Abbs  
Reviewed by: Viet Tran

ATTACHMENTS:

1. AB 1465 (Wicks) - Bill Text - As Amended on July 13, 2023
2. AB 2298 (Hart, et al.) - Bill Text - As Introduced on February 12, 2024
3. SB 382 (Becker) - Bill Text - As Amended on January 4, 2024
4. SB 1095 (Becker) - Bill Text - As Introduced on February 12, 2024

AMENDED IN SENATE JULY 13, 2023

AMENDED IN SENATE JUNE 21, 2023

AMENDED IN ASSEMBLY MARCH 16, 2023

CALIFORNIA LEGISLATURE—2023–24 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1465**

---

---

**Introduced by Assembly Member Wicks**

February 17, 2023

---

---

An act to amend Section 42403 of, and to add Section 42402.6 to, the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 1465, as amended, Wicks. Nonvehicular air pollution: civil penalties.

Existing law prohibits a person from discharging from nonvehicular sources air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to the public, or that endanger the comfort, repose, health, or safety of the public, or that cause, or have a natural tendency to cause, injury or damage to business or property, as specified. Existing law establishes maximum civil penalties for a person who violates air pollution laws from nonvehicular sources. Existing law provides that civil penalties for specified violations are to be assessed and recovered in a civil action brought by the Attorney General, by any district attorney, or by the attorney for any district in which the violation occurs.

This bill would triple specified civil penalties if the violation results from a discharge from a stationary source required by federal law to be included in an operating permit program established pursuant to specified provisions of the federal Clean Air Act, and the discharge

contains or includes one or more air contaminants, as specified. The bill would define “source” for this purpose. The bill would require, in assessing penalties, that health impacts, community disruptions, and other circumstances related to the violation be considered, as specified. The bill would also require that civil penalties for a violation be assessed and recovered in a civil action brought by the Attorney General, by any district attorney, or by the attorney for any district in which the violation occurs.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 42402.6 is added to the Health and Safety  
2 Code, to read:  
3 42402.6. (a) Penalties prescribed pursuant to Sections 42402,  
4 42402.1, 42402.2, 42402.3, 42402.4, and 42402.5 for violations  
5 shall be tripled if both of the following occur:  
6 (1) The discharge is from a Title V source.  
7 (2) The discharge contains or includes one or more air  
8 contaminants, as identified by the state board pursuant to Section  
9 ~~39567~~, 39657, and as defined in Section 39013, or as listed in the  
10 Table of Standards pursuant to Section 70200 of Title 17 of the  
11 California Code of Regulations.  
12 (b) For purposes of this section, “source” means an  
13 establishment that is located on one or more contiguous or adjacent  
14 properties.  
15 (c) In assessing penalties, health impacts, community  
16 disruptions, and other circumstances related to the violation shall  
17 be considered, pursuant to Section 42403.  
18 SEC. 2. Section 42403 of the Health and Safety Code is  
19 amended to read:  
20 42403. (a) The civil penalties prescribed in Sections 39674,  
21 42401, 42402, 42402.1, 42402.2, 42402.3, and 42402.6 shall be  
22 assessed and recovered in a civil action brought in the name of the  
23 people of the State of California by the Attorney General, by any  
24 district attorney, or by the attorney for any district in which the  
25 violation occurs in any court of competent jurisdiction.

- 1 (b) In determining the amount assessed, the court, or in reaching  
2 any settlement, the district, shall take into consideration all relevant  
3 circumstances, including, but not limited to, the following:
- 4 (1) The extent of harm caused by the violation.
  - 5 (2) The nature and persistence of the violation.
  - 6 (3) The length of time over which the violation occurs.
  - 7 (4) The frequency of past violations.
  - 8 (5) The record of maintenance.
  - 9 (6) The unproven or innovative nature of the control equipment.
  - 10 (7) Any action taken by the defendant, including the nature,  
11 extent, and time of response of the cleanup and construction  
12 undertaken, to mitigate the violation.
  - 13 (8) The financial burden to the defendant.

O

**ASSEMBLY BILL**

**No. 2298**

---

---

**Introduced by Assembly Members Hart, Bennett, and Connolly**  
**(Coauthors: Assembly Members Addis and Davies)**  
(Coauthor: Senator Blakespear)

February 12, 2024

---

---

An act to add Section 35618 to the Public Resources Code, relating to coastal resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 2298, as introduced, Hart. Coastal resources: voluntary vessel speed reduction and sustainable shipping program.

Existing law establishes the Ocean Protection Council in state government to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law requires the council to develop and implement a voluntary sustainable seafood promotion program for the state, to consist of specified components, including a competitive grant and loan program for eligible entities, including, but not limited to, fishery groups and associations, for the purpose of assisting California fisheries in qualifying for certification to internationally accepted standards for sustainable seafood.

This bill would require the council, on or before January 1, 2027, in coordination and in consultation with various entities, including the State Air Resources Board, to implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts. The bill would require the program to expand a certain existing program and would authorize

the program to include specified components, including incentives to program participants based on a percentage of distance traveled by a participating vessel at a reduced speed, as provided. The bill would limit application of the program to vessels that are 300 gross tons or greater. The bill would require the council, on or before December 31, 2027, to submit a report to the Legislature regarding the implementation of the program.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) California’s seaports are North America’s primary intermodal  
4 gateway to Asia and Transpacific trade. Maritime industry activities  
5 at California’s public seaports are responsible for employing more  
6 than 500,000 people in the state. Nationwide, more than 2,000,000  
7 jobs are linked to maritime industry business conducted at  
8 California’s public seaports, contributing to California having the  
9 largest state economy in the United States.

10 (b) Every year, the world’s largest container ships and auto  
11 carriers make thousands of transits along the California coast, with  
12 an estimated 120 tons per day of nitrogen dioxides, an ozone  
13 precursor, being emitted within 100 nautical miles of the coast.  
14 These emissions negatively affect the public health of coastal  
15 communities and cause some areas of the coast to be in  
16 nonattainment with the national ambient air quality standards for  
17 ozone and particulate matter.

18 (c) Since 2014, the Santa Barbara County Air Pollution Control  
19 District, the Ventura County Air Pollution Control District, and  
20 the Bay Area Air Quality Management District, with the federal  
21 Office of National Marine Sanctuaries, marine sanctuary  
22 foundations, and environmental groups, have administered and  
23 promoted the Blue Whales and Blue Skies Program, a voluntary  
24 vessel speed reduction program off the Santa Barbara, Ventura,  
25 and Bay Area coasts to encourage transit speeds of 10 knots or  
26 less to reduce air pollution, the risk of harmful whale strikes, and  
27 the level of ocean noise.

1 (d) Since its inception, through 2021, the Protecting Blue Whales  
2 and Blue Skies Program has provided small incentives and  
3 publicity to program participants and has achieved 526,211 slow  
4 speed miles, a reduction of more than 2,300 tons of nitrogen oxides,  
5 a reduction of over 76,000 metric tons of regional greenhouse gas  
6 emissions, and an estimated 50 percent decreased risk of whale  
7 strikes during prime migration season in the affected coastal areas.

8 (e) This highly cost-effective voluntary pollution reduction  
9 program benefits public health, protects the marine ecosystem,  
10 and showcases the beneficial partnership between shipping  
11 companies, public health agencies, marine sanctuaries, and  
12 environmental organizations.

13 (f) Creation of a statewide vessel speed reduction program and  
14 expansion to other areas of the California coast, including the San  
15 Diego and Monterey coasts and the North Coast, would yield  
16 additional public health and ecosystem benefits.

17 SEC. 2. Section 35618 is added to the Public Resources Code,  
18 to read:

19 35618. (a) On or before January 1, 2027, the council shall, in  
20 coordination with air pollution control districts and air quality  
21 management districts along the coast and in consultation with the  
22 federal Office of National Marine Sanctuaries, the federal  
23 Environmental Protection Agency, the United States Navy, the  
24 United States Coast Guard, the State Air Resources Board, and  
25 maritime industry, implement a statewide voluntary vessel speed  
26 reduction and sustainable shipping program for the California coast  
27 in order to reduce air pollution, the risk of fatal vessel strikes on  
28 whales, and harmful underwater acoustic impacts.

29 (b) The program shall expand the existing Protecting Blue  
30 Whales and Blue Skies Program and may include all of the  
31 following components developed in a manner that is consistent  
32 with how the program components were developed for the  
33 Protecting Blue Whales and Blue Skies Program:

34 (1) A marketing program to engage cargo owners and other  
35 commercial interests to promote voluntary vessel speed reduction  
36 and sustainable shipping, and an acknowledgment of the program's  
37 participants.

38 (2) Data collection on ship speeds along the California coast in  
39 order to analyze the program for future refinement, expansion, or  
40 both.

1 (3) Data collection on underwater acoustic impacts or fatal  
2 vessel strikes on whales, to the extent data is available.

3 (4) Data collection on the regional air quality impacts on the  
4 coast and impacts to air quality in coastal disadvantaged  
5 communities from oceangoing vessel traffic, as collected and  
6 provided by the regional air pollution control districts and air  
7 quality management districts.

8 (5) Incentives to program participants based on a percentage of  
9 distance traveled by a participating vessel at a reduced speed,  
10 including speed zones at 10 knots or less, to the extent that local  
11 or federal funding is available.

12 (6) Development of vessel speed reduction zones along the coast  
13 that take into account navigational safety, protected marine  
14 mammal migration and breeding seasons, federal marine  
15 sanctuaries and state marine protected areas, shipping lanes, and  
16 any other relevant variables.

17 (7) Seasonality of the program.

18 (8) Description of covered vessels.

19 (c) The program shall exclude any ocean territories that are  
20 covered by any vessel speed reduction program other than the  
21 Protecting Blue Whales and Blue Skies Program or a memorandum  
22 of understanding entered into before January 1, 2025

23 (d) The program shall only apply to vessels that are 300 gross  
24 tons or greater.

25 (e) The council may impose additional qualifying criteria on  
26 program participants in order to receive incentives under the  
27 program, including, but not limited to, individual transit speeds,  
28 such as maximum speed in transit or maximum transit average  
29 speed.

30 (f) (1) On or before December 31, 2027, the council shall submit  
31 a report to the Legislature regarding the implementation of the  
32 program.

33 (2) The report required in paragraph (1) shall be submitted in  
34 compliance with Section 9795 of the Government Code.

35 (3) Pursuant to Section 10231.5 of the Government Code, the  
36 requirement for submitting a report imposed by paragraph (1) is  
37 inoperative on December 31, 2031.

38 (g) The program, each component of the program, and actions  
39 taken by the council to implement the program are based upon  
40 voluntary actions initiated by entities pursuant to this section and



1 are not regulations as defined in Section 11342.600 of the  
2 Government Code, and shall not be implemented in a way that  
3 conflicts with federal law and regulations.

O

AMENDED IN SENATE JANUARY 4, 2024

AMENDED IN SENATE JANUARY 3, 2024

AMENDED IN SENATE APRIL 18, 2023

**SENATE BILL**

**No. 382**

---

---

**Introduced by Senator Becker**

February 9, 2023

---

---

An act to add Section 1102.6i to the Civil Code, relating to real property.

LEGISLATIVE COUNSEL'S DIGEST

SB 382, as amended, Becker. Single-family residential property: disclosures.

Existing law requires that specified disclosures be made upon any transfer by sale, exchange, real property sales contract, lease with an option to purchase, any other option to purchase, or ground lease coupled with improvements, of any single-family residential property.

This bill would, on or after January 1, 2026, require a seller of a single-family residential property to ~~obtain a safety inspection of the building's electrical systems, as specified, and provide~~ *deliver a specified disclosure notice statement* to the prospective buyer ~~of any issues identified in the inspection that may impact the safety of the building or require the prospective buyer to upgrade or replace~~ *regarding* the electrical systems ~~to comply with building codes or health and safety codes.~~ *of the property.*

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 1102.6i is added to the Civil Code, to  
2 read:

3 1102.6i. ~~(a)~~ On or after January 1, 2026, in addition to any  
4 other disclosure required pursuant to this article, the seller of any  
5 real property subject to this article, or the seller’s agent, shall ~~do~~  
6 ~~both of the following~~: *deliver to the prospective buyer a disclosure*  
7 *statement that provides as follows: “In a purchase of real property,*  
8 *it may be advisable to obtain an inspection of the electrical*  
9 *system(s) of any buildings, including, but not limited to, the main*  
10 *service panel, the subpanel(s), and wiring. Substandard, recalled,*  
11 *or faulty wiring may cause a fire risk and may make it difficult to*  
12 *obtain property insurance. Limited electrical capacity may make*  
13 *it difficult to support future electrical additions to the building(s),*  
14 *such as solar generation, electric space heating, electric water*  
15 *heating, or electric vehicle charging equipment.”*

16 ~~(1) Obtain a safety inspection of the building’s electrical~~  
17 ~~systems, including, but not limited to, all of the following:~~

18 ~~(A) The main service panel.~~

19 ~~(B) Subpanels.~~

20 ~~(C) Wiring.~~

21 ~~(2) Provide a disclosure notice to the prospective buyer of any~~  
22 ~~issues identified in the safety inspection that may do either of the~~  
23 ~~following:~~

24 ~~(A) Impact the safety of the building.~~

25 ~~(B) Require the buyer to upgrade or replace the electrical~~  
26 ~~systems to comply with building codes or health and safety codes.~~

27 ~~(b) The safety inspection shall consider, at minimum, all of the~~  
28 ~~following:~~

29 ~~(1) An electrical service panel or subpanel model that has been~~  
30 ~~subject to a recall.~~

31 ~~(2) An electrical service panel or subpanel model that is~~  
32 ~~considered to be unsafe according to standard industry practice.~~

33 ~~(3) An electrical service panel or subpanel that employs fuses~~  
34 ~~instead of circuit breakers.~~

35 ~~(4) An electrical service panel that lacks a single main~~  
36 ~~disconnect breaker.~~

37 ~~(5) An electrical service panel or subpanel with significant signs~~  
38 ~~of faulty wiring, wear, corrosion, infiltration of moisture, or other~~

- 1 ~~issues that indicate the electrical panel has an elevated risk of~~
- 2 ~~malfunction.~~

O

**Introduced by Senator Becker**February 12, 2024

---

---

An act to add Section 4737 to the Civil Code, and to amend Sections 17958.8, 18007, 18008, 18031.7, and 18031.8 of, to add Section 18031.9 to, the Health and Safety Code, relating to building standards.

## LEGISLATIVE COUNSEL'S DIGEST

SB 1095, as introduced, Becker. Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances.

(1) Existing law, the Manufactured Housing Act of 1980 (the “act”), requires the Department of Housing and Community Development to enforce various laws pertaining to the structural, fire safety, plumbing, heat-producing, or electrical systems and installations or equipment of a manufactured home, mobilehome, commercial coach, or special purpose commercial coach. The act defines “manufactured home” and “mobilehome” to mean a structure that meets specified requirements, including that the structure is transportable in one or more sections and is 8 body feet or more in width, or 40 body feet or more in length, in the traveling mode, or, when erected onsite, is 320 or more square feet, and includes the plumbing, heating, air-conditioning, and electrical systems contained within the structure.

This bill would specify that the definitions of “manufactured home” and “mobilehome” also include the plumbing, heating, air-conditioning, and electrical systems contained outside the structure.

The act specifies that it does not prohibit the replacement of water heaters or appliances for comfort heating in manufactured homes or mobilehomes with fuel-gas-burning water heaters or fuel-gas appliances for comfort heating that are not specifically listed for use in a manufactured home or mobilehome, as specified.

This bill would extend those provisions to also apply to electric water heaters and electric appliances for comfort heating that are not specifically listed for use in a manufactured home or mobilehome.

This bill would provide that the act, including any regulation, rule, or bulletin adopted pursuant thereto, does not prohibit the installation of plumbing, heating, or air-conditioning systems for manufactured homes, mobilehomes, or multifamily manufactured homes from being located outside of the home if necessary to replace an existing fuel-gas-burning water heater.

(2) The act requires replacement fuel-gas-burning water heaters to be listed for residential use and installed within the specifications of that listing to include tiedown or bracing to prevent overturning.

This bill would also require replacement electric water heaters to be listed for residential use and installed within the specifications of that listing to include tiedown or bracing to prevent overturning.

The act requires fuel-gas-burning water heater appliances in new manufactured homes or new multifamily manufactured homes to be seismically braced, anchored, or strapped, as specified.

This bill would also require electric water heater appliances in new manufactured homes or new multifamily manufactured homes to be seismically braced, anchored, or strapped, as specified.

The act required the Department of Housing and Community Development, on or before July 1, 2009, to promulgate rules and regulations that include standards for water heater seismic bracing, anchoring, or strapping.

This bill would require the department, on or before August 15, 2025, to promulgate rules and regulations that include standards for electric water heater seismic bracing, anchoring, or strapping, as specified.

This bill would also require the department, if necessary, by December 31, 2025, to update rules and regulations that facilitate the use of electricity-powered space and water heating technologies for manufactured homes, mobilehomes, and multifamily manufactured homes when necessary to replace fuel-burning appliances with electric appliances.

The act provides that any person who knowingly violates any provision of the act or any rule or regulation issued pursuant to the act is guilty of a misdemeanor.

By establishing new standards applicable to the installation and replacement of electric water heaters, the bill would expand the above-mentioned crime and thus impose a state-mandated local program.

(3) The act provides that it does not prohibit the replacement in manufactured homes or mobilehomes of ovens, ranges, or clothes dryers with fuel-gas-burning ovens, ranges, or clothes dryers that are not specifically listed for use in a manufactured home or mobilehome.

This bill would authorize the replacement in manufactured homes or mobilehomes of ovens, ranges, or clothes dryers with electric ovens, ranges, or clothes dryers that are not specifically listed for use in a manufactured home or mobilehome.

The act requires replacement gas-fuel-burning ovens, ranges, or clothes dryers to be listed for residential use and installed in accordance with the specifications of that listing to include tiedown and bracing to prevent displacement.

This bill would require replacement electric ovens, ranges, or clothes dryers to be listed for residential use and installed in accordance with the specifications of that listing to include tiedown and bracing to prevent displacement.

(4) Existing law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation. The State Housing Law requires local ordinances or regulations that govern the alteration and repair of existing buildings to permit the replacement, retention, and extension of original materials and the use of original methods of constructions, provided that the portion of the building and structure complies with applicable building code provisions and the building does not become or continue to be a substandard building, as specified.

This bill would provide that the above provision regarding the use of original materials and methods of construction does not prevail over any state or local law that prohibits the use or installation of fuel-gas-burning appliances or that requires the use or installation of electric appliances.

(5) The Davis-Stirling Common Interest Development Act governs the management and operation of common interest developments. Existing law makes void and unenforceable any provision of the governing documents or architectural or landscaping guidelines or policies that prohibits use of low water-using plants, or prohibits or restricts compliance with water-efficient landscape ordinances or regulations on the use of water, as specified.

This bill would make void and unenforceable any provision of the governing documents or architectural guidelines or policies to the extent

that the provision prevents the replacement of a fuel-gas-burning appliance with an electric appliance.

(6) This bill would state that specified provisions of the bill are declaratory of existing law.

(7) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. This act shall be known, and may be cited, as the  
2 Cozy Homes Cleanup Act.

3 SEC. 2. Section 4737 is added to the Civil Code, to read:

4 4737. Notwithstanding any other law, any provision of the  
5 governing documents or architectural guidelines or policies shall  
6 be void and unenforceable to the extent that the provision prevents  
7 the replacement of a fuel-gas-burning appliance with an electric  
8 appliance.

9 SEC. 3. Section 17958.8 of the Health and Safety Code is  
10 amended to read:

11 17958.8. (a) Local ordinances or regulations governing  
12 alterations and repair of existing buildings shall permit the  
13 replacement, retention, and extension of original materials and the  
14 use of original methods of construction for any building or  
15 accessory structure subject to this part, including a hotel,  
16 lodginghouse, motel, apartment house, or dwelling, or portions  
17 thereof, as long as the portion of the building and structure subject  
18 to the replacement, retention, or extension of original materials  
19 and the use of original methods of construction complies with the  
20 building code provisions governing that portion of the building or  
21 accessory structure at the time of construction, and the other rules  
22 and regulations of the department or alternative local standards  
23 governing that portion at the time of its construction and adopted  
24 pursuant to Section 13143.2 and the building or accessory structure  
25 does not become or continue to be a substandard building.



1 (b) *This section shall not prevail over any other state or local*  
2 *law that prohibits the use or installation of fuel-gas-burning*  
3 *appliances or that requires the use or installation of electric*  
4 *appliances.*

5 SEC. 4. Section 18007 of the Health and Safety Code is  
6 amended to read:

7 18007. (a) “Manufactured home,” for the purposes of this part,  
8 means a structure that was constructed on or after June 15, 1976,  
9 is transportable in one or more sections, is eight body feet or more  
10 in width, or 40 body feet or more in length, in the traveling mode,  
11 or, when erected on site, is 320 or more square feet, is built on a  
12 permanent chassis and designed to be used as a single-family  
13 dwelling with or without a foundation when connected to the  
14 required utilities, and includes the plumbing, heating, air  
15 conditioning, and electrical systems contained ~~therein.~~ *within or*  
16 *outside the structure.* “Manufactured home” includes any structure  
17 that meets all the requirements of this paragraph except the size  
18 requirements and with respect to which the manufacturer  
19 voluntarily files a certification and complies with the standards  
20 established under the National Manufactured Housing Construction  
21 and Safety Act of 1974 (42 U.S.C., Sec. 5401, and following).

22 (b) Notwithstanding any other provision of law, if a codified  
23 provision of state law uses the term “manufactured home,” and it  
24 clearly appears from the context that the term “manufactured home”  
25 should apply only to manufactured homes, as defined under  
26 subdivision (a), the codified provision shall apply only to those  
27 manufactured homes. If any codified provision of state law, by its  
28 context, requires that the term applies to manufactured homes or  
29 mobilehomes without regard to the date of construction, the  
30 codified provision shall apply to both manufactured homes, as  
31 defined under subdivision (a), and mobilehomes as defined under  
32 Section 18008.

33 SEC. 5. Section 18008 of the Health and Safety Code is  
34 amended to read:

35 18008. (a) “Mobilehome,” for the purposes of this part, means  
36 a structure that was constructed prior to June 15, 1976, is  
37 transportable in one or more sections, is eight body feet or more  
38 in width, or 40 body feet or more in length, in the traveling mode,  
39 or, when erected onsite, is 320 or more square feet, is built on a  
40 permanent chassis and designed to be used as a single-family

1 dwelling with or without a foundation system when connected to  
2 the required utilities, and includes the plumbing, heating, air  
3 conditioning, and electrical systems contained ~~therein~~ *within or*  
4 *outside the structure*. “Mobilehome” includes any structure that  
5 meets all the requirements of this paragraph and complies with the  
6 state standards for mobilehomes in effect at the time of  
7 construction. “Mobilehome” does not include a commercial  
8 modular, as defined in Section 18001.8, factory-built housing, as  
9 defined in Section 19971, a manufactured home, as defined in  
10 Section 18007, a multifamily manufactured home, as defined in  
11 Section 18008.7, or a recreational vehicle, as defined in Section  
12 18010.

13 (b) Notwithstanding any other provision of law, if a codified  
14 provision of state law uses the term “mobilehome,” and it clearly  
15 appears from the context that the term “mobilehome” should apply  
16 only to mobilehomes, as defined under subdivision (a), the codified  
17 provision shall apply only to those mobilehomes. If any codified  
18 provision of state law, by its context, requires that the term applies  
19 to mobilehomes or manufactured homes without regard to the date  
20 of construction, the codified provision shall apply to both  
21 mobilehomes, as defined under subdivision (a), and manufactured  
22 homes, as defined under Section 18007.

23 SEC. 6. Section 18031.7 of the Health and Safety Code is  
24 amended to read:

25 18031.7. (a) (1) Nothing in this part shall prohibit the  
26 replacement of water heaters in manufactured homes or  
27 mobilehomes with *electric or* fuel-gas-burning water heaters not  
28 specifically listed for use in a manufactured home or mobilehome  
29 or from having hot water supplied from an approved source within  
30 the manufactured home or mobilehome, or in the garage, in  
31 accordance with this part or Part 2.1 (commencing with Section  
32 18200).

33 ~~(b)~~  
34 (2) Nothing in this part shall prohibit the replacement of  
35 appliances for comfort heating in manufactured homes,  
36 mobilehomes, or multifamily manufactured homes with *electric*  
37 *or* fuel-gas appliances for comfort heating not specifically listed  
38 for use in a manufactured home or mobilehome within the  
39 manufactured home, mobilehome, or multifamily manufactured

1 home in accordance with this part, Part 2.1 (commencing with  
2 Section 18200), or Part 2.3 (commencing with Section 18860).

3 (b) *Nothing in this part, nor any regulation, rule, or bulletin*  
4 *adopted pursuant to this part, shall prohibit the installation of*  
5 *plumbing, heating, or air-conditioning systems for manufactured*  
6 *homes, mobilehomes, or multifamily manufactured homes from*  
7 *being located outside of the home if necessary to replace an*  
8 *existing fuel-gas-burning water heater.*

9 (c) Replacement *electric or fuel-gas-burning* water heaters shall  
10 be listed for residential use and installed within the specifications  
11 of that listing to include tiedown or bracing to prevent overturning.

12 (d) Replacement *electric or fuel-gas-burning* water heaters  
13 installed in accordance with subdivision (c) shall bear a label  
14 permanently affixed in a visible location adjacent to the fuel gas  
15 inlet *or electrical power source* which reads, as applicable:

16  
17  
18 

WARNING

This appliance is approved only for use with natural gas (NG).

19  
20  
21 

OR

22  
23  
24 

WARNING

This appliance is approved only for use with liquified petroleum gas (LPG).

25  
26  
27 

OR

28  
29  
30 

WARNING

*This appliance is approved only for electrical use.*

31  
32  
33 Lettering on the label shall be black on a red background and  
34 not less than ¼ inch in height except for the word “WARNING”  
35 which shall be not less than ½ inch in height.

36 (e) (1) All *electric or fuel-gas-burning* water heater appliances  
37 in new manufactured homes or new multifamily manufactured  
38 homes installed in the state shall be seismically braced, anchored,

1 or strapped pursuant to paragraph (3) *or* (4) and shall be completed  
 2 before or at the time of installation of the homes.

3 (2) Any replacement *electric or* fuel-gas-burning water heater  
 4 appliances installed in existing mobilehomes, existing  
 5 manufactured homes, or existing multifamily manufactured homes  
 6 that are offered for sale, rent, or lease shall be seismically braced,  
 7 anchored, or strapped pursuant to paragraph ~~(3)~~: (3) *or* (4).

8 (3) On or before July 1, 2009, the department shall promulgate  
 9 rules and regulations that include standards for water heater seismic  
 10 bracing, anchoring, or strapping. These standards shall be  
 11 substantially in accordance with either the guidelines developed  
 12 pursuant to Section 19215 or the California Plumbing Code (Part  
 13 5 of Title 24 of the California Code of Regulations), and shall be  
 14 applicable statewide.

15 (4) *On or before August 15, 2025, the department shall*  
 16 *promulgate rules and regulations that include standards for electric*  
 17 *water heater seismic bracing, anchoring, or strapping. These*  
 18 *standards shall be substantially in accordance with either the*  
 19 *guidelines developed pursuant to Section 19215 or the California*  
 20 *Plumbing Code (Part 5 of Title 24 of the California Code of*  
 21 *Regulations), and shall be applicable statewide.*

22 ~~(4)~~

23 (5) The dealer, or manufacturer acting as a dealer, responsible,  
 24 as part of the purchase contract, for both the sale and installation  
 25 of any home subject to this subdivision shall ensure all water  
 26 heaters are seismically braced, anchored, or strapped in compliance  
 27 with this subdivision prior to completion of installation.

28 ~~(5)~~

29 (6) In the event of a sale of a home, pursuant to either paragraph  
 30 (1) of subdivision (e) of Section 18035 or Section 18035.26, the  
 31 homeowner or contractor responsible for the installation of the  
 32 home shall ensure all *electric or* fuel-gas-burning water heater  
 33 appliances are seismically braced, anchored, or strapped consistent  
 34 with the requirements of paragraph (3). This requirement shall be  
 35 satisfied when the homeowner or responsible contractor signs a  
 36 declaration stating each *electric or* fuel-gas-burning water heater  
 37 is secured as required by this section on the date the declaration  
 38 is signed.

39 (f) All used mobilehomes, used manufactured homes, and used  
 40 multifamily manufactured homes that are sold shall, on or before

1 the date of transfer of title, have the *electric or* fuel-gas-burning  
2 water heater appliance or appliances seismically braced, anchored,  
3 or strapped consistent with the requirements of paragraph (3) *or*  
4 (4) of subdivision (e). This requirement shall be satisfied if, within  
5 45 days prior to the transfer of title, the transferor signs a  
6 declaration stating that each water heater appliance in the used  
7 mobilehome, used manufactured home, or used multifamily  
8 manufactured home is secured pursuant to paragraph (3) *or* (4) of  
9 subdivision (e) on the date the declaration is signed.

10 (g) For sales of manufactured homes or mobilehomes installed  
11 on real property pursuant to subdivision (a) of Section 18551, as  
12 to real estate agents licensed pursuant to Division 4 (commencing  
13 with Section 10000) of the Business and Professions Code, the  
14 real estate licensee duty provisions of Section 8897.5 of the  
15 Government Code shall apply to this section.

16 SEC. 7. Section 18031.8 of the Health and Safety Code is  
17 amended to read:

18 18031.8. (a) Nothing in this part or the regulations promulgated  
19 thereunder shall prohibit the replacement in manufactured homes  
20 or mobilehomes of ovens, ranges, or clothes dryers with *electric*  
21 *or* fuel gas burning ovens, ranges, or clothes dryers not specifically  
22 listed for use in a manufactured home or mobilehome.

23 (b) Replacement *electric or* fuel gas burning ovens, ranges, or  
24 clothes dryers shall be listed for residential use and installed in  
25 accordance with the specifications of that listing to include tiedown  
26 and bracing to prevent displacement.

27 (c) Replacement *electric or* fuel gas burning ovens, ranges, or  
28 clothes dryers installed in accordance with subdivision (b) shall  
29 bear a label in compliance with subdivision (c) of Section 18031.7.

30 SEC. 8. Section 18031.9 is added to the Health and Safety  
31 Code, to read:

32 18031.9. The department shall, if necessary, by December 31,  
33 2025, update existing rules and regulations that facilitate the use  
34 of electricity-powered space and water heating technologies for  
35 manufactured homes, mobilehomes, and multifamily manufactured  
36 homes when necessary to replace fuel-burning appliances with  
37 electric appliances.

38 SEC. 9. The amendments to Sections 17958.8, 18007, and  
39 18008 of the Health and Safety Code made by this act do not  
40 constitute a change in, but are declaratory of, existing law.

1     SEC. 10. No reimbursement is required by this act pursuant to  
2 Section 6 of Article XIII B of the California Constitution because  
3 the only costs that may be incurred by a local agency or school  
4 district will be incurred because this act creates a new crime or  
5 infraction, eliminates a crime or infraction, or changes the penalty  
6 for a crime or infraction, within the meaning of Section 17556 of  
7 the Government Code, or changes the definition of a crime within  
8 the meaning of Section 6 of Article XIII B of the California  
9 Constitution.

O

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 20, 2024

Re: Update on U.S. Environmental Protection Agency Climate Pollution Reduction Grant

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

On July 31, 2023, the Air District received a notice from the U.S. Environmental Protection Agency (USEPA) awarding a \$1 million Climate Pollution Reduction Grant (CPRG) to lead the development of the Bay Area Regional Climate Action Plan. The funds are to be used to develop and implement plans for reducing greenhouse gas (GHG) emissions and other harmful air pollutants, particularly for the benefit of frontline communities.

The USEPA has defined two metropolitan regions eligible for funding under this grant program in the Bay Area: the Central Bay (Alameda, Contra Costa, Marin, San Francisco, and San Mateo counties) and the South Bay (Santa Clara and San Benito counties). The Air District led the development and submittal of an application to lead the Central Bay Area effort. The Air District is leading this effort in close collaboration with a regional Advisory Work Group, consisting of staff representatives from the Air District, the Metropolitan Transportation Commission, the Association of Bay Area Governments (specifically, the Bay Area Regional Energy Network (BayREN)), the Bay Area Regional Collaborative, the counties of Alameda, Contra Costa, Marin, San Francisco and San Mateo, and the Cities of Oakland and Berkeley.

The Air District worked with the USEPA to expand the grant's geographic region to include Napa County and the portions of Sonoma and Solano counties that are included in the Air District's jurisdiction. Staff have been in close coordination with staff leading the Santa Clara County CPRG effort.

## DISCUSSION

The grant requires the development of two regional plans that incorporate input from and reflect the priorities of the region's local governments and communities. The first of these is a Priority Climate Action Plan (PCAP). This is a targeted plan, focusing on just a few priority sectors with a short list of high-priority GHG reduction measures. Staff submitted the final PCAP to the USEPA on February 29, 2024 (Attachment A). Projects consistent with measures included in the PCAP will be eligible to be funded from a nationally competitive \$4.3 billion in CPRG implementation funding, with applications due April 1, 2024.

In developing these regional climate plans, staff have contracted with technical experts and engagement professionals and are working closely with the collaborative partners in the Advisory Work Group. The planning process staff has developed builds on climate planning and community engagement efforts that already exist, rather than creating new processes and efforts.

In developing the PCAP, staff led a robust and fast-paced process to identify and reflect community and local government priorities in the plan while meeting the very tight deadlines of the grant program. Through a series of consultant supported climate justice roundtable meetings with community-serving organizations and interactive working sessions with local government staff and other stakeholders, staff lead an interactive process to narrow down and prioritize GHG reduction measures. These measures focus on reducing vehicle miles traveled (VMT) through mode-shift and building decarbonization. The mode-shift measure centers on creating and expanding mobility hubs to achieve environmental benefits while increasing demand for alternative transportation choices. The building decarbonization measure focuses on addressing housing safety and security while switching to carbon-free energy. Both of these measures are designed to bring infrastructure improvement to low-income households while also reducing GHG emissions.

The grant requires several analyses to be conducted as part of the PCAP, including a high-level, qualitative analysis of how these measures may benefit frontline (vulnerable communities experiencing the first and worst impacts of climate change) communities, as well as a quantitative assessment of GHG emission reductions.

After submittal of the PCAP, the grant requires a Comprehensive Climate Action Plan (CCAP) to be developed that addresses all economic sectors and includes a host of measures that combine to meet long-term GHG reduction targets. The CCAP must include a GHG inventory, GHG reduction targets and quantified emissions impacts for GHGs, criteria pollutants and toxic air contaminants covering all sectors. It must also include a robust analysis of benefits and disbenefits to frontline communities, impacts to the regional workforce, and an assessment of funding availability and gaps.

Staff will present an overview of the grant program, the process followed to develop the PCAP, the priority measures, and next steps including development of the CCAP. Staff last provided an informational update on the grant to the Stationary Source and Climate Impacts Committee on September 13, 2023.



BUDGET CONSIDERATION/FINANCIAL IMPACT

\$293,000 of the grant funds from EPA are designated for Air District staff salary, fringe, travel and administrative costs and will augment the revenue of the Air District's FYE 2024 and FYE 2025 budgets. The remaining \$707,000 will "pass through" to contractors and sub-awardees. The grant includes no commitment of matching funds.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Abby Young  
Reviewed by: Wendy Goodfriend

ATTACHMENTS:

1. Final SF-Oakland-Berkeley Priority Climate Action Plan
2. Frontline Communities Mapping and Analysis

# Bay Area Regional Climate Action Planning Initiative

Priority Climate Action Plan for the  
Northern and Central Bay Area  
Metropolitan Region

Bay Area Air Quality Management District  
March 1, 2024



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## Acknowledgements

This project has been funded wholly or in part by the United States Environmental Protection Agency (USEPA) under assistance agreement 5D-98T73201-0 to the Bay Area Air Quality Management District. The contents of this document do not necessarily reflect the views and policies of the USEPA, nor does the USEPA endorse trade names or recommend the use of commercial products mentioned in this document. The measures contained herein should be construed as broadly available to any entity in the San Francisco-Oakland-Berkeley Metropolitan Statistical Area (expanded to include Napa County and the southern portions on Sonoma and Solano counties) that is eligible for receiving funding under USEPA's Climate Pollution Reduction Implementation Grants (CPRG) and other funding streams, as applicable.

District staff members who contributed to the development of the Priority Climate Action Plan include:

- Abby Young, Manager, Planning and Climate Protection
- Abhinav Guha, Principal Air Quality Engineer, Assessment, Inventory, and Modeling
- Andrea Gordon, Senior Environmental Planner, Planning and Climate Protection
- Ariana Husain, Principal Air Quality Engineer, Assessment, Inventory, and Modeling
- Claire Thomas, CivicSpark Fellow, Planning and Climate Protection
- Jamesine Rogers Gibson, Senior Advanced Projects Advisor, Planning and Climate Protection
- Joshua Abraham, Assistant Manager, Community Engagement
- Monte DiPalma, Senior Environmental Engineer, Planning and Climate Protection
- Sally Newman, Senior Air Quality Specialist, Planning and Climate Protection
- Song Bai, Director, Assessment, Inventory, and Modeling
- Wendy Goodfriend, Director, Planning and Climate Protection

The Air District thanks the following individuals for their contribution to this plan, as well as the more than 90 participants who attended Working Sessions held between October – December 2023.

Advisory Work Group Members:

- Aleka Seville, Regional Coordination Advisor, Bay Area Regional Energy Network
- Allison Brooks, Executive Director, Bay Area Regional Collaborative
- Avana Andrade, Senior Sustainability Coordinator, Office of Sustainability
- Cyndy Comerford, Climate Program Manager, SF Environment
- Dana Armanino, Planning Manager, County of Marin
- Jamesine Rogers Gibson, Senior Advanced Program Advisor, Bay Area Air Quality Management District
- Jeffrey Wong, Recycling Program Specialist II, City of Oakland
- Jody London, Sustainability Coordinator, Contra Costa County
- Katie van Dyke, Climate Action Program Manager, City of Berkeley
- Kim Springer, Transportation Systems Coordinator, City/County Association of Governments of San Mateo County
- Miya Kitahara, Program Manager, Alameda County Waste Management Authority (StopWaste)
- Narcisa Untal, Senior Planner, Solano County (ex officio)
- Richard Chien, former Senior Environmental Specialist, SF Environment
- Ryan Melendez, Sustainability Planner, Napa County (ex officio)
- Shayna Hirshfield-Gold, Climate Program Manager, City of Oakland
- Tanya Nareth, Chief Deputy Executive Officer, Sonoma County Regional Climate Protection Authority (ex officio)
- Therese Trivedi, Assistant Planning Director, Metropolitan Transportation Commission

The following public agency staff also contributed to the development of this Plan:

- Jane Elias, Program Administrator, Bay Area Regional Energy Network
- Kara Oberg, Active Transportation Planner, Metropolitan Transportation Commission
- Krute Singa, Principal Regional Planner, Metropolitan Transportation Commission

The following companies provided facilitation and technical support for development of the plan:

- BW Research
- Cascadia Consulting Group
- Chris Selig Associates
- HIP Investor, Inc.
- ICF Incorporated

The Air District acknowledges and assumes complete responsibility for the content of the Priority Climate Action Plan as outlined in this report, submitted in fulfillment of the USEPA grant requirements.

## Contact Information

For questions or additional information about this plan, please contact Abby Young ([ayoung@baaqmd.gov](mailto:ayoung@baaqmd.gov)) or Jamesine Rogers Gibson ([Jrogersgibson@baaqmd.gov](mailto:Jrogersgibson@baaqmd.gov)) at the Bay Area Air Quality Management District.

## Definitions and Acronyms

### Acronym or Abbreviation

ABAG  
AWG  
BAAQMD  
BayREN  
BARC  
BARCAP  
CBO  
CCAP  
CCA  
CH<sub>4</sub>  
CO<sub>2</sub>  
GHG  
GWP  
LIDACs  
MSA  
MTC  
N<sub>2</sub>O  
NO<sub>x</sub>  
PCAP  
SF<sub>6</sub>  
USEPA  
VMT

### Definition

Association of Bay Area Governments  
Advisory Work Group  
Bay Area Air Quality Management District  
Bay Area Regional Energy Network  
Bay Area Regional Collaborative  
Bay Area Regional Climate Action Plan initiative  
community-based organization  
Comprehensive Climate Action Plan  
Community Choice Aggregator  
methane  
carbon dioxide  
greenhouse gas  
global warming potential  
Low income, disadvantaged communities  
Metropolitan Statistical Area  
Metropolitan Transportation Commission  
nitrous oxide  
nitrogen oxides  
Priority Climate Action Plan  
sulfur hexafluoride  
United States Environmental Protection Agency  
vehicle miles traveled

## Table of Contents

|   |    |
|---|----|
| Executive Summary .....   | 5  |
| 1 Introduction.....   | 8  |
| 2 Greenhouse Gas (GHG) Inventory .....  | 13 |
| 3 Priority GHG Reduction Measures.....  | 18 |
| 4 Frontline Communities (Low-Income Disadvantaged Communities) Benefits Analysis..... | 36 |
| 5 Workforce Planning Analysis .....   | 46 |
| 6 Coordination and Outreach.....  | 50 |
| 7 Next Steps .....  | 54 |

## Figures

Figure 1.1: Map of the Bay Area region

Figure 2.1: 2022 greenhouse gas inventory for the Bay Area region by sector

Figure 2.2: 2022 greenhouse gas inventory for the Bay Area region by sector and climate pollutant

Figure 2.3: 2022 greenhouse gas inventory for the Bay Area region by county

Figure 4.1: Map of Frontline Communities in the Bay Area Region

## Tables

Table 2.1: Distribution of GHG emissions across the six major source sectors by major climate pollutant type for the Bay Area region.

Table 3.1: PCAP measure development design principles.

Table 3.2: GHG emissions reductions from implementation of the Mobility Hubs measure.

Table 3.3: Federal, state, and regional grant programs to leverage for the Mobility Hubs measure.

Table 3.4: GHG emissions reductions and retrofits from implementation of the Residential Building Decarbonization measure.

Table 3.5: Implementation schedule and milestones for the Residential Building Decarbonization measure.

Table 3.6: Additional federal, state, and regional grant programs to leverage for the Residential Building Decarbonization measure.

Table 4.1: Anticipated benefits from implementation of the Mobility Hubs measure.

Table 4.2: Potential disbenefits that implementation of the Mobility Hubs measure is designed to minimize.

Table 4.3: Anticipated benefits from implementation of the Residential Building Decarbonization measure.

Table 4.4: Potential disbenefits that implementation of the Residential Building Decarbonization measure is designed to minimize.

## Appendices

Appendix A – Emissions Inventory Supporting Documentation

Appendix B – Engagement Documentation

Appendix C – GHG Reduction Quantification Supporting Documentation

Appendix D – LIDAC Benefits Analysis Supporting Documentation

Appendix E – Workforce Planning Analysis Documentation

Appendix F– Frontline Communities Census Tracts and Census Block Groups

## Executive Summary

The Bay Area Air Quality Management District (Air District) has partnered with local governments (cities and counties) and regional agencies across the San Francisco Bay Area region<sup>1</sup> (Bay Area region) to produce this Priority Climate Action Plan (PCAP) for the San Francisco-Oakland-Berkeley Metropolitan Statistical Area (MSA). Throughout development of the PCAP, the Air District conducted extensive coordination and outreach with other government agencies and engaged a range of stakeholders across the Bay Area region.

The Air District established an Advisory Work Group (AWG) in April 2023 to support this effort by engaging them in discussions and decision-making on key aspects of the PCAP, including coordination and engagement with other agencies, organizations, and low income, disadvantaged communities (LIDACs), measure selection, and development of deliverables, as well as provision of information and data and advising on technical analyses. The AWG is composed of representatives from:

- Bay Area regional agencies (Air District, Association of Bay Area Governments (ABAG) through its program Bay Area Regional Energy Network (BayREN), Bay Area Regional Collaborative (BARC), and MTC),
- the cities named in the MSA (City of Berkeley, City of Oakland, and City and County of San Francisco) and
- the counties comprising the MSA (Alameda County, Contra Costa County, Marin County, Napa County, San Mateo County, and the portions of Solano County and Sonoma County that are within the Air District's jurisdiction).<sup>2</sup>

## OUTREACH AND ENGAGEMENT

Nearly all cities and counties in the Bay Area region have adopted local climate action plans. At the state level, the State of California has adopted aggressive greenhouse gas (GHG) reduction targets and adopted a statewide 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) that includes a statewide strategy to achieve those targets. The PCAP development process included a review of climate action plans and reflects the priorities and targets in the State Scoping Plan.

The Air District conducted extensive outreach to local governments in the Bay Area region to understand their priorities and implementation-ready projects for the PCAP, to request the results of recent community engagement efforts, and to further develop the PCAP measures during a series of Working Sessions. In total, over 50 cities, towns, and counties participated in at least one outreach effort.

The very short timeline for completing the PCAP did not lend itself to the type of in-depth community partnering and engagement that has become best practice in the Bay Area. To accommodate the aggressive timeline, the Air District reviewed results of recently conducted community engagement activities and created a synthesis document of the identified community needs and priorities. The Air District established a Roundtable of external advisors from regional and local community-serving organizations to review, discuss, add to, and overall improve the synthesis. The Roundtable members

---

<sup>1</sup> Includes Alameda County, Contra Costa County, Marin County, Napa County, City and County of San Francisco, and San Mateo County, and the southern portions of Sonoma County and Solano County that are included in the Bay Area Air Quality Management District's jurisdiction, reflected in [this map](#).

<sup>2</sup> The federally-designated San Francisco-Oakland-Berkeley MSA includes Alameda County, Contra Costa County, Marin County, City and County of San Francisco, and San Mateo County. The Air District received approval from the USEPA to expand the PCAP to cover the entire Air District's jurisdiction, including Napa County and portions of Solano County and Sonoma County with the exception of Santa Clara County which is included in a separate MSA for the CPRG effort.

contributed their in-depth understanding of Bay Area LIDACS, which are referred to in this document as frontline communities – communities that bear the brunt of the impacts from fossil fuel dependence and are often the first to experience climate impacts – and their insights into community needs and expertise in the topic areas to evaluate and contribute to the draft synthesis.

The Air District convened a public workshop to provide information about the PCAP effort and provide input on draft measure concepts. In order to address potential barriers to participation throughout the engagement process, the Air District offered stipends to community-based organizations (CBOs), convened meetings virtually, and created a website for the project where participants and the public could access meeting materials and project updates.

## **GHG INVENTORY**

The Air District has prepared a GHG emissions inventory for the Bay Area region for the base year 2022. The inventory comprises emissions of climate pollutants from major and minor sources, including those of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), and many high-global warming potential (high-GWP) gases that are substitutes of ozone-depleting substances. The GHG emissions inventory is split across six major sectors – Transportation, Commercial & Residential, Electricity Generation, Industrial, Waste Management, and Agriculture. The total GHG emissions for the Bay Area region for year 2022 are ~60 million metric tons of CO<sub>2</sub>-equivalent. The Transportation and Commercial & Residential sectors combined account for half of the regional GHG emissions.

The two priority sectors included in the PCAP are passenger vehicles and residential buildings. Together, emissions from these sectors make up more than 25% of the Bay Area region’s GHG emissions. They are the top two sectors most commonly identified by local government staff as highest priority and are top priorities for mitigation in the 70+ local climate action plans that have been adopted by Bay Area jurisdictions. They have similarly been identified as community priorities across the region and in the State of California’s Scoping Plan. According to the Scoping Plan, “by prioritizing climate action in transportation electrification, VMT reduction and building decarbonization, local governments will be addressing the largest sources of emissions under their authority and meaningfully tackling climate change, as well as aligning with State climate goals and protecting public health and welfare.”<sup>3</sup>

## **PRIORITY GHG REDUCTION MEASURES**

The PCAP includes two priority measures – one from each identified priority sector:

- Safe, Accessible, Clean, and Equitable Multi-modal Transportation
- Holistic Building Decarbonization for Clean, Healthy, and Secure Housing

The over-arching goal of the transportation measure is to reduce GHG and other polluting emissions from personal vehicle travel while increasing transportation choices in frontline communities. This priority measure will reduce single occupancy vehicle miles traveled (VMT) by creating or building out mobility hubs to make it easier for trips to be made by transit, biking, walking, scooter, wheelchair or other mobility devices, including e-micro-mobility, and encourage electric vehicle (EV) charging and EV carshare at or near the hubs. Implementation will focus on creating or expanding mobility hubs in frontline communities and incorporating policies that produce, preserve, and protect affordable housing and stabilize businesses to prevent displacement.

---

<sup>3</sup> California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality; Appendix D Local Actions

The goal of the building decarbonization measure is to speed the transition away from residential natural gas use to healthy and low-emission housing. This measure will accelerate electrification and energy efficiency retrofits in existing homes, prioritizing homes located in frontline communities, to achieve an equitable transition to clean, healthy, and secure housing. The measure will include incentives and direct installations, workforce development and contractor support, housing security and policy support, and a Community Work Group to ensure community members' needs are prioritized.

## **LOW INCOME / DISADVANTAGED COMMUNITIES (FRONTLINE COMMUNITIES)**

Frontline communities in the Bay Area region bear the brunt of the impacts from fossil fuel dependence and are often the first to experience climate impacts. The priority measures are designed to provide significant benefits and minimize harm to frontline communities. For the PCAP, the Air District used the USEPA's IRA Disadvantaged Communities map (which combines Climate & Economic Justice Screening Tool (CEJST), EJ Screen, and any geographic area within tribal lands), as well as the Air District's identified AB 617 communities and the Metropolitan Transportation Commission's (MTC's) Equity Priority Communities to identify frontline communities. The Air District developed an online map to visually depict these layers across the Bay Area region.<sup>4</sup>

The Air District followed a multi-pronged engagement approach to ensure that PCAP development was shaped and informed by the priorities of frontline communities in the Bay Area region. In implementing the engagement plan, the Air District first learned from recently completed engagement efforts. Then the Air District conducted targeted engagement of regional community-serving organizations and CBOs through a Roundtable of community-serving organizations, partner-led meetings, and a series of Working Sessions. The PCAP includes a discussion of the potential benefits and disbenefits that may accrue to frontline communities from implementation of the two priority measures.

## **NEXT STEPS**

This PCAP is the first deliverable under the USEPA CPRG planning grant awarded to the Air District. The next deliverable due to USEPA in 2025 is a regional comprehensive climate action plan (CCAP) to reduce GHG emissions across all sectors of the economy. In late spring 2024, the Air District will begin engagement for the CCAP, building upon the foundation of the PCAP through meaningful community engagement. Work with technical and facilitation consultants is already underway in preparation for the CCAP.

---

<sup>4</sup> For the purpose of the PCAP, frontline communities are defined using: 1) [USEPA IRA Disadvantaged Communities](#), 2) [AB 617 communities](#), and 3) [MTC Equity Priority Communities](#), and visualized together in [this map](#).



## 1. Introduction

The Bay Area Air Quality Management District (Air District) has partnered with local governments and regional agencies across the San Francisco Bay Area region<sup>5</sup> (Bay Area region) to produce this Priority Climate Action Plan (PCAP) for the San Francisco-Oakland-Berkeley Metropolitan Statistical Area (MSA). The PCAP builds upon the region's climate leadership and rich foundation of existing climate-related plans, programs, projects, and policies to identify and support core policies, practices, and technologies in the transportation and building sectors that will help accelerate the Bay Area's transition to a more equitable and zero-carbon future. Implementation of the PCAP will reduce emissions of greenhouse gases (GHGs), criteria air pollutants, and hazardous air pollutants; create high-quality jobs; spur economic growth; and enhance the quality of life for Bay Area residents, particularly those in frontline communities.

**Figure 1.1: Map of the Bay Area Region**



<sup>5</sup> Includes Alameda County, Contra Costa County, Marin County, Napa County, City and County of San Francisco, and San Mateo County, and the southern portions of Sonoma County and Solano County that are included in the Bay Area Air Quality Management District's jurisdiction, reflected in [this map](#).

## THE CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM AND THE BAY AREA REGIONAL CLIMATE ACTION PLANNING (BARCAP) INITIATIVE

In July 2023, the Air District received funding from the U.S. Environmental Protection Agency's (USEPA) Climate Pollution Reduction Grant (CPRG) Program to develop regional climate action plans. The CPRG Program provides funding to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing GHG emissions and other harmful air pollutants.<sup>6</sup> The first plan is this Priority Climate Action Plan (PCAP), which includes two near-term, high-priority, implementation-ready measures to reduce GHG emissions from residential buildings and passenger vehicles, which together make up one-quarter of the Bay Area region's GHG emissions. Once the PCAP is submitted to USEPA, eligible applicants<sup>7</sup> can apply for funding to implement the measures in the plan. The second plan is the Comprehensive Climate Action Plan (CCAP) covering all sectors, which will be submitted to USEPA by September 2025.

The CPRG planning grant enabled the Air District to launch the Bay Area's first region-wide climate action planning effort, the Bay Area Regional Climate Planning (BARCAP) initiative, with the PCAP and the CCAP at its core. This regional approach to climate planning will identify areas where regional collaboration and action can accelerate our ability to meet our ambitious climate goals. This effort provides an opportunity to harmonize the many strong yet disparate climate planning efforts in the region together with state and regional climate goals into a regional climate planning effort that reflects common top priorities. The BARCAP approach elevates and centers the priorities of frontline communities in the planning process and builds on the extensive work that cities and counties in the region have been doing for years.

## THE REGIONAL CONTEXT

The Bay Area has a strong tradition of climate leadership. Nearly all cities and counties in the Bay Area are engaged in some form of climate action planning, with local climate action plans adopted by over 70 cities and counties and numerous policies and programs to reduce GHG emissions adopted and implemented by all 100+ jurisdictions in the region. The Air District's 2017 regional Clean Air Plan<sup>8</sup> focuses on reducing regional GHG emissions, primarily through regional agency-led initiatives. The Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050<sup>9</sup> aims to reduce GHG emissions through transportation and land use strategies. Additionally, the State of California's 2022 Scoping Plan lays out a strategy for making the State carbon neutral by 2045. According to the Scoping Plan, "by prioritizing climate action in transportation electrification, VMT reduction and building decarbonization, local governments will be addressing the largest sources of emissions under their authority and meaningfully tackling climate change, as well as aligning with State climate goals and protecting public health and welfare." These state, regional, and local efforts have all incorporated robust engagement

---

<sup>6</sup> <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>

<sup>7</sup> Eligible applicants are limited to lead organizations for CPRG planning grants; other municipal agencies (including local air pollution control agencies), departments, or other municipal government offices; and councils of government, metropolitan planning commissions, or other regional organizations comprised of multiple municipalities located within the geographic area covered by the PCAP.

<sup>8</sup> [https://www.baaqmd.gov/~/\\_media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\\_-\\_proposed-final-cap-vol-1-pdf.pdf](https://www.baaqmd.gov/~/_media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf)

<sup>9</sup> <https://www.planbayarea.org/>

with community and environmental justice community organizations, reflecting the state and region’s strong commitment to equity in climate planning.

The centering of equity in climate planning is motivated by a widely held understanding among elected officials, the business community, and the public at large that climate change is already having and will increasingly have serious impacts on the Bay Area’s economy, environment, and public health. Communities of color and low-income communities often experience the first and worst impacts of climate change. Increasing average temperatures, fluctuations in precipitation, decreasing snowpack, rising sea levels, and increased incidence and severity of wildfires are just some of the impacts the Bay Area is experiencing from climate change. In addition, fossil fuel combustion to power the region’s cars, buildings, and economy contributes to unhealthy levels of air pollution (in addition to GHG emissions) with communities of color and low-income communities disproportionately impacted. A transition to a clean energy economy – one that does not rely on fossil fuels – can provide significant health benefits and create new high-quality<sup>10</sup> jobs to advance a more equitable future for residents of the Bay Area region.

The Bay Area is also one of the most diverse regions in the nation. Fifty-nine percent of residents are people of color,<sup>11</sup> including many different racial and ethnic groups. The region is home to speakers of more than 160 languages, nearly half (43%) of which speak a language other than English at home.<sup>12</sup> The geographic area covered by the PCAP includes a population of approximately 5.5 million and 81 cities that range from very small and rural, to the large and cosmopolitan city of San Francisco. Specifically, the PCAP covers Alameda County, Contra Costa County, Marin County, Napa County, City and County of San Francisco, and San Mateo County, and the portions of Solano County and Sonoma County in the Air District’s jurisdiction.<sup>13</sup>

## OVERVIEW OF DEVELOPMENT OF THE PCAP

The Air District has striven to make the development of the PCAP and the BARCAP overall an inclusive regional planning process focused on reducing GHG emissions and elevating the priorities of frontline communities.

The Air District established an Advisory Work Group (AWG) in April 2023 composed of representatives from:

- Bay Area regional agencies (Air District, Association of Bay Area Governments (ABAG) through its program Bay Area Regional Energy Network (BayREN), Bay Area Regional Collaborative (BARC), and MTC)
- the cities named in the MSA (City of Berkeley, City of Oakland, and City and County of San Francisco)
- the counties comprising the MSA (Alameda County, Contra Costa County, Marin County, Napa

---

<sup>10</sup> The USEPA uses the term ‘High-quality’ for the CPRG effort. Workforce development efforts in the Bay Area region and California use the term ‘high-road’. Both terms refer to jobs that pay a sustaining wage with adequate benefits and provide training and upward mobility, among other factors.

<sup>11</sup> “An Equity Profile of the Nine-County San Francisco Bay Area Region,” Policy Link and USC Program for Environmental & Regional Equity, page 16. Note that this data includes Santa Clara County, which is not included in the San Francisco – Oakland – Berkeley MSA.

<sup>12</sup> BAAQMD Plan for Language Services to Limited English Proficient Populations, September 2023

<sup>13</sup> While Santa Clara County is often considered as being a part of the San Francisco Bay Area, for the purposes of the PCAP, Santa Clara County has been excluded, as the USEPA has designated it a part of the San Jose-Sunnyvale-Santa Clara MSA.

County, San Mateo County, and the portions of Solano County and Sonoma County that are within the Air District's jurisdiction)<sup>14</sup>

The Air District and the AWG met regularly to discuss coordination and engagement with other agencies, organizations, and frontline communities; make decisions on key aspects of the project such as measures selection and development; and provide input on technical analyses. ABAG is a sub-awardee, partnering with the Air District on key program elements, including measure development and local government and stakeholder outreach and engagement.

The Air District sought input from local governments beginning in April 2023 through surveys, individual and group meetings, and a series of four Working Sessions with stakeholders to design the PCAP measures in October-December 2023. In total, over 50 cities, towns, and counties participated in at least one PCAP-related outreach event. In addition, the Air District engaged in targeted outreach and engagement with community choice aggregators (CCAs)<sup>15</sup> and the local investor-owned utility, PG&E, through individual meetings and their inclusion in the Working Sessions.

The Air District designed and facilitated, with the support of ABAG/BayREN, a series of measure design Working Sessions, which brought together more than 90 stakeholders across the four sessions, representing local government and regional agencies, community-based organizations (CBOs), community-serving organizations, equity organizations, transportation agencies, CCAs and a utility, subject matter expert organizations for transportation and building decarbonization, and multiple representatives from organized labor and workforce training, non-profit housing, non-profit retrofit organizations, bike, environment and other stakeholder organizations. The sessions produced a set of design principles to guide measure development and two detailed measure descriptions. They also initiated discussions on potential implementation funding proposal ideas and partners.

In November 2023, the Air District held a public workshop to receive feedback on the draft measure concepts.<sup>16</sup> Feedback from the public workshop was added to the Working Session discussions that contributed to the PCAP measures.

The very short timeline for completing the PCAP did not lend itself to the type of in-depth community partnering and engagement that has become best practice in the Bay Area. Therefore, the Air District relied on recently completed engagement efforts and established avenues for engaging frontline communities. The Air District reviewed results of recently conducted (within the past 3 years) community engagement activities provided by local governments and regional agencies. A Roundtable of regional community-serving organizations with deep familiarity with Bay Area frontline communities worked with the Air District to finalize a synthesis of these community engagement efforts. Roundtable members included Emerald Cities Collaborative, Greenlining Institute, PODER, and Transform. They also

---

<sup>14</sup> The federally-designated San Francisco-Oakland-Berkeley MSA includes Alameda County, Contra Costa County, Marin County, City and County of San Francisco, and San Mateo County. The Air District received approval from the USEPA to expand the PCAP to cover the entire Air District's jurisdiction, including Napa County and portions of Solano County and Sonoma County with the exception of Santa Clara County which is included in a separate MSA for the CPRG effort.

<sup>15</sup> Community Choice Aggregation programs allow local governments to procure power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from their existing utility provider. In the BARCAP geography, there are five community choice aggregators: Ava Community Energy, Clean Power SF, MCE Clean Energy, Peninsula Clean Energy, and Sonoma Clean Power.

<sup>16</sup> A recording of the public workshop, along with PPT slides, can be found here: <https://www.baaqmd.gov/plans-and-climate/climate-protection/bay-area-regional-climate-action-planning-initiative>

participated in the four Working Sessions mentioned above. Air District staff presented on the BARCAP at two CCA-led meetings of CBOs and community partners and held a pre-meeting with other CBOs prior to their participation in the Working Sessions.

More information on frontline community engagement can be found in *Section 4: Frontline Communities Benefits Analysis*. *Section 6: Coordination and Outreach* provides more detail on the AWG and the engagement of other key stakeholders.

## **OVERVIEW OF THE PCAP**

This document includes the following required and optional components of the PCAP, with additional detail available in the appendices:

- Description of the regional GHG inventory
- Priority GHG Reduction Measures
- Identification of frontline communities, how they were engaged and how they may benefit from implementation of the Priority GHG Reduction Measures
- Workforce planning analysis
- Summary of outreach and interagency and intergovernmental coordination efforts
- Next steps

## 2. Greenhouse Gas (GHG) Inventory

This section describes the regional GHG emissions inventory, which is a foundational piece of the PCAP that quantifies major and minor sources of GHG emissions in the Bay Area region.

### SCOPE

The Air District has developed a GHG emissions inventory for the PCAP (with a base year of 2022<sup>17</sup>). The inventory accounts for GHG emissions at the county level for the eight Bay Area counties<sup>18</sup> included in this planning effort (excluding those portions of Sonoma County and Solano County that fall outside the Air District's jurisdiction) across six major sectors – Commercial and Residential, Transportation, Industrial, Electricity Generation (direct emissions only), Waste Management, and Agriculture. These sectors are defined and discussed in more detail in *Appendix A* of this report.

For all sources, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are quantified, and emissions of several fluorine-bearing species representing hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>) are also included, wherever applicable. GHG emissions are reported in terms of CO<sub>2</sub>-equivalents (CO<sub>2</sub>e) and are developed using 100-year time-horizon global warming potentials (GWP) relative to CO<sub>2</sub> from the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5), which includes climate feedbacks.<sup>19</sup>

### DATA REVIEW

The GHG emissions inventory is subject to an extensive data review and quality control process that is described in the Quality Assurance Project Plan<sup>20</sup> for the PCAP. Details of the GHG inventory quality assurance process are provided in *Appendix A* and are based on the Quality Assurance Project Plan.

### INVENTORY METHODOLOGY

The Air District applied a 'production-based' approach to develop the GHG emissions inventory, which focuses on estimating emissions from sources that produce direct emissions in the region, as compared to attributing emissions to consumers (and end-users) of goods and services (consumption-based approach).

The Air District inventory method involves a combination of:

- a bottom-up approach where emissions are derived by combining activity data and/or throughputs with GHG emissions factors and local/regional controls
- a top-down approach where emissions are derived by scaling down from an existing (e.g., national and/or state) emissions inventory using a proxy (such as population, vehicle miles traveled, etc.)
- emissions verified and approved through the Air District's permitting program

---

<sup>17</sup> This choice of base year reflects the best available data, for a vast majority of the source categories, including up-to-date (current) activity data, throughputs, emissions factors, impact of implemented controls, or actual reported and approved emissions (not a projection), or access to up-to-date national and statewide emissions inventories.

<sup>18</sup> The Air District's complete GHG inventory includes nine counties, but the GHG inventory for the PCAP excludes Santa Clara County to align with the geographic scope of this PCAP.

<sup>19</sup> Table 8.7, Page 714, IPCC Fifth Assessment Report, [https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5\\_Chapter08\\_FINAL.pdf](https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf)

<sup>20</sup> Quality Assurance Project Plan for The Bay Area Climate Action Planning Initiative, Grant No.: 98T73201; *submitted on*: 12-27-2023; *approved on*: 01-04-2024; available on request.



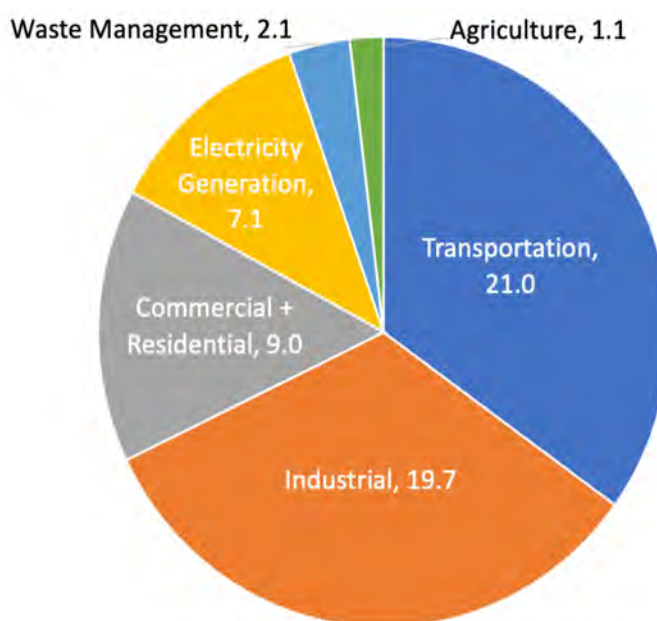
More details on inventory accounting methods can be found in *Appendix A*.

## GHG EMISSIONS

The annual GHG emissions for the Bay Area region for the year 2022 total 59.9 million metric tons of CO<sub>2</sub>-equivalent (MMTCo<sub>2</sub>e), as shown in *Figure 2.1* (subsector detail in *Table 1* and *Figure 1* in *Appendix A*). For context, this total represents about 16% of California’s statewide GHG emissions for year 2021.<sup>21</sup> Transportation (35%) is the largest contributing sector to the annual total GHG emissions, followed by Industrial (33%) emissions. Other high contribution sectors include Commercial and Residential (15%) and Electricity Generation (12%).

The relative share of GHG emissions in the Commercial and Residential sector (primarily, combustion emissions from space- and water-heating activities, and use of refrigerants in buildings<sup>22</sup>) are consistent with those in the national inventory.<sup>23</sup> GHG emissions in the Electricity Generation sector (attributed at the point of generation rather than point of use) in the Bay Area region constitute a lower relative share as compared to the national GHG inventory, indicating a relatively less-carbon intensive energy generation profile.

The regional distribution is different from the national inventory where the share of CH<sub>4</sub> and N<sub>2</sub>O emissions, mostly from waste management, animal agriculture, and petrochemical production systems, is much larger (~18%). High-GWP gases like HFCs and PFCs comprise a significant proportion of emissions in the Commercial and Residential sector (~25%). The distribution of the different climate pollutants by sector in the Bay Area region is shown in *Figure 2.2* and *Table 2.1*.



**Figure 2.1. 2022 greenhouse gas inventory for the Bay Area region by sector. Total of 59.9 MMTCo<sub>2</sub>e.**

<sup>21</sup> California 2000-2021 GHG Inventory (2023 Edition), <https://ww2.arb.ca.gov/ghg-inventory-data>

<sup>22</sup> Electricity consumed in the Commercial and Residential sector is reported in the Electricity Generation sector.

<sup>23</sup> Inventory of U.S. Greenhouse Gas Emissions and Sinks, <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

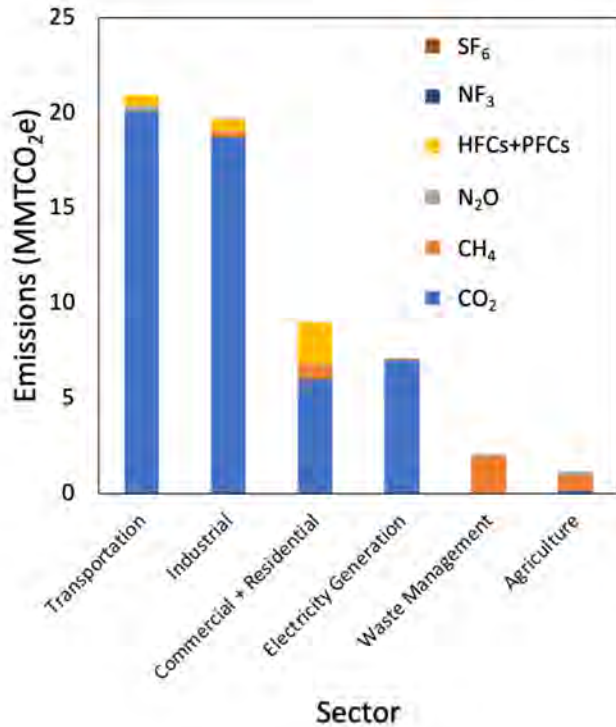


Figure 2.2. 2022 greenhouse gas inventory for the Bay Area region by sector and climate pollutant. Total of 59.9 MMTCO<sub>2</sub>e.

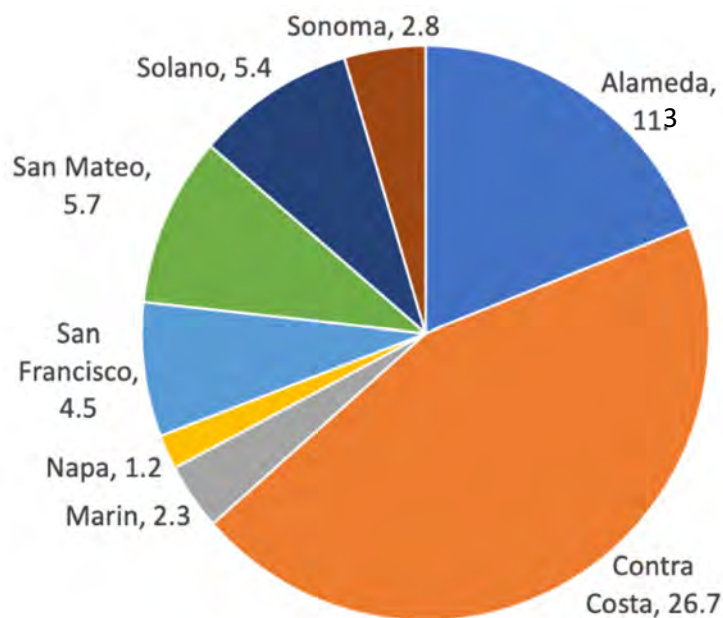
Table 2.1. Distribution of GHG emissions across the six major source sectors by major climate pollutant type for the Bay Area region.

| Sector/Gas                      | Bay Area Region Emissions (MMTCO <sub>2</sub> e) | Sector/Gas              | Bay Area Region Emissions (MMTCO <sub>2</sub> e) |
|---------------------------------|--|-------------------------|--|
| <b>Commercial + Residential</b> |  | <b>Transportation</b>   |  |
| CO <sub>2</sub>                 | 5.98   | CO <sub>2</sub>         | 20.02  |
| CH <sub>4</sub>                 | 0.77   | CH <sub>4</sub>         | 0.04   |
| N <sub>2</sub> O                | 0.02   | N <sub>2</sub> O        | 0.32   |
| HFC+PFC                         | 2.21   | HFC+PFC                 | 0.58   |
| <b>Total</b>                    | <b>8.98</b>                                      | <b>Total</b>            | <b>20.95</b>                                     |
|                                 |  |                         |  |
| <b>Electricity Generation</b>   |  | <b>Waste Management</b> |  |
| CO <sub>2</sub>                 | 7.02   | CO <sub>2</sub>         | 0.002  |
| CH <sub>4</sub>                 | 0.01   | CH <sub>4</sub>         | 1.92   |
| N <sub>2</sub> O                | 0.005  | N <sub>2</sub> O        | 0.15   |
| SF <sub>6</sub>                 | 0.03   | HCFC                    | 0.00001  |
| <b>Total</b>                    | <b>7.06</b>                                      | <b>Total</b>            | <b>2.07</b>                                      |
|                                 |  |                         |  |
| <b>Industrial</b>               |  | <b>Agriculture</b>      |  |
| CO <sub>2</sub>                 | 18.72  | CO <sub>2</sub>         | 0.16   |
| CH <sub>4</sub>                 | 0.30   | CH <sub>4</sub>         | 0.74   |
| N <sub>2</sub> O                | 0.04   | N <sub>2</sub> O        | 0.24   |



|                    |              |              |             |
|--------------------|--------------|--------------|-------------|
| SF <sub>6</sub>    | 0.03         | <b>Total</b> | <b>1.14</b> |
| NF <sub>3</sub>    | 0.004        |              |             |
| HFC+PFC            | 0.58         |              |             |
| <b>Total</b>       | <b>19.67</b> |              |             |
| <b>Grand Total</b> |              | <b>59.88</b> |             |

Figure 2.3 shows the distribution of emissions by county across the Bay Area region. Contra Costa County stands out as the county having the most GHG emissions (~45%) in the Bay Area region. This, in large part, is because four of the five refineries (Industrial sector) and five of the six power plants (Electricity Generation sector) in the Bay Area region are in this county. The fifth refinery is in Solano County, which otherwise has relatively low GHG emissions, as its population is low and only the southern part of the county is in the Bay Area region. In the other six counties, the Transportation and Commercial and Residential sectors account for the majority of GHG emissions. A detailed breakdown is provided in *Table 2* in *Appendix A*, showing emissions by county and sector.



**Figure 2.3. 2022 greenhouse gas inventory for the Bay Area region by county. Total of 59.9 MMTCo<sub>2</sub>e.**

## DATA RESOURCES

National, state, and local datasets for activity and/or throughputs, emission factors, and emissions have been utilized to develop the Air District’s GHG emissions inventory for the Bay Area region. The list below reflects a subset of the most frequently used and referenced datasets contributing to the development of the Bay Area region’s GHG emissions inventory. Some of the more prominent data sources deployed in the development of this inventory include:

- Facility-specific GHG data published by the USEPA in the Facility Level Information on Greenhouse Gases tool (FLIGHT)<sup>24</sup>
- Data reported to the USEPA’s Greenhouse Gas Reporting Program<sup>25</sup>
- California Air Resources Board’s 2000-2021 Greenhouse Gas Inventory (2023 Edition)<sup>21</sup>
- United States Census and American Community Survey downscaled data for Bay Area<sup>26</sup>

<sup>24</sup> <https://ghgdata.epa.gov/ghgp/main.do>

<sup>25</sup> <https://www.epa.gov/ghgreporting/data-sets>

<sup>26</sup> <https://www.census.gov/quickfacts/fact/table/CA/HSG010222>

- Federal Aviation Administration (FAA) emissions modeling through the Aviation Environmental Design Tool (AEDT)<sup>27</sup>
- Natural-gas and electricity generation and use data obtained from the California Energy Commission<sup>28</sup>
- Natural-gas and electricity generation and use data obtained from the Energy Information Administration (EIA)<sup>29</sup>
- California Air Resources Board’s statewide mobile source emissions inventory generated using the USEPA-approved EMFAC (EMission FACTor) model<sup>30</sup>
- County crop reports<sup>31</sup>
- Air District facility-scale permit-to-operate throughput and activity data (mostly confidential) that has been previously reviewed for quality assurance and published as a part of prior greenhouse gas inventories
- Air District facility-scale emissions data that have been self-reported by facilities

---

<sup>27</sup> <https://aedt.faa.gov/>

<sup>28</sup> <https://www.energy.ca.gov/data-reports/energy-almanac>

<sup>29</sup> <https://www.eia.gov/state/print.php?sid=CA>

<sup>30</sup> <https://ww2.arb.ca.gov/our-work/programs/msei/on-road-emfac>

<sup>31</sup> <https://www.cdfa.ca.gov/exec/county/CountyCropReports.html>

### 3. Priority GHG Reduction Measures

This section describes the measures that have been identified as ‘priority measures’ for the PCAP and for the purposes of pursuing funding through CPRG implementation grants. It is not an exhaustive list of the region’s priorities. Instead, the selected priority measures included in this PCAP meet the following criteria:

- The measure is implementation-ready and can be completed in the near-term (by end of the five-year performance period for the CPRG implementation grants when all funds must be expended)
- The measure results in significant GHG reductions and significant benefits to frontline communities, with a process for being informed by communities
- The measure is regional in nature and necessitates the participation of multiple jurisdictions
- The measure is replicable and innovative and addresses funding gaps
- The measure advances the guiding values, or design principles, in *Table 3.1* which were developed by the Air District, AWG, Roundtable, and Working Session participants

**Table 3.1. PCAP measure development design principles.**

| PCAP Measure Development Design Principles   |  |
|--|--|
| <b>Climate equity:</b> Provide direct, meaningful, desired, and assured benefits to frontline communities, with a particular focus on Black, Indigenous, and People of Color (BIPOC) communities.                          | <b>Health &amp; safety:</b> Improves living conditions (indoor and outdoor air quality, traffic safety, and pedestrian safety), especially in frontline communities.   |
| <b>Cooperative:</b> Build upon and integrate existing efforts to expand impact, rather than introduce duplication.   | <b>Housing and community stability:</b> Supports people, especially renters and low-income homeowners, be housed and remain in their homes by increasing healthy, resilient housing with affordable electricity and accessible transportation options. |
| <b>Coordinated:</b> Build cooperation and peer working relationships among local government and community-based organizations that builds community capacity and empowers community leadership within and across counties. | <b>Jobs:</b> Creates lasting, high-quality, family-sustaining high-road jobs and other pathways to economic sovereignty in frontline communities.  |
| <b>Funding:</b> Increases access to critical financing and funding mechanisms for frontline communities and other key stakeholders.  | <b>Resilience:</b> Builds resilience, especially for frontline communities, through changing climate conditions in the near and long term.   |
| <b>Genuine affordability and access:</b> Increases access to housing and transportation, especially for frontline communities.   | <b>Strategic:</b> Uses one-time funding transformatively, considering both short- and long-term impact.  |

The two priority sectors included in the PCAP are passenger vehicles and residential buildings. Together, emissions from these sectors make up more than 25% of the Bay Area region’s GHG emissions. They are the top two sectors most commonly identified by local government staff as highest priority when

surveyed early in the BARCAP process. AWG members echoed this prioritization. They are also identified in the State Scoping Plan as the highest priority areas for action by local governments.<sup>32</sup> Passenger vehicles and residential buildings are also reflected as major local GHG emission sources and top priorities for mitigation in the 70+ local climate action plans that have been adopted by Bay Area jurisdictions. The Air District’s review of recently conducted community engagement by local governments and regional agencies found similar community priorities across the region, including active transportation, public transit systems, e-micro-mobility, and clean, healthy, affordable, and secure housing. In the Bay Area region, Roundtable members and other community-serving organizations have worked extensively with communities to understand their priorities for these two sectors and how to best advance climate equity in implementation.

## **BAY AREA REGION’S PRIORITY CLIMATE ACTION PLAN GREENHOUSE GAS REDUCTION MEASURE: SAFE, ACCESSIBLE, CLEAN, AND EQUITABLE MULTI-MODAL TRANSPORTATION**

The Bay Area is a leader in transportation planning that is integrated, favors transit and active modes of transportation, and considers environmental and equity impacts. The Bay Area is unique in that it has a visionary long-range integrated transportation, housing, economic, and environmental plan – Plan Bay Area 2050<sup>33</sup> (PBA 2050), developed by MTC. PBA 2050 aims to have nearly half of all Bay Area residents (70% for low-income households) living within one half-mile of frequent transit by 2050, in order to make the region more affordable, connected, diverse, healthy, and vibrant, with a focus on equity outcomes. Implementation of PBA 2050’s strategies, especially those that focus on active and shared travel modes, combined with PBA 2050’s transit-supportive land use pattern, are forecasted to significantly decrease GHG emissions, meeting the state-mandated 19% reduction in per capita GHG emissions from transportation below 2005 levels by 2035 for the region. The PCAP measure described below is designed to implement key elements of PBA 2050, particularly in frontline communities, and help achieve this GHG emission reduction target.

### **BACKGROUND**

Transportation is the largest contributor to GHG emissions in the Bay Area region, accounting for 35% of regional GHG emissions. Passenger cars and light-duty trucks make up more than half of those emissions. With many of the area’s highways cutting through frontline communities, this vehicle travel also contributes to the health burden of these communities through the increases in air pollution that result from tailpipe exhaust and brake and tire wear. Although private vehicle trips have rebounded since COVID-19, as demonstrated by toll crossing numbers for the Bay Bridge, transit ridership across the Bay Area is still greatly suppressed, with Bay Area Rapid Transit (BART) only at approximately 37% of the average monthly ridership of the year before the pandemic.<sup>34</sup> This new reality for transit agencies across the Bay Area is one that creates significant funding challenges as they work to attract new and previous riders to their services.<sup>35</sup>

---

<sup>32</sup> California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality; Appendix D Local Actions

<sup>33</sup> <https://www.planbayarea.org/plan-bay-area-2050>

<sup>34</sup> BART ridership information accessed on 9/11/23 at <https://mtc.ca.gov/tools-resources/data-tools/monthly-transportation-statistics>

<sup>35</sup> In April 2020, MTC established the [Blue Ribbon Transit Recovery Task Force](#) to help transit agencies rebound from suppressed ridership in the wake of the COVID-19 pandemic.

The Bay Area's transit system is comprised of 27 different transit agencies operating with a transit fleet that includes bus, rail, and ferry service. The complexity of this network leads to challenges that include lack of accessibility due to poor first-mile, last-mile connections;<sup>36</sup> increased costs due to uncoordinated fare structures; and increased time for trips due to uncoordinated service schedules. These challenges are often felt more acutely by residents of frontline communities that have historically faced under-investment due to racism, socioeconomic status, and lack of access to decision makers. Additionally, residents in these communities are typically more reliant on public transportation to complete trips to work, obtain goods and services, and get to other places they need to go. This measure is aimed at reducing these challenges by co-locating a variety of transportation options in mobility hubs that will offer a safe, comfortable, convenient, and accessible space to seamlessly transfer between different travel modes and ultimately shift trips made in single occupancy vehicles to transit and active modes of transportation, reducing vehicle miles traveled (VMT) and GHGs.

### ***Priority for Local Governments in the Region***

Regional and local governments and agencies across the Bay Area region identified reducing VMT through transportation mode shift as a priority for the PCAP. Their commitment to addressing vehicle emissions through mode shift is demonstrated through their adopted active transportation<sup>37</sup> plans, climate action plans, and policymaking. They also raised this priority during engagement efforts led by the Air District and partners to inform PCAP development from April 2023 to October 2023.

Engagement conducted by MTC to inform an update of PBA 2050 identified active transportation and mobility improvements as a priority for communities throughout the Bay Area region as well. Engagement with the public, and specifically from frontline communities, identified priorities for transit, changes in travel behavior, and active transportation improvements.<sup>38</sup> For active transportation, there was a call to encourage and provide alternative mobility options, to increase safe bike and pedestrian infrastructure, and to prioritize that infrastructure over vehicles, making communities more accessible via active modes of transportation.

Through its Community-Based Transportation Planning (CBTP) Program, MTC and county transportation agencies work with communities that have been historically underserved by or excluded from the transportation process to identify mobility challenges and prioritize solutions. Nearly half of the CBTP-related recommendations focused on active transportation improvements, and more than one-third of the recommendations were related to transit.<sup>39</sup>

Frontline communities have shared with local governments similar transportation-related priorities for improved active transportation infrastructure and public transit systems, along with safety and

---

<sup>36</sup> First-mile, last-mile connections describe the distance to get from your home to the transit stop and from the transit stop to your final destination (work, goods and services, etc.).

<sup>37</sup> Active transportation refers human-powered mobility, including biking and walking.

<sup>38</sup>

[https://mtc.ca.gov/sites/default/files/meetings/attachments/5833/8aiii\\_PBA50\\_Attachment\\_B\\_Draft\\_Blueprint\\_Round\\_1\\_Engagement.pdf](https://mtc.ca.gov/sites/default/files/meetings/attachments/5833/8aiii_PBA50_Attachment_B_Draft_Blueprint_Round_1_Engagement.pdf)

<sup>39</sup> [https://mtc.ca.gov/sites/default/files/documents/2022-05/CBTP\\_Program\\_Evaluation\\_April\\_2022.pdf](https://mtc.ca.gov/sites/default/files/documents/2022-05/CBTP_Program_Evaluation_April_2022.pdf). The most common recommendations included new bike facilities, roadway intersection and sidewalk improvements, complete streets improvements, and shared mobility (e.g., bike or scooter share). The two most common transit recommendations focused on improving traveler information and improvements to stations.

affordability concerns, and interest in e-micro-mobility,<sup>40 41</sup> which echo much of the feedback MTC received.

### ***Priority Reflected in Regional Planning***

This priority measure creates mobility hubs – places in a community that bring together different types of low-emission, safe, and accessible transportation options. By locating new or expanded mobility hubs in the frontline communities within MTC’s priority development areas (areas within existing communities identified and approved by local cities or counties for future growth), the measure supports two high-impact PBA 2050 strategies (Strategies H3 and EC4),<sup>42</sup> bringing more transportation options to areas that have been identified for increased densities of residential and commercial growth. Increasing connectivity to transit and improving access to active transportation will allow more trips to be completed without the use of personal vehicles and will help the region reach its ambitious targets for VMT reduction and reducing GHG emissions.

Plan Bay Area 2050 includes strategies that support active transportation. PBA 2050 strategy T8 calls for building a Complete Streets network that promotes walking, biking, and other micro-mobility options through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths. Strategy T9 advances the regional Vision Zero policy through improved street design and reduced vehicle speeds. Both strategies complement and enhance mobility hubs implementation.

### ***Existing Efforts***

Throughout the Bay Area region, a variety of programs focus on shifting single occupancy vehicle trips to transit and active modes of transportation and reducing emissions from alternative modes. They include projects such as incentives for e-bikes, electric vehicle (EV) charging infrastructure, bike/car share, and other clean, shared, zero-emission transportation projects. The main program this measure builds upon is MTC’s Regional Mobility Hubs Program,<sup>43</sup> which coordinates, funds, and provides technical assistance for the development of mobility hubs. Mobility hubs serve as community anchors that enable travelers of all backgrounds and abilities to access multiple travel options – including shared scooters, bicycles, cars, and transit – as well as supportive amenities in a cohesive space, oriented to the traveler. MTC has funded twelve mobility hub projects to date throughout the Bay Area since the launch of the program in 2021,<sup>44</sup> and developed a Mobility Hubs Implementation Playbook<sup>45</sup> to provide technical assistance to public agencies and community organizations interested in providing safe and accessible alternatives to single-occupancy vehicle trips.

In addition to the Regional Mobility Hubs Program, MTC has developed a variety of plans and policies that support the implementation and success of mobility hubs. These include:

---

<sup>40</sup> E-micro mobility (Electric micro mobility) includes any small, low-speed, electric-powered transportation device, including electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled electric-powered conveyances.

<sup>41</sup> These priorities come from an analysis of outputs from recently conducted (within the past 3 years) community engagement activities provided by local governments.

<sup>42</sup> Strategy H3: Allow a greater mix of housing densities and types in growth geographies; Strategy EC4: Allow greater commercial densities in growth geographies.

<sup>43</sup> <https://mtc.ca.gov/planning/transportation/mobility-hubs>

<sup>44</sup> 2021 Pilot Awards approval: <https://mtc.legistar.com/LegislationDetail.aspx?ID=5126761&GUID=89D47ED1-F31B-4A79-960D-B655A382FD7E&Options=&Search=>; 2023 Grant Awards Approval: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6249612&GUID=94FDC2D8-7411-408C-A00B-85E06140E7FB>

<sup>45</sup> MTC’s Mobility Hubs Implementation [Playbook](#) is a comprehensive technical assistance guide with implementation strategies, tactical approaches, and management techniques.

- MTC’s Regional Active Transportation Plan,<sup>46</sup> which guides MTC’s policy and investment framework to implement the PBA 2050 active transportation strategies
- The Regional Active Transportation Network,<sup>47</sup> which focuses the Bay Area’s efforts in providing active transportation connections in areas with the highest potential for shifting vehicle trips to biking and walking, where there is the greatest need for affordable transportation options, and where active trips can connect people with transit for longer distance travel
- MTC’s Transit Oriented Communities (TOC) Policy,<sup>48</sup> which was developed to enable people to access and use transit more often for more types of trips by centering housing, jobs, services, and shopping around public transit

Additionally, there are a multitude of plans and pilot projects from counties and cities throughout the Bay Area region (community-based transportation plans, climate action plans, active transportation plans, general plans, etc.), that include key active transportation improvements needed to help shift trips away from single occupancy vehicle travel. These plans help to identify and prioritize active transportation improvements around planned mobility hubs and can inform measure implementation.

These efforts include:

- Active transportation plans, bicycle plans, pedestrian plans, and/or safe streets plans for all counties and most cities in the Bay Area region, with others under development
- Community-based transportation plans for more than 30 low-income communities across the Bay Area region that have been developed through a collaborative process with transportation agencies, residents, and community organizations, with funding from MTC. The plans include locally identified transportation needs and solutions to address them<sup>49</sup>
- The City of Oakland’s Basic Mobility Pilot Project, which provides prepaid debit cards and transit passes to income-qualifying residents for transit, shared mobility, and other mobility-related services<sup>50</sup>
- TransForm and MTC’s EV Carsharing and Mobility Hubs in Affordable Housing Pilot, which brings EV car sharing, EV charging infrastructure, and other travel options to affordable housing communities in the region<sup>51</sup>

Although the Bay Area is ahead of many other regions in California and across the country, more accelerated action is needed to reduce VMT and meet state and regional goals. This includes funding mode shift-supporting plans, policies, and infrastructure that will be required to meet the region’s goal

---

<sup>46</sup> <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>

<sup>47</sup> The Regional Active Transportation Network (<https://www.arcgis.com/home/item.html?id=43e128434c07450b8b8f6d6dc5791a51>) supports Plan Bay Area goals by focusing the region’s efforts on providing high comfort active transportation connections in areas with the highest potential for shifting auto trips to bicycling and walking trips, where there is the greatest need for affordable transportation options and where active trips connect people with transit.

<sup>48</sup> [https://mtc.ca.gov/sites/default/files/documents/2022-10/MTC\\_Resolution\\_4530.pdf](https://mtc.ca.gov/sites/default/files/documents/2022-10/MTC_Resolution_4530.pdf)

<sup>49</sup> <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>

<sup>50</sup> <https://www.oaklandca.gov/topics/universal-basic-mobility>

<sup>51</sup> <https://www.transformca.org/mobility-hubs-affordable-housing-pilot#:~:text=With%20funding%20from%20the%20California,%2C%20Richmond%2C%20and%20San%20Jose>



of reducing per capita VMT to 19% below 2005 levels by 2035 and the state’s goal of reducing per capita VMT to 25% below 2019 levels by 2030 and 30% below 2019 levels by 2045.<sup>52</sup>

### **Key Barriers and Gaps**

A variety of barriers can prevent Bay Area residents from using transit and active transportation, and importantly, from switching personal auto travel to transit or active modes of transportation. These barriers are often felt more acutely by residents of frontline communities, as these areas often have historically faced under-investment due to racism or socioeconomic conditions and are typically more reliant on public transportation to complete trips to work, obtain goods and services, and get to other places they need to go. Barriers include:

- Transportation costs
- Inadequate or unsafe first-mile, last-mile connections to transit
- Issues connecting between different transit agency networks
- Increased time for transit trips due to uncoordinated transit schedules
- Lack of tree cover and vegetation for biking and pedestrian facilities, contributing to uncomfortable conditions due to extreme urban heat and potential flooding during heavy rains

### **PRIORITY GHG REDUCTION MEASURE: SAFE, ACCESSIBLE, CLEAN, AND EQUITABLE MULTI-MODAL TRANSPORTATION**

The over-arching goal of this measure is to reduce GHG and other polluting emissions from personal vehicle travel while increasing transportation choices in frontline communities. This priority measure will reduce single occupancy VMT by creating or building out mobility hubs to make it easier for trips to be made by transit, biking, walking, scooter, wheelchair, or other mobility devices, including e-micro-mobility. Implementation will focus on creating or expanding mobility hubs in frontline communities and incorporating policies that produce, preserve, and protect affordable housing and stabilize businesses to prevent displacement, similar to the goals outlined in MTC’s TOC Policy.<sup>53</sup>

Mobility hubs should include a variety of components to meet the needs of the community (determined through engagement with CBOs and participatory community processes), with the intent that the hub will serve as a community anchor that enables residents to access multiple transportation options and supportive amenities. While the optimal configuration of the mobility hub depends on the surrounding land use and community input, project components should include:

- First-mile, last-mile connectivity improvements, such as:
  - Bicycle and pedestrian facility improvements, incorporating complete streets and vision zero<sup>54</sup> in design
  - Micro-mobility, bikeshare/e-bikeshare
  - EV Carshare/EV Charging (on-site and in adjacent ½ mile area)
  - Urban greening along pedestrian, bicycle, and transit infrastructure
- Multi-modal connectivity improvements, such as:
  - Solar charging for e-bikes, e-scooters, and EVs
  - Bike racks/lockers (with proper sizing for e-bikes and e-cargo bikes)
  - Micro-transit service
  - Transit priority infrastructure improving on-time performance and bus transit access

---

<sup>52</sup> California Air Resources Board’s 2022 Scoping Plan (<https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>)

<sup>53</sup> <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>

<sup>54</sup> “Vision Zero” is a nationwide movement to reduce traffic injuries to zero.



- Improved transit waiting area infrastructure (e.g., bus shelters, lighting, etc.)
- Improved signage, wayfinding, and real-time information for transit departure
- Transit fare coordination
- Transit schedule coordination
- Community amenities and services (e.g., common carrier package pickup lockers, retail kiosks, community centers, medical services, street furniture)
- E-bike incentives
- Discounted fare programs and discounted bike share passes for low-income and underserved populations
- Safety improvements
- Outreach and education to the community, with a special focus on youth, engaging CBOs to encourage the shift to active and low-carbon or zero-carbon mobility options

## GHG REDUCTIONS

**Table 3.2. GHG emissions reductions from implementation of the Mobility Hubs measure.**

| 2025-2030 GHG reductions (cumulative) | 2025-2050 GHG reductions (cumulative) |
|---------------------------------------|---------------------------------------|
| ~172,000 MT CO <sub>2</sub> e         | ~471,000 MT CO <sub>2</sub> e         |

More detailed information is included in *Appendix C*, including the GHG emissions quantification methodology, GHG reductions by measure component, quantification methodology inputs, and more.

## KEY IMPLEMENTING AGENCIES

Implementation of this measure involves a diverse collaboration of agencies across the region:

- Regional agencies to lead overall program management
- Regional and County Transit Agencies to coordinate stakeholders and projects within their jurisdictions and to implement project components on their properties
- Cities and counties to implement project components on their properties and right-of-ways
- Community choice aggregators and utilities to administer rebates and incentives
- Research institutions to partner on research efforts

Other organizations, including CBOs, may play key roles as well.

## IMPLEMENTATION SCHEDULE AND MILESTONES

- 2024 – Program established and sites selected for mobility hubs
- 2024-2025 – Engagement with the community and CBOs to determine mobility needs
- 2025-2026 – Develop final construction plans and/or programs and obtain needed permits
- 2026-2027 – Begin implementation of non-construction-related components of mobility hubs (such as e-bike incentives or reduced fare programs)
- 2026-2030 – Phased construction of upgrades to mobility hubs
- 2027-2028 – Education and marketing to promote use of mobility hubs

## AUTHORITY TO IMPLEMENT

Implementation of this measure involves voluntary actions. No additional authority must be acquired by implementing partners to implement the measure. Below is a list of key existing authorities related to the upgrades to properties and right-of-ways and administration of rebates and incentives, as well as anti-displacement policies.

- Transit Agencies have the authority to make upgrades to their properties.
- Cities and counties have the authority to make upgrades to properties and right-of-ways and implement anti-displacement policies.<sup>55</sup>
- Regional agencies, community choice aggregators, and utilities have authority to administer rebates and incentives.

## **GEOGRAPHIC SCOPE**

The geographic scope of this measure covers frontline communities in Alameda County, Contra Costa County, Marin County, Napa County, City and County of San Francisco, San Mateo County, and the portions of Sonoma County and Solano County that are in the Bay Area air basin.

## **METRICS FOR TRACKING PROGRESS**

Because projects will be located in or adjacent to frontline communities, the metrics below will focus on frontline communities. The following metrics will be used to track progress:<sup>56</sup>

- GHG emission reductions
- VMT reductions
- Change in transit ridership
- Change in bike/pedestrian activity
- Number of mobility hubs created and amount of each project component included (e.g., miles of bike lanes created, number of carshare vehicles and miles, number of e-bike incentives, etc.)

## **INTERSECTION WITH AVAILABLE FUNDING**

This priority measure complements and potentially expands upon existing programs. The Air District has explored federal and non-federal funding sources to determine whether these sources could fund implementation of the measure and whether such funding is sufficient to fully implement the measure.

### ***Potential Cost to Implement the Measure***

MTC's 2023 Regional Mobility Hub Program solicitation<sup>57</sup> is used as a basis to estimate the potential cost of implementing the measure. Although the solicitation has a maximum award of \$3 million per mobility hub, MTC received feedback from applicants and previous awardees that mobility hubs actually cost between \$5 million and \$10 million to fully implement, so an estimated cost of \$7.5 million per hub is used. Assuming that 25 of the approximately 115 potential mobility hub sites in frontline communities and transit-oriented community designations could be upgraded within the 5-year implementation period, the total cost would be approximately \$188 million.

E-bike incentives and discount fare programs are not included in MTC's program and represent an additional cost. Assuming that incentives are provided for 2,500 e-bikes through the measure and those incentives provide \$1,000 toward an e-bike,<sup>58</sup> the total additional cost would be \$2.5 million. Discounted

---

<sup>55</sup> Improvements to neighborhoods, such as investments to public infrastructure like the ones in this measure, can increase home values, which can in turn lead to displacement of long-time residents.

<sup>56</sup> The Air District will report on measure progress in its 2027 Status Report to USEPA.

<sup>57</sup> The solicitation includes some of the first-mile, last-mile improvements (limited to bike and ped facility improvements within ¼ mile of the hub), multi-modal connectivity improvements, and community amenities and services listed in Section 3 above.

<sup>58</sup> Based on Peninsula Clean Energy's E-Bikes For Everyone Program incentive amount (<https://www.peninsulacleanenergy.com/ebikes/>)

fare programs will result in additional costs but those costs are dependent on the scale of the fare program developed and are not calculated for this funding analysis.

**Potential Funding Sources**

Many of the federal programs identified below are general and/or competitive funding sources that fund a wide variety of projects, without earmarked dollars for specific activities that comprise the priority measure. As a result, this funding is much less certain than CPRG funding and, notably, funding cycles for these programs have closed.

**Table 3.3. Federal, state, and regional grant programs to leverage for the Mobility Hubs measure.**

| Grant Program  | Federal, State, or Regional                   | Total   |
|--|---|---|
| Neighborhood Access and Equity Grant Program <sup>59</sup>   | Federal – Inflation Reduction Act (IRA)       | \$3.2 billion (nationally competitive)  |
| National Electric Vehicle Infrastructure Formula Program <sup>60</sup>   | Federal – Bipartisan Infrastructure Law (BIL) | \$384 million statewide (Competitive statewide solicitation from CEC and Caltrans)  |
| Carbon Reduction Program <sup>61</sup>   | Federal – BIL                                 | \$10 million for Bay Area plus \$38.5 million to be spent anywhere in the state ( <i>\$110 million statewide, assume Bay Area region accounts for 16% of statewide population</i> )<br><br>Note: MTC received funding through this program and uses it for their 2023 Mobility Hub Program. For their 2023 solicitation (a 4-year grant cycle) they have used a \$33million allocation. |
| California Active Transportation Program <sup>62</sup>   | State   | \$850 million in proposed 2024-2025 budget (competitive statewide)  |
| Charge! Program <sup>63</sup> - grant from Charging and Fueling Infrastructure Discretionary Grant Program <sup>64</sup> | Regional (BIL)                                | \$15 million (competitive Bay Area Region)  |

The California Active Transportation Program (ATP) provides funding to increase the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve GHG reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Although this funding would not apply to all the components of this PCAP measure, it

<sup>59</sup> <https://www.transportation.gov/grants/rcnprogram/about-neighborhood-access-and-equity-grant-program>

<sup>60</sup> [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi\\_formula\\_program.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm)

<sup>61</sup> [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)

<sup>62</sup> <https://catc.ca.gov/programs/active-transportation-program>

<sup>63</sup> <https://www.baaqmd.gov/news-and-events/page-resources/2024-news/011124-dot-grant>

<sup>64</sup> <https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program>

could be leveraged to fund the active transportation component of it. The next cycle of ATP funding is currently under development and final funding amounts are yet to be set. However, the State of California is facing a \$38-\$68 billion shortfall for 2024-2025 and the Governor has proposed a \$2.9 billion reduction in funding for climate programs, including a \$200 million reduction to the ATP. These shortfalls highlight the need for more federal funding for these types of projects.

## **BAY AREA REGION'S PRIORITY CLIMATE ACTION PLAN GREENHOUSE GAS REDUCTION MEASURE: HOLISTIC BUILDING DECARBONIZATION FOR CLEAN, HEALTHY, AND SECURE HOUSING**

The Bay Area is uniquely positioned to demonstrate an equitable and accelerated transition to zero-emission homes through building decarbonization,<sup>65</sup> given its distinctive constellation of programs and first-of-its kind building appliance regulation. This priority measure accelerates electrification and energy efficiency retrofits in existing homes, prioritizing frontline communities, through an integrated approach that maximizes co-benefits, applies economies of scale and strategic targeting, sends important market signals, and helps build the workforce necessary for a full and just transition. This measure will provide a replicable model for moving beyond status quo of current retrofit efforts that have tended to be siloed and have achieved only incremental residential building decarbonization to date – to a comprehensive, strategic, multi-faceted pathway for achieving widespread home decarbonization that significantly reduces GHG emissions from residential buildings and benefits frontline communities.

### **BACKGROUND**

#### ***Major GHG Emissions Source***

Residential and commercial buildings in the Bay Area are a significant source of regional GHG emissions, surpassed only by transportation and industrial sources. Burning gaseous fossil fuels for energy in homes creates almost half of those building-related regional GHG emissions. Due to state and local policies and actions, the electricity grid in California – and particularly the Bay Area – is much cleaner than in most of the rest of the country.<sup>66</sup> As a result, there is a GHG reduction premium when switching from gas to electricity in the Bay Area that does not occur in many other locations. Residential building decarbonization can also decrease exposure to health-damaging air pollutants such as nitrogen oxides (NOx) and particulate matter that are by-products of fossil fuel combustion.<sup>67</sup>

#### ***Priority for Local Governments in the Region***

Local governments across the Bay Area region identified equitable residential building decarbonization as a priority for the PCAP. Their commitment to decarbonizing homes is demonstrated in their adopted

---

<sup>65</sup> Building decarbonization refers to a broad group of strategies to reduce GHG emissions from residential and commercial buildings. Energy efficiency and building electrification (or replacing fossil fuel-dependent appliances and equipment with electric ones) are two critical components. Throughout this document, residential building decarbonization will refer primarily to these two strategies. Other strategies for building decarbonization may include: the use of zero-carbon electricity, energy storage, demand flexibility, and the use of very low- or no-GWP refrigerants and refrigerant emission leak reduction. (<https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-f-building-decarbonization.pdf>)

<sup>66</sup> California's Renewables Portfolio Standard (updated by SB 100) targets 60 percent of retail electricity sales in 2030 and 100 percent by 2045. In the Bay Area, Pacific Gas and Electric Company (PG&E) and seven community choice aggregators (CCAs) have already exceeded these targets. According to its 2022 Climate Strategy Report, "PG&E delivers some of the nation's cleanest electricity to customers, with 93% from greenhouse gas-free resources in 2021. The associated emissions rate is nearly 90% cleaner than the latest national average among energy providers." The CCAs aim to deliver cleaner electricity than PG&E's benchmark.

<sup>67</sup> <https://coeh.ph.ucla.edu/2020/04/29/study-gas-powered-appliances-may-be-hazardous-for-your-health/#:~:text=The%20UCLA%20Fielding%20School%20of,that%20exceeded%20both%20state%20and>

climate action plans and policymaking. They also expressed it as a top focus for the PCAP in response to various engagement efforts conducted by the Air District and partners to inform PCAP development from April 2023 to October 2023 (e.g., surveys, interviews, meetings, etc.), with a particular emphasis on existing low-income homes. Frontline communities have shared with local governments that their key priorities related to home decarbonization include housing security and affordability (including tenant protections), health and safety upgrades, and reduced energy costs (or at the very least no increased costs) and reliability.<sup>68</sup> Communities of color and low-income communities regularly experience poor housing quality and disproportionate exposure to environmental hazards as the result of racist and discriminatory policies and practices.<sup>69</sup>

Local governments throughout the Bay Area have been leading the nation on building decarbonization, with their early actions, such as those focused on new construction, influencing similar efforts across California and the country. For the past several years, Bay Area policy and program activities have turned to focus on the challenge of decarbonizing the existing building stock.

### ***Rich Constellation of Existing Efforts***

Local government policies are just part of a broader constellation of programs by community choice aggregators, the local investor-owned utility PG&E, ABAG/BayREN and other regional agencies, local governments, and non-profits in the Bay Area region dedicated to incentivizing and subsidizing residential electrification and energy efficiency retrofits in a way that benefits all residents.

The Bay Area is also home to many innovative pilots focused on identifying the most effective and equitable solutions to advance residential decarbonization.

- **Home Electrification Equity Project (HEEP):** Four cities in the Bay Area region are partnering with Habitat for Humanity East Bay/Silicon Valley, with funding from Google.org and ICLEI, to develop a data-driven approach to serve low-income homeowners by incorporating electrification into traditional “health and safety” home upgrade programs. Other partners include California State University East Bay, Rebuilding Together, and GRID Alternatives.<sup>70</sup>
- **Bay Area Healthy Homes Initiative (BAHHI):** The Air District leads this program that seeks to improve health outcomes and climate resilience for Contra Costa and Alameda County asthma patients and residents living in the areas most impacted by traffic-related air pollution. The program brings asthma services and home retrofits to address health triggers, electrify appliances and improve energy efficiency, and keep outdoor pollution out of the home through a unique partnership with Contra Costa Health Services, Alameda County’s Asthma Start, ABAG/BayREN, StopWaste, and local energy non-profit Association for Energy Affordability.<sup>71</sup>
- **Just Transition Residential Electrification Pilot:** The City of Berkeley is working with the non-profit Rebuilding Together East Bay North to advance high-road, family-sustaining workforce opportunities through aggregated residential building electrification retrofits in existing affordable housing and/or low-to-moderate income households.
- **Neighborhood-scale electrification analyses and pilots:** The CCA Ava Community Energy and Gridworks analyzed eleven neighborhoods to assess the benefits and costs along with the

---

<sup>68</sup> These priorities come from an analysis of outputs from recently conducted (within the past 3 years) community engagement activities provided by local governments.

<sup>69</sup> <https://www.nrdc.org/sites/default/files/2023-12/housing-justice-health-equity-building-decarbonization-ib.pdf>; <https://policycommons.net/artifacts/2683765/income-qualified-program-innovations-to-reduce-deferral-rates/3706414/>

<sup>70</sup> [https://icleiusa.org/wp-content/uploads/2022/11/ICLEI-USA-Action-Fund-Recipient\\_Home-Electrification-Equity-Project.pdf](https://icleiusa.org/wp-content/uploads/2022/11/ICLEI-USA-Action-Fund-Recipient_Home-Electrification-Equity-Project.pdf)

<sup>71</sup> <https://www.baaqmd.gov/community-health/bay-area-healthy-homes-initiative>

practical feasibility and requirements of neighborhood-scale electrification, which involves targeted electrification and decommissioning of gas infrastructure in a specific neighborhood.<sup>72</sup> The City of Albany recently received funding through the US Department of Energy’s Energy Efficiency and Conservation Block Grant program to pilot community engagement approaches for neighborhood-scale electrification. UC Berkeley’s EcoBlock research project focuses on designing and implementing cost-effective retrofits at the block scale for full decarbonization and independence from the utility grid, including an effort in Oakland.<sup>73</sup>

While a good start, these efforts must be accelerated for existing homes to meet local climate goals (e.g., carbon neutrality, all-electric buildings combined with capped and/or decommissioned natural gas lines<sup>74</sup>) and support the state’s goals for achieving carbon neutrality by 2045, reaching 3 million and 7 million all-electric and electric-ready homes (new and existing) statewide by 2030 and 2035, respectively, and installing 6 million heat pumps in homes statewide by 2030. In the Bay Area, the current number of homes relying on natural gas ranges from 20-88 percent depending on the county.<sup>75</sup>

### ***First-in-the-Nation Regulatory Approach***

The Bay Area is uniquely positioned to set a precedent for the rest of the nation in the building appliances space with the regulation adopted by the Air District to reduce health-damaging emissions of NOx from these appliances. The rule will prohibit the sale and installation of NOx-emitting appliances for indoor space and water heating in the Bay Area, focusing on replacement upon burnout using a phased approach that begins in 2027. A recent analysis by the Air District found that NOx and particulate matter emissions from home and water heating disproportionately impact communities of color.<sup>76</sup> Implementation of the rule is estimated to avoid up to \$890 million per year in health impacts by reducing exposure to NOx and particulate matter.<sup>77</sup> While the purpose of the rule is to reduce NOx emissions, it will also likely deliver important GHG emission reduction co-benefits, as currently the only compliant technologies are electric appliances.<sup>78</sup> As a first-of-its-kind regulation, its success will determine the direction of subsequent regulatory efforts across California and the nation. A critical component to success is ensuring that important market players – such as technology developers, manufacturers and distributors, installers, contractors, and builders – are ready to support and comply with the regulation. Another is addressing concerns related to a potential inequitable burden of the rule on frontline communities. This regulatory approach could serve as a model for the rest of the nation,

---

<sup>72</sup> [Benefit-Cost Analysis of Targeted Electrification and Gas Decommissioning in California \(ethree.com\)](https://www.ethree.com/Benefit-Cost-Analysis-of-Targeted-Electrification-and-Gas-Decommissioning-in-California)

<sup>73</sup> <https://ecoblock.berkeley.edu/about/>

<sup>74</sup> This requirement focuses on all-electric buildings (or all-electric conversions) and the capping and/or decommissioning of all fuel gas plumbing lines by a certain date, which can be called “end of flow.” For example, the City of Half Moon Bay adopted an end of flow ordinance in March 2022 focused on end of flow by 2045.

<sup>75</sup> This information is based on a national dataset, NREL’s ResStock.

<sup>76</sup> Appendix E: Assessing Ambient Air Quality and Health Impacts from Natural Gas Building Appliances in the Bay Area ([https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-6-nitrogen-oxides-emissions-from-natural-gas-fired-water-heaters/2021-amendment/documents/20221220\\_sr\\_appe\\_rg09040906-pdf.pdf?rev=f05e1e6f12874600a0382b178b04ab0d](https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-6-nitrogen-oxides-emissions-from-natural-gas-fired-water-heaters/2021-amendment/documents/20221220_sr_appe_rg09040906-pdf.pdf?rev=f05e1e6f12874600a0382b178b04ab0d)), Appendix F: Exposure and Equity Assessment of Natural Gas Appliances in the San Francisco Bay Area ([https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-6-nitrogen-oxides-emissions-from-natural-gas-fired-water-heaters/2021-amendment/documents/20221220\\_sr\\_appf\\_rg09040906-pdf.pdf?rev=c7a8dc1225b243298e7bd9395a292844](https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-6-nitrogen-oxides-emissions-from-natural-gas-fired-water-heaters/2021-amendment/documents/20221220_sr_appf_rg09040906-pdf.pdf?rev=c7a8dc1225b243298e7bd9395a292844))

<sup>77</sup> Infographics – Proposed Amendments to Rules 9-4 and 9-6 ([https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-4-nitrogen-oxides-from-fan-type-residential-central-furnaces/2021-amendments/documents/20200313\\_infographics\\_rules0904and0906-pdf.pdf?rev=1dc3359b09e4476087ddea65a5fa1cd0](https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-4-nitrogen-oxides-from-fan-type-residential-central-furnaces/2021-amendments/documents/20200313_infographics_rules0904and0906-pdf.pdf?rev=1dc3359b09e4476087ddea65a5fa1cd0))

<sup>78</sup> The regulation itself is technology neutral, and natural gas-fired zero-NOx appliances may or may not be developed (<https://www.baaqmd.gov/rules-and-compliance/rule-development/building-appliances#:~:text=2%2F6%2F2023-Description%3A,fired%20water%20heaters%20and%20boilers>).



once successfully implemented. When combined with the state of California’s aggressive building decarbonization goals, policies, and regulatory direction, it is already sending strong market signals to appliance manufacturers, building developers, contractors, and building- and homeowners.

### ***Key Barriers and Gaps***

The aforementioned efforts across the Bay Area region have illuminated key barriers and gaps to rapid and equitable home decarbonization. This PCAP measure addresses several near-term critical barriers and gaps to create a more holistic approach for residential buildings that can be replicated elsewhere. This includes addressing:

- Possible cost barriers, such as incremental up-front costs of electric appliances as well as potential related infrastructure costs (e.g., panel upgrades, etc.)
- Significant levels of deferred maintenance and health and safety concerns that often hinder or significantly delay energy efficiency and electrification retrofits, especially in low-income housing<sup>79</sup>
- Inadequate number of trained and/or certified contractors, including from frontline communities
- Dynamics in the rental housing market that may deter participation in retrofit programs, including split incentives, fear of displacement (on the part of tenants), and fear of code enforcement for past violations and risk of additional costs to address newly discovered remediation needs (on the part of building owners)
- Lack of up-to-date data on costs and limited appliance model availability for specific use-cases (e.g., small space constraints)

### **PRIORITY GHG REDUCTION MEASURE: HOLISTIC BUILDING DECARBONIZATION FOR CLEAN, HEALTHY, AND SECURE HOUSING**

The over-arching goal of this measure is to speed the transition away from residential natural gas use to healthy and zero-emission housing. This measure will accelerate electrification and energy efficiency retrofits in existing homes, prioritizing homes located in frontline communities, to achieve an equitable transition to clean, healthy, and secure housing.<sup>80</sup>

A program or programs to implement this measure should include:

#### ***Retrofits through Incentives and Direct Installations***

- Retrofit homes to use electricity instead of natural gas, with a focus on exploring how to aggregate residential projects for economies of scale and strategic targeting (e.g.,

---

<sup>79</sup> Health and safety issues (such as mold, moisture, asbestos, etc.), structural issues, code violations, or other major issues may lead to homes being deferred from low-income energy upgrade services (like the federal Weatherization Assistance Program (WAP) and utility energy incentives programs) until issues are addressed (or remediated), especially if the total remediation cost exceeds the amount allocated for remediation in the program budget. In addition, most large decarbonization projects require permits and inspections for code compliance. For more information, see: <https://policycommons.net/artifacts/2683765/income-qualified-program-innovations-to-reduce-deferral-rates/3706414/>, [https://buildingdecarb.org/wp-content/uploads/home\\_decarbonization\\_8.14.23.pdf](https://buildingdecarb.org/wp-content/uploads/home_decarbonization_8.14.23.pdf), <https://berkeleyresidential.org/wp-content/uploads/2023/02/Berkeley-Residential-Funding-Gap-Analysis-Feb-2023.pdf> (squarespace.com)

<sup>80</sup> This measure first and foremost seeks to benefit and serve frontline communities. Recent efforts focused on retrofitting low-income households who had high exposure to air pollution met unexpected hurdles which necessitated flexibility in approach to meet the goals of the effort. This language reflects the need to preserve flexibility while focusing on these communities for implementation of the measure.

neighborhoods with similar small multifamily buildings, in locations that PG&E has identified as most ready for neighborhood-scale electrification)<sup>81</sup>

- Build upon and augment programs that upgrade residential properties to address deferred maintenance and health and safety concerns (such as lead, asbestos, mold, etc.) to increase the amount of updated housing units in frontline communities ready for decarbonization; this issue is a critical concern raised by frontline communities that diminishes living conditions and one that must be corrected before energy efficiency and electrification retrofits can proceed<sup>82</sup>
- Implement efficiency measures for building envelopes and heating distribution systems, along with demand response, load shifting, and resident education measures (such as smart thermostats and enrolling households in load flex programs) to help save money on bills, reduce the size and cost of the retrofits, and lay the groundwork for future virtual power plants<sup>83</sup>
- Stack (or layer) new rebates, incentives, and financing for electrification, health and safety, and energy efficiency retrofits with existing federal, state, and local rebates, incentives, and financing in a user-friendly way to make retrofits affordable for low-income families, affordable housing owners, and non-profit housing developers who acquire and retrofit older housing
- Incorporate EV charging-readiness and measures to increase energy resilience, such as distributed solar and storage, where strategic and feasible
- Provide incentives to reclaim and recycle refrigerants from heat pump water and space heaters and other appliances using refrigerants at end of life to prevent emissions of these high global-warming-potential gases

### **Community Work Group**

- Establish a group that includes CBOs, community members, and other partners to advise on and participate in implementation so that frontline community members' needs are prioritized

### **Workforce Development and Contractor Support**

- Partner with and augment local workforce training programs for electricians, plumbers, and other decarbonization-related roles, particularly those that target workers from frontline communities, formerly incarcerated people, and people with other barriers to employment
- Seek to develop and implement regionally consistent workforce standards for retrofit projects to increase the number of family-sustaining/high-quality jobs
- Provide streamlined contractor support (e.g., increase awareness of and access to incentives, improve communication tools with customers)

---

<sup>81</sup> Aggregating projects has the potential to reduce per-unit cost through price negotiations with installers and suppliers. It might also help lower barriers to future neighborhood-scale electrification along a common section of a natural gas line.

<sup>82</sup> See footnote 79. Given limited budgets for health and safety remediation in many programs, other funding is often leveraged to close the funding gap to complete the necessary upgrades. For more information, see [https://www.mwalliance.org/sites/default/files/meea-research/deferrals\\_aceee\\_paper.pdf](https://www.mwalliance.org/sites/default/files/meea-research/deferrals_aceee_paper.pdf)

<sup>83</sup> A virtual power plant (VPP) is made of hundreds to thousands of households and businesses that together have the potential to support the electric grid, through their thermostats, batteries, appliances (heat pumps, HVAC equipment, other appliances), EVs and chargers, and solar arrays. When these small-scale energy-resources are aggregated and coordinated with grid operators, they support grid reliability (and provide compensation for this service to households and businesses). VPPs can also lessen the need (and associated costs) for new energy resources and infrastructure. Source: <https://rmi.org/clean-energy-101-virtual-power-plants/>.



### **Housing Security and Policy Support**

- Identify and implement housing security and anti-displacement best practices for retrofits and health and safety upgrades, with policy support from regional agencies, and best practices to engage and encourage rental property owners’ participation in retrofits
- Provide policy support to local governments and CBOs to address implementation barriers as they emerge

## **GHG REDUCTIONS**

**Table 3.4. GHG emissions reductions and retrofits from implementation of the Residential Building Decarbonization measure.**

| <b>2025-2030 GHG reductions (cumulative)</b> | <b>2025-2030 installations (cumulative)</b> | <b>2025-2050 GHG reductions (cumulative)</b> | <b>2025-2050 installations (cumulative)</b> |
|--|---|--|---|
| ~363,000 MT CO <sub>2e</sub>                 | ~269,000 <sup>84</sup>                      | ~7,267,000 MT CO <sub>2e</sub>               | ~1,475,000                                  |

More detailed information is included in *Appendix C*, including the GHG emissions quantification methodology, GHG reductions by type of installation and year, cumulative installation numbers by installation type, and more.

## **KEY IMPLEMENTING AGENCIES**

Implementation of this measure involves a diverse network of agencies across the region:

- Regional agencies, such as ABAG/BayREN along with eight counties, to lead on coordination, alignment, and overall program management, and the Air District to focus on policy development
- Local governments to assist with recruiting homeowners and property owners, convening multi-partner collaborations, and implementing best practices related to housing security
- Community Based Organizations to assist with engagement and outreach as well as implementation of energy efficiency and electrification upgrades
- CCAs, utilities, and ABAG/BayREN to administer rebates and incentives
- Research institutions and CBOs to partner on research efforts

Several other non-agency organizations may play key roles as well, including non-profit organizations that conduct retrofits, workforce development organizations, and non-profit housing developers.

## **IMPLEMENTATION SCHEDULE AND MILESTONES**

**Table 3.5. Implementation schedule and milestones for the Residential Building Decarbonization measure.**

| <b>Year</b> | <b>Implementation Activity or Targeted Milestone</b>  |
|-------------|---|
| 2024        | <ul style="list-style-type: none"> <li>• Determine program design and how best to leverage existing efforts for retrofits</li> <li>• Launch Community Work Group</li> <li>• Identify workforce training partners</li> </ul> |

<sup>84</sup> Roughly 54,000 are weatherization and deep envelope measures and 71,000 are efficiency measures like thermostats and lighting. Other types of installations include: a heat pump water heater, air-source heat pump, electric oven or induction stovetop, electric dryer. This number does not equate to total homes retrofit, as some homes may have multiple installations.

|      |  |
|------|--|
|      | <ul style="list-style-type: none"> <li>• Begin to engage contractors to understand support needs</li> <li>• Research on rental property owner engagement</li> <li>• Identify best practices for renter protection</li> <li>• Identify and prioritize topics for policy development and adoption</li> </ul>   |
| 2025 | <ul style="list-style-type: none"> <li>• Launch full program or beta offering for retrofits through incentives and direct installations while continuing research</li> <li>• Develop tool or approach for streamlined contractor support</li> <li>• Begin pilot project to implement landlord engagement research findings</li> <li>• Work with 4-6 cities and retrofit programs to begin implementing renter protection best practices related to residential building decarbonization</li> </ul> |
| 2030 | <ul style="list-style-type: none"> <li>• At least 10-20 cities implement renter protection policies related to residential building decarbonization</li> <li>• More than 250,000 installations between 2025-2030 related to residential building electrification and energy efficiency<sup>85</sup></li> </ul>   |

Achievement of these milestones is contingent upon sufficient funding to implement the measure.

**AUTHORITY TO IMPLEMENT**

Implementation of this measure involves voluntary actions. No additional authority must be acquired by implementing partners to implement the measure. Below is a list of key existing authorities related to the administration of rebates, incentives, and financing, as well as renter protections.

- ABAG/BayREN has the authority to administer rebates and incentives<sup>86</sup>
- Cities and counties have the authority to implement renter protections in their respective jurisdictions under California law
- CCAs and utilities have the authority to administer rebates and incentives

**GEOGRAPHIC SCOPE**

The geographic scope of this measure includes Alameda County, Contra Costa County, Marin County, Napa County, City and County of San Francisco, San Mateo County, and the portions of Sonoma County and Solano County that are in the Bay Area air basin, with a priority on frontline communities in those counties.

---

<sup>85</sup> This number does not equate to total homes retrofit, as some homes may have multiple installations including a heat pump water heater, air-source heat pump, electric oven or induction stovetop, electric dryer, efficiency measures (thermostats and lighting), and weatherization and deep envelope measures.

<sup>86</sup> ABAG is the administrator of BayREN, which is a Regional Energy Network (REN) that was authorized by California Public Utilities Commission D. 12-11-015. CPUC D. 12-11-015 authorized BayREN as a pilot to begin independently administering programs funded through ratepayers without oversight by an Investor-Owned Utility, such as PG&E, for the program year 2013-2014. Subsequent decisions continued to authorize BayREN to administer energy programs, and CPUC D.23-06-55 formalized the RENs as established program administrators, rather than pilots.

## METRICS FOR TRACKING PROGRESS

The following metrics will be used to track progress.<sup>87</sup> They may be reassessed periodically with implementation partners based on data availability:

- Reductions in GHG emissions and NOx and PM<sub>2.5</sub> emissions from retrofits
  - In frontline communities, and in overall region
- Energy costs in low-income households overall and in frontline communities
- Number of retrofits by type (e.g., full electrification, partial, health & safety, energy efficiency)
  - In frontline communities, and in overall region
- Dollars spent on incentives and direct installs
  - In frontline communities, and in overall region
  - Average cost per install by equipment type
- Number of contractors trained to conduct retrofits
  - From frontline communities and areas with high unemployment, and in overall region<sup>88</sup>

## INTERSECTION WITH FUNDING

This priority measure complements and potentially expands upon existing programs. The Air District has explored federal and non-federal funding sources to determine whether these sources could fund implementation of the measure and whether such funding is sufficient to fully implement the measure.

### ***Potential Cost to Implement the Measure***

The cost estimate for implementing the measure relies on cost per install and program administration data provided by ABAG/BayREN, Bay Area CCAs, and TECH Clean CA<sup>89</sup> when possible, with national average cost per install data filling in data gaps. It does not include the cost to address deferred maintenance or health and safety upgrades. Between 2025-2030, it will cost an estimated \$1.4 billion, representing the cost of the appliance or equipment plus the construction or installation costs and enabling upgrades minus two federal incentives and one state incentive.<sup>90</sup> Estimated programmatic costs for 2025-2030 would be \$147 million total, which includes program administration, marketing associated with a retrofit program, and the value of regional incentives administered by a regional agency.<sup>91</sup> Notably, this estimate represents the full cost of a retrofit (rather than the incremental cost with replacement upon burnout). The Air District's zero NOx-emitting appliance regulations focus on replacement upon burnout. For more detailed information, see *Appendix C*.

---

<sup>87</sup> The Air District will report on measure progress in its 2027 Status Report to USEPA.

<sup>88</sup> To the extent feasible, implementing agencies will assess whether these trained contractors are serving frontline communities.

<sup>89</sup> "Installation Costs for Zero-NOx Space and Water Heating Appliances" (forthcoming). Prepared by Rincon Consultants, Inc. for the Air District

<sup>90</sup> The following incentives have been included in the cost estimate: federal incentives (Home Electrification and Appliance Rebates (HEEHRA) and Home Efficiency Rebates (HOMES) Program) and one state incentive (Golden State Rebates). For more information on these incentives, see Appendix C.

<sup>91</sup> Regional incentives may reduce overall customer cost, and increase the program cost for the regional agencies and community choice aggregators (CCAs) who administer them.

### Potential Funding Sources

There are several additional federal, state, and regional programs that can be leveraged to help fund this measure.<sup>92</sup> Together they do not fully cover the cost of implementation between 2025-2030.

**Table 3.6. Additional federal, state, and regional grant programs to leverage for the Residential Building Decarbonization measure.**

| Grant Program   | Federal, State, or Regional             | Total  |
|---|---|--|
| LIHEAP <sup>93</sup>  | Federal – Bipartisan Infrastructure Law | \$36 million for FY23-24<br><i>(\$226 million statewide, assume Bay Area region accounts for 16% of statewide households)</i>  |
| California Energy Commission’s Equitable Building Decarbonization Program <sup>94</sup> | State                                   | \$147 million over 4 years from start of program<br><i>(\$639 million statewide, 23% allotted for Northern California (NorCal), assume all NorCal funding goes to Bay Area as a conservative estimate)</i> |
| TECH Clean CA - Residential Market Rate HPWH <sup>95</sup>                              | State                                   | \$5 million until expended<br><i>(\$32.7 million statewide, assume Bay Area region accounts for 16% of statewide households)</i>   |
| TECH Clean CA - Residential Equity HPWH <sup>96</sup>                                   | State                                   | \$6 million until expended<br><i>(\$37.9 million statewide, assume Bay Area region accounts for 16% of statewide households)</i>   |
| TECH Clean CA – Single Family Residential Heat Pump HVAC <sup>97</sup>                  | State                                   | \$2 million until expended<br><i>(\$11.2 million statewide, assume Bay Area region accounts for 15% of statewide single-family households)</i>   |
| ABAG/BayREN Home+ <sup>98</sup>   | Regional                                | \$5 million per year   |
| ABAG/BayREN BAMBE <sup>99</sup>   | Regional                                | \$5 million per year   |

<sup>92</sup> Estimates of available funding for California through the federal Weatherization Assistance Program were not readily available online. In addition, CCAs in the region provide local incentives that are not reflected in the table.

<sup>93</sup> <https://www.padilla.senate.gov/newsroom/press-releases/padilla-announces-over-226-million-for-california-to-help-households-save-on-home-energy-costs/#:~:text=Senator%20Padilla%20has%20consistently%20advocated,families%20afford%20their%20energy%20bills>

<sup>94</sup> <https://www.energy.ca.gov/programs-and-topics/programs/equitable-building-decarbonization-program>

<sup>95</sup> <https://techcleanca.com/>

<sup>96</sup> <https://techcleanca.com/>

<sup>97</sup> <https://techcleanca.com/>

<sup>98</sup> <https://www.bayren.org/how-get-started/single-family-homeowners>

<sup>99</sup> <https://www.bayren.org/bambe-eligibility>

## 4. Frontline Communities (Low-Income Disadvantaged Communities) Benefits Analysis

Frontline communities in the Bay Area region bear the brunt of the impacts from fossil fuel dependence and are often the first to experience climate impacts. The transition to a zero emissions future must not further harm these communities – and these communities must benefit from the transition through improved quality of life and increased access to opportunity. The priority measures are therefore designed to provide significant benefits and minimize harm to frontline communities, when implemented.

This section identifies each frontline community within the Bay Area region, and describes the Air District and partner’s meaningful engagement of frontline communities during PCAP development, the anticipated benefits or disbenefits of implementation of the measures on these communities, and how the Air District and partners will continue to engage with frontline communities into the future.

### IDENTIFICATION OF FRONTLINE COMMUNITIES

The Air District identified frontline communities for the PCAP using several datasets.<sup>100</sup>

- **EPA’s IRA Disadvantaged Communities**,<sup>101</sup> which include census tracts identified by the federal government’s Climate & Economic Justice Screening Tool (CEJST),<sup>102</sup> census block groups at or above the 90<sup>th</sup> percentile for any EJScreen Supplemental Indices compared to the nation or state, and any geographic area within tribal lands
- **AB 617 communities**,<sup>103</sup> which are communities spanning multiple census tracts identified by the California Air Resources Board and the Air District as the communities most overburdened by air pollution in the Bay Area
- **MTC’s Equity Priority Communities**,<sup>104</sup> which are census tracts identified by MTC using a combination of factors, such as households with low incomes and people of color, that define these areas as having a significant concentration of underserved populations

These three tools cover many of the frontline communities in the region. The Air District recognizes that USEPA will only consider census tracts and block groups identified using CEJST and EJ Screen as LIDACs in the evaluation of community benefits for the CPRG Implementation Funding Grant applications. However, for the BARCAP planning effort, the Air District and the AWG felt it was important to consider a broader definition to inform measure development, and to ensure the implementation applications benefit locally and regionally identified frontline communities beyond those defined by the USEPA.

The Air District developed an online map to visually depict these layers across the Bay Area region.

---

<sup>100</sup> These datasets are compliant with federal non-discrimination statutes.

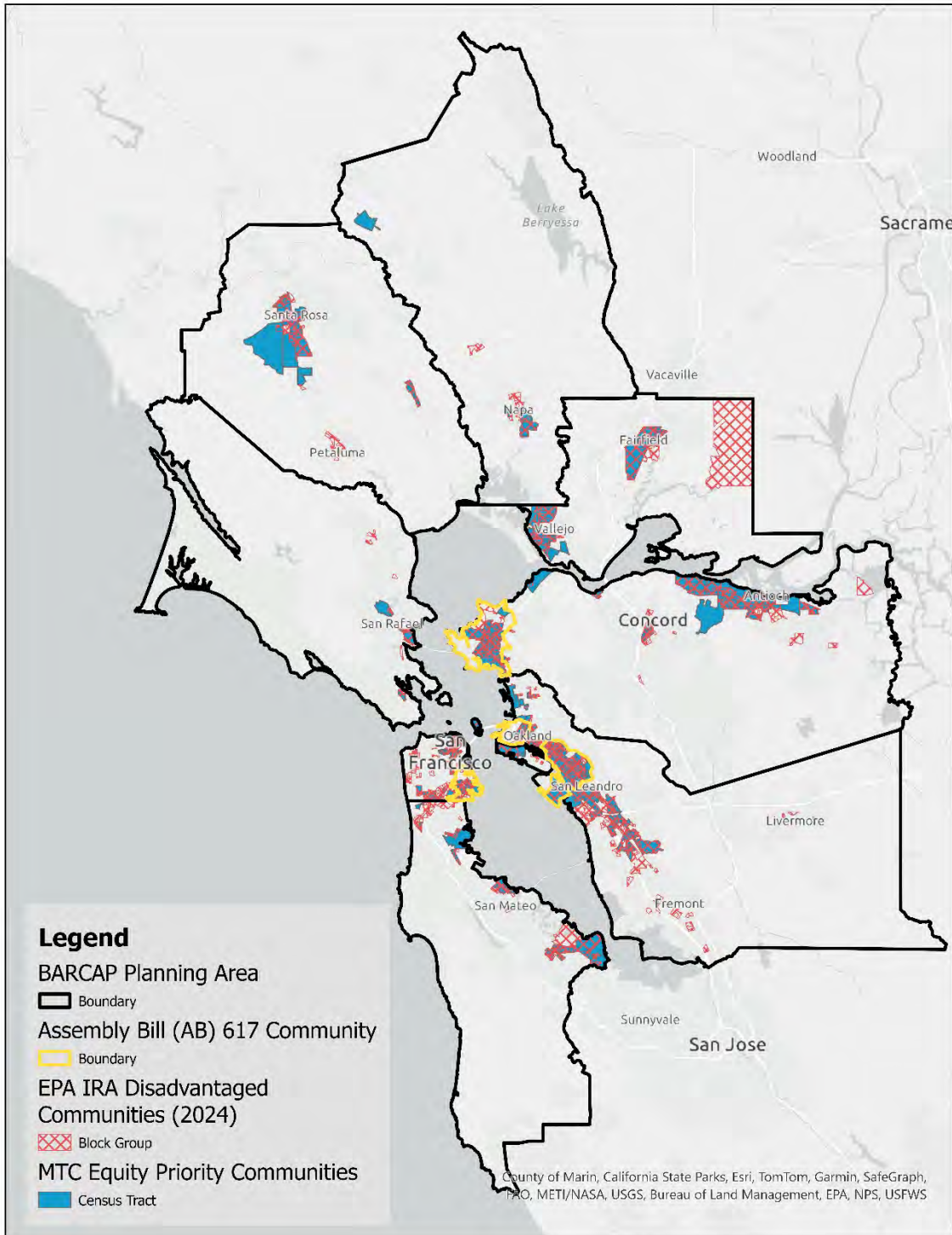
<sup>101</sup> <https://ejscreen.epa.gov/mapper/>

<sup>102</sup> <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

<sup>103</sup> <https://www.baaqmd.gov/community-health/community-health-protection-program>

<sup>104</sup> <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

**Figure 4.1. Map of Frontline Communities in the Bay Area Region**



*Appendix F* includes a list of census tracts and block groups that are considered frontline communities for this planning effort. The priority measures cover and aim to provide benefit to these census tracts and block groups.



## CLIMATE RISKS TO FRONTLINE COMMUNITIES

In addition to disproportionate exposure to air pollution and other environmental hazards, frontline communities face exposure to several climate-related hazards. The region faces moderate to very high climate risks of inland flooding due to high-precipitation events (and associated landslides), coastal flooding from sea level rise, extreme heat and heat waves, wildfire, and drought.<sup>105</sup> Nearly every community and system is impacted. Much of the region's transportation infrastructure is located along the San Francisco Bay where flooding is a major risk. Increased air pollution from extreme heat and wildfires threatens public health. Urban heat islands and a lack of air conditioning in much of the region exacerbate these conditions, especially for low-income communities.<sup>106</sup> Due to limited affordable housing in the core of the region, many households are moving further south, north, and inland, where building energy demand is often higher.

Frontline communities often experience these climate impacts first – and worst – and have fewer resources to withstand and recover from them due to decades of disinvestment and discriminatory policies.<sup>107 108 109</sup> For example, they are more likely to work and live in locations affected by extreme heat and face exposure to industrial pollutants when rising sea levels impact water tables at contaminated sites.<sup>110</sup> Exposure to climate hazards in frontline communities can result in property damage or loss causing displacement, increased financial precarity, exacerbated physical and mental health conditions, and lost labor hours, among other negative effects. These impacts can be lessened through economic development and increased financial resources, improved public health, and strengthened social structures to support the most vulnerable frontline communities in the region.<sup>111</sup> The PCAP measures seek to strengthen these communities' resilience to climate impacts in several crucial ways.

## ENGAGEMENT OF FRONTLINE COMMUNITIES

The Air District followed a multi-pronged engagement approach to ensure that PCAP development was shaped and informed by the priorities of frontline communities in the Bay Area region. In implementing the engagement plan, the Air District first learned from recently completed engagement efforts. Then the Air District conducted targeted engagement of regional community-serving organizations and CBOs through a Roundtable of community-serving organizations, partner-led meetings, and a series of Working Sessions.

---

<sup>105</sup> [BARCMapping\\_v1\\_20231018\\_72dpi.pdf \(ca.gov\)](#); [San Francisco Bay Area Region Report \(ca.gov\)](#)

<sup>106</sup> [San Francisco Bay Area Region Report \(ca.gov\)](#)

<sup>107</sup> <https://greenlining.org/work/climate-equity/climate-resilience-and-mitigation/>

<sup>108</sup> Socioeconomic characteristics that can be used to identify increased vulnerability to hazards include: income (very low income), vehicle access (without a vehicle), people with disability, age (under 5yo and older adults), race and ethnicity (communities of color, limited English proficiency), housing security (renters, severely housing cost burdened), as well as single parent households, people without a high school degree, those who are not US citizens, pre-existing health status, and a lack of access to information and services. ([Adapting to Rising Tides Bay Area: Regional Vulnerable Communities Section](#) and [Communities and Housing « Adapting to Rising Tides](#))

<sup>109</sup> Several tools have been developed to highlight the resulting differential vulnerabilities of these communities, which are highly variable across the Bay Area region depending on location. These tools include the San Francisco Bay Conservation and Development Commission's Community Vulnerability Index, [the National Risk Index \(FEMA\)](#) and a [Vulnerable Communities Platform](#) currently under development by the Governor's Office of Planning and Research in collaboration with the Asian Pacific Environmental Network, the Greenlining Institute, and other organizations.

<sup>110</sup> [BARCMapping\\_v1\\_20231018\\_72dpi.pdf \(ca.gov\)](#)

<sup>111</sup> <https://greenlining.org/work/climate-equity/climate-resilience-and-mitigation/>

## PRIORITIES FROM COMMUNITY ENGAGEMENT SYNTHESIS

When engaging communities in the Bay Area region, the Air District follows a meaningful and thoughtful process,<sup>112</sup> which is best practice in the Bay Area. The expedited PCAP timeline did not provide sufficient time for new community-informed and community-driven engagement necessary to ensure equitable outcomes. Many local governments and regional agencies have conducted robust and meaningful engagement to inform development of their climate actions plans, transportation plan, and related efforts. Rather than launch a brand-new engagement effort, the Air District opted to leverage these recent community engagement efforts.<sup>113</sup> The Air District synthesized the results of recently conducted, meaningful community engagement activities as described in documents provided by local governments in the Bay Area region, with a particular focus on results received from cities with frontline communities, and county and regional agency efforts focused on these communities. The synthesis culminated in a summary of findings about community priorities and concerns of the Bay Area region's frontline communities overall and with respect to the two identified sectors for the PCAP: residential building electrification and transportation mode shift. The process benefited from focused community engagement that had already been conducted related to these topic areas. A Roundtable of regional community-serving organizations added to the synthesis based on their knowledge and expertise from working with communities regionally in these two sectors. Needs and priorities of frontline communities identified through this process were critical to the development of the PCAP measures. More information on this process is available in *Appendix B*.

## ROUNDTABLE

The Air District established a Roundtable of external advisors from regional and local community-serving organizations in the Bay Area region to review, discuss, add to, and overall improve the synthesis of community engagement efforts. The synthesis, compiled by Air District staff, was derived from documents generated through local government community planning processes. The Roundtable members contributed their insights into community needs and expertise in the topic areas to evaluate and contribute to the draft synthesis. They bring an in-depth understanding of Bay Area frontline communities and possess significant expertise in climate equity issues, particularly related to the two PCAP measure areas of residential building decarbonization and transportation mode shift. The members of the Roundtable are:

- Aminah Luqman, Oakland Program Manager, Capacity Building, The Greenlining Institute
- Antonio Diaz, Coordinating Director, PODER
- Megan Leary, Community Engagement and Policy Manager, Emerald Cities Bay Area Collaborative San Francisco Bay Area
- Zack Deutsch-Gross, Policy Director, TransForm

---

<sup>112</sup> The Air District is known for its decades-long relationship and partnership with the environmental justice organization West Oakland EIP. Through the experience gained from that partnership, the Air District knows well the importance of honoring environmental justice principle number 7 ([www.ejnet.org/ej/principles.pdf](http://www.ejnet.org/ej/principles.pdf)) while working with the community. That principle demands that the community participates fully and as equal partners at every level of decision-making when working on a project or plan. That principle is followed currently as we develop the AB 617 emission reduction plans with the Bayview Hunters Point SF and East Oakland communities.

<sup>113</sup> This approach intended to obtain a preliminary understanding of what the Bay Area region's frontline communities have already voiced about their priorities and concerns, both generally and in response to climate action measures. This approach not only saved time, but it also protected the many crucial relationships between local governments and regional agencies and frontline communities in the region from harmful impacts of a rushed and potentially ill-informed new engagement process, preventing meeting fatigue and frustration stemming from frequent repetition of the same questions. It allows for strategically building upon thoughtful community-driven engagement in the region while allowing room for deeper public engagement for the CCAP.



A professional facilitator was contracted to help the Air District coordinate and to facilitate meetings with the Roundtable. The Roundtable met all together twice in October 2023 and a third time in individual meetings (due to scheduling challenges) in December 2023, with work on the synthesis document continuing in between meetings. The work of the Roundtable included: reviewing and refining draft design principles to guide PCAP measure development; discussing the draft community engagement synthesis document and developing implementation priorities to incorporate into the document; and prioritizing specific community benefits and disbenefits identified in the synthesis document to inform the frontline communities benefits analysis.

Three Roundtable members participated in a series of four Working Sessions with other critical stakeholders to design the PCAP measures during October – December 2023. (More information on the Working Sessions can be found in *Section 6* and *Appendix B*.)

### OTHER ENGAGEMENT EFFORTS

Additionally, the Air District engaged representatives of frontline communities during development of the PCAP in the following ways:

- **Working Sessions:** The Air District and AWG members invited CBOs who work closely with frontline communities in the Bay Area region to attend a series of four Working Sessions to develop the PCAP measures. (For more information on the Working Sessions, see *Section 6*.) CBOs were offered stipends to support their participation. In advance of the Working Sessions, the Air District held a background webinar to share information on the CPRG grant, the BARCAP process and the Notice of Funding Opportunity, how the measure focus areas were selected, and the intent and structure of the Working Sessions. The Air District also hosted an information session specifically for CBOs to answer any questions they had before participating in the Working Sessions.
- **CCA meetings with community partners:** The Air District presented on the BARCAP to the MCE Community Power Coalition<sup>114</sup> – a network of social, racial, and environmental justice organizations – in June 2023, and to a meeting of Peninsula Clean Energy and its community partners in September 2023.
- **Online resources:** The Air District developed a [webpage](#)<sup>115</sup> on its agency website to share information about the planning effort and post materials from public meetings, like the background webinar and public workshop.
- **Direct email:** The Air District also established an email listserv for updates on the planning effort and an email account ([climate@baaqmd.gov](mailto:climate@baaqmd.gov)) for the public, including frontline community members, to send comments and suggestions.

See *Appendix B* and *Section 6: Coordination and Outreach* for more details on the engagement plan and a record of outreach activities.

---

<sup>114</sup> <https://www.mcecleanenergy.org/energy-equity/#communitypower>

<sup>115</sup> [Bay Area Regional Climate Action Planning Initiative \(baaqmd.gov\)](#)

## IMPACT OF PCAP IMPLEMENTATION ON FRONTLINE COMMUNITIES

The anticipated benefits and potential disbenefits for frontline communities associated with implementation of the priority measures are summarized in this section. More detailed information is available in *Appendix D*.<sup>116</sup>

### ANTICIPATED BENEFITS AND DISBENEFITS OF SAFE, ACCESSIBLE, CLEAN, AND EQUITABLE MULTI-MODAL TRANSPORTATION

The anticipated benefits from implementation of the measure include:

**Table 4.1 Anticipated benefits from implementation of the Mobility Hubs measure.**

|   |  |
|---|--|
| Improved Public and Community Health              | <ul style="list-style-type: none"> <li>• Reduced use of passenger vehicles decreases traffic-related air pollution.</li> <li>• Potential physical health benefits of hubs that focus on active transportation alternatives like walking and biking, which encourage people to exercise as part of their daily routine and avoid the stress of traffic.</li> <li>• Safety improvements can help address fatalities and severe injuries, particularly in high-fatality or high-injury sections of bike/ped infrastructure.</li> </ul>  |
| Increased Transportation Access and Affordability | <ul style="list-style-type: none"> <li>• Increased multi-modal connectivity results in increased use of transportation alternatives, with enhanced accessibility and the promotion of sustainable and healthier commuting habits. Increased access to diverse mobility options can help reduce barriers to accessing employment, educational opportunities, health care, and other key services and amenities.</li> <li>• Public transportation and active transportation offer a more affordable mode of transport for low-income households than vehicle ownership.</li> <li>• Discounted fare programs and discounted bike share passes for low-income and underserved populations and e-bike incentives can help keep transportation costs low for these communities.</li> </ul> |
| Job Creation and Workforce Development            | <ul style="list-style-type: none"> <li>• Mobility hubs have the potential to produce and sustain high-road jobs and improve access to employment opportunities.</li> </ul>   |
| Climate Resilience Co-Benefits                    | <ul style="list-style-type: none"> <li>• Urban greening along pedestrian, bicycle, and transit infrastructure can help shade surfaces and reduce travelers' discomfort and risk of heat illness during periods of extreme heat. It can also reduce risk to infrastructure of flooding during heavy rains.<sup>117</sup></li> </ul>   |

<sup>116</sup> The list of benefits and disbenefits is drawn from the list provided by the USEPA in their CPRG guidance document, with additions from priorities identified in the community engagement synthesis and Roundtable input. The synthesis and Roundtable provided the Air District with a deeper understanding of how the measures might impact frontline communities. The Air District, AWG members, and Working Session participants brought additional perspectives. A consultant conducted a qualitative analysis of the measures and identified key literature. Results of the qualitative analysis are provided in *Appendix D*.

<sup>117</sup> <https://nacto.org/publication/urban-street-stormwater-guide/streets-are-ecosystems/complete-streets-green-streets/>, [https://www.c40knowledgehub.org/s/article/Reducing-climate-change-impacts-on-walking-and-cycling?language=en\\_US](https://www.c40knowledgehub.org/s/article/Reducing-climate-change-impacts-on-walking-and-cycling?language=en_US)

|   |  |
|---|--|
| Community Engagement, Awareness, and Capacity | <ul style="list-style-type: none"> <li>• A community-informed approach can help build awareness and interest in mobility hubs and identify major challenges and opportunities.<sup>118</sup> Involving residents in the design process, understanding affordability implications of development in a neighborhood, and advocating for the needs of long-time, low-income residents are important to avoid displacement and champion community interests and support.<sup>119</sup></li> <li>• Mobility hubs will include a variety of components to meet the needs of the community (determined through engagement with CBOs and participatory community processes).</li> <li>• Community outreach and education efforts will engage CBOs to encourage a shift away from single occupancy vehicles to other mobility options.</li> </ul> |
|---|--|

Implementation of the measure is designed to minimize potential disbenefits:

**Table 4.2. Potential disbenefits that implementation of the Mobility Hubs measure is designed to minimize.**

|  |   |
|--|---|
| Potential Increased Housing Insecurity | <ul style="list-style-type: none"> <li>• Potential transit-induced gentrification may lead to displacement of low-income populations that are likely to benefit most from transit access. Proximity to bike infrastructure is linked to higher property values, although the research is not conclusive.<sup>120</sup> Urban greening strategies tend to increase property values and may contribute to gentrification and displacement.<sup>121</sup> Implementation of the measure incorporates policies that produce, preserve, and protect affordable housing and stabilize businesses to prevent displacement and help increase housing security.</li> </ul> |
| Increased Transportation Costs         | <ul style="list-style-type: none"> <li>• Fare integration, infrastructure updates, and operational adjustments may result in increased transit costs in the short-term, with expected long-term savings. Implementation of the measure includes discounted fare programs and discounted bike share passes for low-income and underserved populations.</li> </ul>  |
| Increased Safety Risks                 | <ul style="list-style-type: none"> <li>• As the number of walkers and cyclists increases on or adjacent to a communities' roads, exposure to vehicles and potential fatalities and severe injuries may increase as well, if the infrastructure is not designed appropriately. Implementation of the measure includes safety improvements.</li> </ul>  |

<sup>118</sup> <https://octa.net/pdf/MobilityHubsStudyFinalReport.pdf>

<sup>119</sup> <https://housingmatters.urban.org/articles/how-transit-oriented-housing-can-advance-access-opportunity-while-curbing-climate-change#:~:text=When%20done%20thoughtfully%2C%20TOD%20could,the%20effects%20of%20climate%20change>

<sup>120</sup> <https://www.sparcchub.org/wp-content/uploads/2020/04/Climate-and-Displacement-Lit-Review-6.19.2020.pdf>

<sup>121</sup> <https://www.sparcchub.org/wp-content/uploads/2020/04/Climate-and-Displacement-Lit-Review-6.19.2020.pdf>, <https://doi.org/10.1016/j.landurbplan.2014.01.017>

## ANTICIPATED BENEFITS AND DISBENEFITS OF HOLISTIC BUILDING DECARBONIZATION FOR CLEAN, HEALTHY, AND SECURE HOUSING

The anticipated benefits from implementation of the measure include:

**Table 4.3. Anticipated benefits from implementation of the Residential Building Decarbonization measure.**

|   |  |
|---|--|
| Improved Public and Community Health                          | <ul style="list-style-type: none"> <li>• Electrification of appliances in homes can result in local indoor air quality improvements<sup>122</sup> and outdoor air quality improvements.<sup>123</sup> Unhealthy levels of air pollution have been linked with disease or damage to the lungs in the form of asthma, bronchitis, and emphysema. There is increasing evidence that air pollution contributes to heart attacks, strokes, diabetes, and dementia.<sup>124</sup></li> <li>• Building envelope improvements can increase indoor air quality;<sup>125</sup> energy efficiency retrofits can protect against wildfire smoke<sup>126</sup> and other outdoor air pollution. Frontline communities regularly experience disproportionate air pollution exposure.</li> <li>• There are expected health benefits from addressing residential health and safety concerns such as lead, mold, and asbestos.</li> </ul> |
| Better Housing Quality and Security                           | <ul style="list-style-type: none"> <li>• Health and safety upgrades reduce exposure to unhealthy living conditions, such as mold and moisture, lead, asbestos, and structural deficiencies in homes. Frontline communities regularly experience poor housing quality.</li> <li>• The identification and implementation of housing security and anti-displacement best practices for retrofits and health and safety upgrades can help renters stay in their homes, while the identification and implementation of best practices to engage and encourage rental property owners' to retrofit buildings can help increase the quality of rental housing.</li> </ul>   |
| Decreased Energy Cost Burden and/or Increased Energy Security | <ul style="list-style-type: none"> <li>• Energy efficiency retrofits reduce energy demand and utility bills.</li> <li>• Incentives, rebates, and direct installs focused on homes in frontline communities will reduce the cost of electrification retrofits in these communities.</li> <li>• Transition to electricity can help insulate frontline communities from anticipated gas price increases as more households in the region transition to electricity, leaving fewer customers to cover the fixed costs of the natural gas system.<sup>127</sup></li> </ul>  |

<sup>122</sup> <https://doi.org/10.1088/1748-9326/ad08f8>, <https://doi.org/10.1016/j.scs.2022.1041282>

<sup>123</sup>

Appendix F: Exposure and Equity Assessment of Natural Gas Appliances in the San Francisco Bay Area ([https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-9-rule-6-nitrogen-oxides-emissions-from-natural-gas-fired-water-heaters/2021-amendment/documents/20221220\\_sr\\_appf\\_rg09040906-pdf.pdf?rev=c7a8dc1225b243298e7bd9395a292844](https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-9-rule-6-nitrogen-oxides-emissions-from-natural-gas-fired-water-heaters/2021-amendment/documents/20221220_sr_appf_rg09040906-pdf.pdf?rev=c7a8dc1225b243298e7bd9395a292844))

<sup>124</sup> <https://www.baaqmd.gov/community-health/air-pollution-and-community-health>

<sup>125</sup> <https://doi.org/10.2172/1998661>

<sup>126</sup> <https://escholarship.org/uc/item/6dn8w9t2>

<sup>127</sup> Impact of Electrification and Decarbonization on Gas Distribution Costs; American Council for an Energy Efficient Economy, June 2023

|   |  |
|---|--|
| Job Creation and Workforce Development        | <ul style="list-style-type: none"> <li>• Pursuing residential energy efficiency and electrification upgrades will result in jobs in occupations such as HVAC mechanics and installers, plumbers, electricians, and general residential construction and modeling (including new jobs).</li> <li>• Participation of residents in frontline communities in workforce development programs will help ensure these communities benefit from job creation. The inclusion of workforce standards can help increase the number of high-quality jobs.</li> </ul> |
| Climate Resilience Co-Benefits                | <ul style="list-style-type: none"> <li>• Energy efficiency retrofits can protect against wildfire smoke; electric heat pump installation can increase comfort and safety in homes during heat events by providing cooling that is typically not present in older homes along the California coast.<sup>128</sup></li> <li>• Retrofits such as distributed solar and storage, where strategic and feasible, can help residents stay in their homes during power outages.</li> </ul>   |
| Community Engagement, Awareness, and Capacity | <ul style="list-style-type: none"> <li>• Equitable and inclusive planning and decision-making can help address historic underinvestment and result in community-informed solutions.</li> <li>• A Community Work Group will advise on and participate in implementation of the measure to ensure frontline communities’ needs are prioritized.</li> <li>• Implementation will include policy support to local governments and CBOs to address barriers as they emerge.</li> </ul>   |

Implementation of the measure is designed to minimize potential disbenefits:

**Table 4.4. Potential disbenefits that implementation of the Residential Building Decarbonization measure is designed to minimize.**

|  |   |
|--|---|
| Potential Increased Housing Insecurity       | <ul style="list-style-type: none"> <li>• Rental property owners may pass-through costs to retrofit their properties to renters, thereby increasing their rents. Rental property owners may use construction projects to displace residents or evict tenants due to long remodels. Implementation of the measure incorporates implementing housing security and anti-displacement best practices for retrofits.</li> </ul>   |
| Increased Energy Costs and Energy Insecurity | <ul style="list-style-type: none"> <li>• Electrification upgrades can be expensive while an increased reliance on electricity may result in greater energy costs. Reduced electricity rates for homes that electrify<sup>129</sup> and energy efficiency retrofits that reduce energy demand can help address potential energy bill increases. Incentives, rebates, and direct install programs focused on frontline communities will reduce the cost of electrification retrofits and are included in implementation of the measure, along with energy efficiency retrofits.</li> <li>• Increased reliance on electricity may result in greater energy insecurity, including during power outages. Retrofits to improve energy resilience (e.g., distributed solar and storage) can increase energy security.</li> </ul> |
| Unanticipated Health Impacts                 | <ul style="list-style-type: none"> <li>• Poor-quality energy efficiency retrofits can worsen indoor air quality by trapping indoor air pollutants in the building, increasing health risks</li> </ul>   |

<sup>128</sup> <https://escholarship.org/uc/item/6dn8w9t2>

<sup>129</sup> This is beyond the scope of this measure. PG&E has an electric rate home plan (E-ELEC) for ratepayers who have begun to electrify their homes with one of the following: electric vehicles, battery storage, electric heat pump for water heating or space heating or cooling (<https://www.pge.com/en/account/rate-plans/find-your-best-rate-plan/electric-home.html>)

|  |   |
|--|---|
|  | particularly for residents who have previously received poorer healthcare services and have lived in historically redlined neighborhoods. <sup>130</sup> Pairing building envelope measures with upgraded HVAC and/or electrification and using trained contractors can help address this issue; these practices are included in implementation of the measure. |
|--|---|

**ENGAGEMENT OF CBOS DURING IMPLEMENTATION**

Community-based organizations will play key roles during implementation of the PCAP measures to ensure that frontline community members’ needs are prioritized. Key agencies will determine the scope and design of mobility hubs through engagement with CBOs and participatory community processes. Community-based organizations will also participate in outreach and education efforts in frontline communities to encourage the shift from single occupancy vehicle trips to active and low-carbon or zero-carbon mobility options. A Community Work Group that includes CBOs, community members, and other partners will be established to advise on and participate in implementation of the Residential Building Decarbonization measure.

---

<sup>130</sup> <https://doi.org/10.7930/NCA5.2023.CH12>

## 5. Workforce Planning Analysis

The PCAP measures are designed to help create additional good, high-quality jobs in the growing residential building decarbonization and clean mobility sectors that can be filled by residents in the Bay Area region. These jobs are also referred to as “high-quality” jobs, or jobs that are family-sustaining and provide living wages, comprehensive benefits, and opportunity for career advancement.<sup>131</sup>

This section provides an overview of the most in-demand occupations for implementing the measures; a brief summary of potential skilled labor shortages; a high-level discussion of opportunities to create high-quality jobs and expand economic opportunities to frontline communities and underserved workers; and several workforce development strategies to support implementation. For a more detailed workforce planning analysis, see *Appendix E*.

Based on a review of the literature and interviews, the following five occupations are crucial to the successful deployment of the priority measures and are at high risk of potential supply shortages.<sup>132</sup>

- **Electricians** install, maintain, and repair electrical wiring, equipment, and fixtures. (*Residential Building Decarbonization, Mobility Hubs*)
- **Heating, Air Conditioning, and Refrigeration (HVAC/R) Mechanics and Installers** install or repair heating, central air conditioning, HVAC, or refrigeration systems, including heat pumps for space heating and hot-air furnaces. (*Residential Building Decarbonization*)
- **Plumbers and Pipefitters** assemble, install, alter, and repair pipelines or pipe systems that carry water, steam, air, or other liquids or gases. (*Residential Building Decarbonization*)
- **Construction Laborers** perform tasks involving physical labor at construction sites. (*Mobility Hubs*)
- **Carpenters** construct, erect, install, or repair structures and fixtures made of wood and comparable materials, such as concrete forms; building frameworks, including partitions, joists, studding, and rafters; and wood stairways, window and door frames, and hardwood floors. (*Mobility Hubs*)

### POTENTIAL FOR SKILLED LABOR SHORTAGES

In Fall 2023, the number of residents employed in Bay Area region in these critical occupations was roughly:<sup>133</sup>

- Electricians: 13,400
- Plumbers, Pipefitters, and Steamfitters: 8,000
- HVAC/R Mechanics and Installers: 6,700
- Carpenters: 21,300
- Construction Laborers: 21,500

---

<sup>131</sup> [https://www.usdn.org/uploads/cms/documents/workforce-guide\\_4.12.21\\_form.pdf](https://www.usdn.org/uploads/cms/documents/workforce-guide_4.12.21_form.pdf)

<sup>132</sup> This is based on a review of the literature and interviews with building decarbonization and transportation experts (“CALIFORNIA BUILDING DECARBONIZATION WORKFORCE NEEDS AND RECOMMENDATIONS.” 2019 UCLA and Inclusive Economics. <https://innovation.luskin.ucla.edu/california-building-decarbonization/>; “Evaluating Benefits from Transportation Investments Aligned with the Climate Action Plan for Transportation Infrastructure (CAPTI)” 2023 San Jose State University and Mineta Transportation Institute. <https://transweb.sjsu.edu/research/2227-California-Climate-Action-Plan-Transportation-Infrastructure>)

<sup>133</sup> Data from JobsEQ. 2023Q4



When compared to the rest of the country, these occupations make up a smaller share of the total Bay Area workforce, except for carpenters, which have a higher concentration in the Bay Area than nationally. At the same time, a 2021 analysis of the job potential from full electrification and deep efficiency retrofits of Bay Area homes projected 13,490 – 20,740 full-time workers.<sup>134</sup> This estimated increase in jobs is greater than that projected for mobility hubs, however the need remains for training and career pathway entry points for workers under both types of activities.

There will be additional workforce demands for these same priority occupations for housing construction and other infrastructure projects beyond the scope of the measures. This will require increased coordination and planning across industries and the workforce ecosystem.

## **OPPORTUNITIES FOR CREATION OF HIGH-QUALITY JOBS**

Growing demand for these occupations provide a significant opportunity overall to create and maintain high-quality jobs<sup>135</sup> throughout the Bay Area since they are associated with good wages,<sup>136</sup> benefits, and access to training pathways.

One key consideration within residential building electrification work is the greater likelihood of generating lower-quality opportunities with residential and small commercial construction firms (versus high-quality jobs more commonly found in large commercial and utility sectors.)<sup>137</sup><sup>138</sup> Given the building decarbonization measure focuses on residential and small multi-family homes, there is a risk of creating lower-quality jobs.

Strategies outlined in *Appendix E* aim to help new workers, existing workers, and workers in adjacent fields have access to high-quality jobs through activities to implement the measures. Meeting all requirements of the most ambitiously defined high-quality job may take time and there are many immediate and short-term steps that can boost the quality of local jobs. These range from establishing labor standards and wage requirements to monitoring and enforcing workplaces to ensure worker safety

---

<sup>134</sup> “San Francisco Bay Area Residential Building Decarbonization Estimates” Inclusive Economics

<sup>135</sup> The Department of Labor defines “good jobs” through a set of principles that are summarized as: 1) Recruitment and Hiring – applicants are recruited from all communities, and evaluated free of discrimination, based on skill-based requirements, 2) Benefits – workers are provided and encouraged to use family-sustaining benefits such as health insurance, a retirement plan, and work-family benefits, 3) Diversity, Equity, Inclusion, and Accessibility – all workers have equal opportunity in a workplace that centers DEIA, 4) Empowerment and Representation - workers can form and join unions and have agency in the performance and direction of their work, 5) Job Security and Working Conditions – workers operate in a safe workplace, with job security and predictability, and proper classification of their status, 6) Organizational Culture – workers are valued and engage in respected work, 7) Pay – workers are fairly paid a living wage that increases with increased skills and experience, and 8) Skills and Career Advancement – workers have equitable opportunities to advance and access to training and education. These principles are mirrored in the categories that the California High Road Training Partnership (CA H RTP) proposes as comprising job quality. They include: 1) Family-sustaining wages and benefits that include health care, pension, paid sick leave, 2) Career pathways that are clearly defined and include access to education, training and support services, 3) Stable and predictable schedules that are reliable and consistent, 4) Worker voice and agency that includes respecting and valuing the worker and the right to organize and join unions, and 5) Healthy work environment with adequate training and protection, that incorporates racial equity practices.

<sup>136</sup> The median hourly wage for all but one of these occupations (construction laborers) offers a living wage for single adults with no dependents as well as family-sustaining wages for households with two working parents. The 25<sup>th</sup> percentile wage for electricians, HVAC/R mechanics and installers, plumbers, pipefitters, and steamfitters, and carpenters is a living wage for single adults with no dependent and family-sustaining wages for households with two working parents and one child.

<sup>137</sup> “CALIFORNIA BUILDING DECARBONIZATION WORKFORCE NEEDS AND RECOMMENDATIONS.” 2019 UCLA and Inclusive Economics

<sup>138</sup> Current market dynamics within residential building decarbonization often favor lowest-bid contracting, which can make it challenging for high-road contractors to operate within the existing market.



and health and establishing clear career development opportunities. Roundtable members who participated in the development of the PCAP measures identified the establishment of workforce standards as an implementation priority (for a description of the Roundtable see *Section 4*).

Several stakeholders during the Working Sessions mentioned the potential tension between maximizing residential building decarbonization efforts while ensuring job quality and equity in accessing opportunities. Specifically, should cost efficiencies not sufficiently offset additional project costs from high-quality labor standards, the uptake of residential building decarbonization may occur at a slower rate—or may require greater public investment to subsidize. Conversely, stronger workforce standards may produce barriers to participation in the market by minority, women, and disadvantaged business enterprises that may lack the administrative capacity or profit margin to meet such standards. These challenges should be considered in implementation of the PCAP measures.

## **EXPANDING ECONOMIC OPPORTUNITY TO FRONTLINE COMMUNITIES AND HISTORICALLY EXCLUDED WORKERS**

Just under a third of the region’s working age population lives within frontline communities. These communities faced higher unemployment rates in 2022 (6.5% compared to 4.8% in non-frontline areas) and lower median household incomes (non-frontline communities’ household income was 78% higher than in their frontline counterparts).<sup>139</sup> Other populations of historically excluded workers include formerly incarcerated people and people with other barriers to employment. Some job seekers from within these communities may require additional resources and supports—such as transportation, housing, childcare, and other assistance—during any unpaid training to help prevent life circumstances from precluding these job seekers from completing their training and entering a new career.

The PCAP measures support projects within frontline communities and benefit from the inclusion of CBOs, which can increase career awareness and accessibility to employment opportunities. By partnering with and augmenting local workforce training programs that target historically excluded workers (including potential partners listed in *Appendix E*), implementation of the PCAP measures aims to support these workers’ entry into residential decarbonization and transportation careers, while workforce standards can help ensure these jobs offer living and family-sustaining wages.

## **WORKFORCE DEVELOPMENT ACTIVITIES**

There are already several initiatives in the Bay Area listed in *Appendix E* that are aiming to provide current workers with the training they need and increase the number of on-ramps for new workers (through pre-apprenticeship and apprenticeship programs, and vocational and technical schools). Additional funding and collaboration are needed to scale these efforts to meet the anticipated regional need for high-quality building decarbonization jobs. An array of partners — including utility providers and state, regional, and local governments — are already harnessing federal, state, and local funds to propel workforce development initiatives and projects related to residential building decarbonization and mobility hubs.

As for the measures themselves, the Residential Building Decarbonization measure’s inclusion of workforce standards, CBO engagement, and contractor support increases the likelihood that jobs created through implementation of the measure will be high-quality, that communities will participate in identifying core issues and developing solutions, and that existing workers and job seekers from frontline

---

<sup>139</sup> Community unemployment rate and labor participation rate are calculated as weighted averages using population. Data from US Census Bureau. 2022 Estimates

communities and other historically excluded groups will find greater access to economic opportunity. Partnering with and augmenting local workforce training programs for electricians, HVAC/R mechanics and installers, and plumbers and pipefitters will help close skilled labor gaps.

Research shows that the activities outlined in the Mobility Hub measure are likely to support high job quality<sup>140</sup> that is common throughout the transportation infrastructure construction industry, particularly on large infrastructure projects. Training and career pathway entry points for these occupations will continue to be important to support implementation of the Mobility Hub measure.

---

<sup>140</sup> “Evaluating Benefits from Transportation Investments Aligned with the Climate Action Plan for Transportation Infrastructure (CAPTI)” 2023 San Jose State University and Mineta Transportation Institute. This is often via prevailing wage contracts with labor signatory contractors or Project Labor Agreements for large construction projects.

## 6. Coordination and Outreach

Throughout development of the PCAP, the Air District conducted extensive coordination and outreach with other government agencies and engaged a range of stakeholders across the Bay Area region. This section describes the framework the Air District used to support robust and meaningful engagement strategies to ensure strong stakeholder representation and reduce potential barriers to engagement.

### IDENTIFICATION OF STAKEHOLDERS

The Air District, with input from AWG members, identified stakeholders who either might participate in or be impacted by implementation of the measures in this PCAP or who are representative of the entities, groups, and individuals with relevant subject matter expertise. Stakeholders included, without limitation:

- Regional agencies, including BARC, ABAG/BayREN, and MTC
- Local government staff (city and county)
- Transportation authorities and transit agencies
- Public health agencies
- Community Choice Aggregators and utilities
- Community-based organizations
- Community-serving organizations
- Climate equity organizations and EJ advocates
- Environmental advocacy organizations
- Non-profit organizations (including subject matter experts)
- Non-profit housing developers
- Non-profit organizations that conduct building retrofits
- Bike and active transportation advocacy organizations
- Workforce training organizations
- Organized labor representatives

In addition, residents from the region and representatives of the following types of organizations participated in Air District outreach efforts:

- Higher education institutions
- Ports
- Real estate developers
- Waste reduction agency

The list of stakeholders who participated in the development of the PCAP is included in *Appendix B*. The Air District will update this list of stakeholders as needed. The complete outreach plan is available in *Appendix B*, including a log of participants in interagency and intergovernmental coordination and stakeholder and public engagement efforts associated with development of this PCAP. Meeting and outreach materials and resources are available at <https://www.baaqmd.gov/plans-and-climate/climate-protection/bay-area-regional-climate-action-planning-initiative>. For a summary of the engagement of frontline communities, see *Section 4*.

The Air District took the following steps to address potential barriers to participation:

- **Stipends:** The Air District offered stipends to support participation of CBOs in the Working Sessions to develop the PCAP measures, which are described in *Section 4*
- **Virtual meetings:** The Air District and its partners held most engagement and outreach events virtually to accommodate participation from across the Bay Area region. In addition, the public

workshop was held virtually and in the early evening to facilitate participation by stakeholders whose jobs prevented participation during the day

- **Online resources:** The Air District developed a webpage on its agency website to share information about the planning effort and post recordings and materials from public meetings, like the background webinar and public workshop, which are described below. There is also an email listserv that interested stakeholders can subscribe to for updates on the planning effort
- **Direct email:** The Air District provided an email account ([climate@baaqmd.gov](mailto:climate@baaqmd.gov)) as another avenue for the public to send comments and suggestions on the PCAP

## INTERAGENCY AND INTERGOVERNMENTAL COORDINATION

### ADVISORY WORK GROUP (AWG)

The Air District established the AWG composed of representatives from regional agencies (Air District, ABAG/BayREN, BARC, and MTC), the cities named in the federally-designated MSA (City of Berkeley, City of Oakland, and City and County of San Francisco) and the counties comprising the MSA (Alameda County, Contra Costa County, Marin County, Napa County, San Mateo County, and the portions of Solano County and Sonoma County that are within the Air District's jurisdiction). The Air District coordinated with Santa Clara County, who is leading the San Jose-Sunnyvale-Santa Clara MSA's CPRG planning process.

The AWG met monthly (for a total of 5 meetings) to discuss and make decisions on key aspects of the PCAP including coordination and engagement with other agencies, organizations, and LIDACs, measure selection, and development of deliverables, as well as provision of information and data and advising on technical analyses. Development of the PCAP leveraged ongoing stakeholder engagement efforts by AWG members, with some support from AWG members for targeted engagement as needed. The Air District co-developed the PCAP workplan and a shared communications approach with AWG members to ensure common messaging to local agencies and organizations, frontline communities, and other stakeholders. Members also participated in the measure design Working Sessions, described below.

The members of the Advisory Work Group are:

- Aleka Seville (ABAG/BayREN)
- Allison Brooks (BARC)
- Avana Andrade (San Mateo County)
- Cyndy Comerford (City and County of San Francisco)
- Dana Armanino (Marin County)
- Jamesine Rogers Gibson (Air District)
- Jody London (Contra Costa County)
- Katie van Dyke (City of Berkeley)
- Kim Springer (San Mateo County)
- Miya Kitahara (Alameda County)
- Shayna Hirschfield-Gold (City of Oakland)
- Therese Trivedi (MTC)

Ex-officio members<sup>141</sup> of the Advisory Work Group are:

- Narcisa Untal (Solano County)

---

<sup>141</sup> Representatives from Solano County, Napa County, and Sonoma County served as ex-officio members to the AWG to encourage coordination of aligned efforts across the region, since these counties were not officially approved by the USEPA for inclusion in the Bay Area region for the PCAP until January 2024.

- Ryan Melendez (Napa County)
- Tanya Nareth (Sonoma County)

## LOCAL GOVERNMENTS

The Air District conducted extensive outreach to local governments in the Bay Area region to understand their priorities and implementation-ready projects for the PCAP, to request the results of recent community engagement efforts (as described in *Section 4*), and to further develop the PCAP measures during a series of Working Sessions. In total, over 50 cities, towns, and counties (or nearly 60 percent total regionwide) participated in at least one outreach effort. ABAG has served as a key partner and sub-awardee, primarily through its BayREN program. Specifically, ABAG/BayREN has supported the Air District in co-leading local government outreach and the measure design Working Sessions.

### **Surveys**

The Air District conducted three surveys of local governments between April and July 2023. The first two focused on gathering initial input and interest from local governments about their priority sectors and implementation-ready projects for reducing GHG emissions. The third asked local governments with frontline communities to share findings from recent or ongoing engagement efforts.

### **County-Led Meetings and Individual Meetings**

AWG members invited Air District staff to attend regularly occurring meetings of local governments convened from June – July 2023, including the Contra Costa County Energy Efficiency Collaborative, the Marin Clean Energy Partnership, Regional Climate Action Planning Suite Program (RICAPS) in San Mateo County, and StopWaste Technical Advisory Group in Alameda County. Air District staff presented on the CPRG effort and PCAP development and sought input from attendees.

Air District staff also met with several city and county staff individually during Summer and Fall 2023 to discuss their priorities, potential efforts that they would recommend scaling up and/or replicating regionally, and any input from their recently completed engagement of frontline communities.

### **Community Choice Aggregators and Utilities**

In addition to robust outreach to local governments, the Air District engaged in targeted outreach and engagement with CCAs and the local investor-owned utility, PG&E. Air District staff held numerous one-on-one meetings with different CCAs in the Bay Area and included CCAs in the Working Sessions. Staff presented on BARCAP and the PCAP development process to the following CCA convenings of CBOs in their service territories:

- MCE Community Power Coalition, June 22
- Peninsula Clean Energy Community Partners Meeting, September 14

## WORKING SESSIONS

The Air District designed and facilitated four Working Sessions to develop the PCAP measures during October–December 2023, with support from ABAG/BayREN. Invitations were extended to all local governments in the Bay Area region, with AWG members recommending specific non-governmental entities to invite as well. Staff from thirty cities and counties participated alongside other attendees which included AWG members, Roundtable members, CCAs and a utility, CBOs, transportation agencies, subject matter expert organizations for transportation and building decarbonization, multiple representatives from organized labor and workforce training, non-profit housing, non-profit retrofit

organizations, bike, environment, and other stakeholder organizations. In total over 90 stakeholders participated across all four sessions. The list of organizations represented can be found in *Appendix B*.

Sessions met virtually, with one hybrid meeting, and covered the following topics:

- **Working Session 1:** Establish a common understanding of existing programs, gaps and opportunities, and key agencies. Discuss a common vision for the necessary changes so that frontline communities have clean and healthy homes and convenient and safe mobility options. Obtain feedback on draft design principles to guide measure development.
- **Working Session 2:** Agree upon key elements of each measure, including a topic focus and geographic location. Begin to define potential coalitions.
- **Working Session 3:** Share finalized design principles (incorporating feedback from Roundtable). Review and refine initial measure descriptions and geographic locations. Continue to discuss coalitions.
- **Working Session 4:** Discuss final measure details and answer outstanding questions on measure language. Share feedback from the Roundtable. Discuss key implementation questions and share the process moving forward to develop funding proposals. Celebrate work together.

Ahead of the sessions, the Air District convened a background webinar in October 2023 to share information on the CPRG grant, the BARCAP process, and the Notice of Funding Opportunity, how the measure focus areas were selected, and the intent and structure of the Working Sessions. Attendees included AWG members, local government staff, CCAs and utilities, CBOs, community-serving organizations, subject matter expert non-profit organizations, and environmental advocacy groups. Slides and a recording of the webinar are available on the Air District's BARCAP website.<sup>142</sup> Staff also offered to meet with CBOs ahead of the Working Sessions to provide additional background and answer questions.

## ADDITIONAL OUTREACH EFFORTS

The Air District held a public workshop in November 2023 for attendees to learn about the BARCAP effort and provide input on draft PCAP measure concepts in an interactive format. The workshop occurred virtually in the early evening. Attendees included local government staff, housing developers, building energy and transportation experts and NGOs, environmental advocacy organizations, the Port of Oakland, and interested individuals. Feedback from the public workshop was incorporated into the Working Sessions described above. The agenda, slides, and recording of the workshop is available here: <https://www.baaqmd.gov/plans-and-climate/climate-protection/bay-area-regional-climate-action-planning-initiative>

Air District staff also presented on the BARCAP at a public meeting of its Board of Directors' Stationary Source and Climate Impacts Committee on September 13, 2023. There is an additional presentation, to the Board's Policy, Grants, and Technology Committee scheduled for March 20, 2024.

---

<sup>142</sup> <https://www.baaqmd.gov/plans-and-climate/climate-protection/bay-area-regional-climate-action-planning-initiative>

## 7. Next Steps

This PCAP is the first deliverable under the USEPA CPRG planning grant awarded to the Air District. The next deliverable due to USEPA in 2025 is a regional comprehensive climate action plan (CCAP) to reduce GHG emissions across all sectors of the economy. In late spring 2024, the Air District will begin engagement for the CCAP, building upon the foundation of the PCAP through meaningful community engagement. Work with technical and facilitation consultants is already underway in preparation for the CCAP.

The CCAP will lay out the critical regional actions needed to support an equitable transition to a clean energy economy that enhances the quality of life for those living in the northern and central Bay Area. It will continue the work begun during the PCAP to identify areas where regional collaboration and action can accelerate our ability to meet ambitious near- and long-term climate goals. The CCAP will include near- and long-term GHG emissions targets and a suite of emission reduction measures, along with a robust analysis of measure benefits, plans to leverage federal funding, and a workforce planning analysis. It will also continue to elevate and center the priorities of frontline communities in the planning process and build on the extensive work that cities and counties in the region have been doing for years.

In 2027, the Air District will publish a status report that details implementation progress for measures included in the PCAP and CCAP, any relevant updates to PCAP and CCAP analyses, and next steps and future budget and staffing needs to continue implementation of CCAP measures.

If you have questions about this PCAP or suggestions for the upcoming CCAP and status report, contact Abby Young ([ayoung@baaqmd.gov](mailto:ayoung@baaqmd.gov)) or Jamesine Rogers Gibson ([jrogersgibson@baaqmd.gov](mailto:jrogersgibson@baaqmd.gov)).

## The Bay Area Climate Action Planning (BARCAP) Frontline Communities Mapping and Analysis

The USEPA Climate Protection Regional Grant (CPRG) program advances the goals of the [Justice40 Initiative](#) set forth in Executive Order 14008, which aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. Air District staff developed a mapping tool to help identify communities that are on the frontline of climate change for the BARCAP planning effort: [Bay Area Regional Climate Action Planning Initiative's Frontline Communities Map \(arcgis.com\)](#). While the USEPA refers to these communities as low-income and disadvantaged communities, or LIDACs, the BARCAP map includes a combination of different environmental justice screening tools from federal and regional governments that reflect frontline communities for the BARCAP planning process.

Frontline communities in the Bay Area region bear the brunt of the impacts from fossil fuel dependence and are often the first to experience climate impacts. Goals of the transition to a zero emissions future must include guarding against further harm these communities and working to ensure that they benefit from the transition through improved quality of life and increased access to opportunity. The priority measures in the [Priority Climate Action Plan](#) (PCAP) are designed to provide significant benefits and minimize harm to frontline communities when implemented. More information on how frontline communities were engaged during PCAP development, and the anticipated benefits or disbenefits of implementation of the priority measures can be found in Chapter 4 of the PCAP.

The Air District identified frontline communities for the PCAP using several datasets:

- **EPA's IRA Disadvantaged Communities**,<sup>1</sup> which include census tracts identified by the federal government's Climate & Economic Justice Screening Tool (CEJST),<sup>2</sup> census block groups at or above the 90<sup>th</sup> percentile for any EJScreen Supplemental Indices compared to the nation or state, and any geographic area within tribal lands.
- **AB 617 communities**,<sup>3</sup> which are communities spanning multiple census tracts identified by the California Air Resources Board and the Air District as the communities most overburdened by air pollution in the Bay Area.
- **MTC's Equity Priority Communities**,<sup>4</sup> which are census tracts identified by MTC using a combination of factors, such as households with low incomes and people of color, that define these areas as having a significant concentration of underserved populations.

These three datasets cover many of the frontline communities in the region. The Air District recognizes that USEPA will only consider census tracts and block groups identified using CEJST and EJ Screen as LIDACs in the evaluation of community benefits for the CPRG Implementation Funding Grant applications. However, for the BARCAP planning effort, the Air District and the PCAP Advisory Work Group felt it was important to consider a broader definition to inform

---

<sup>1</sup> <https://ejscreen.epa.gov/mapper/>

<sup>2</sup> <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

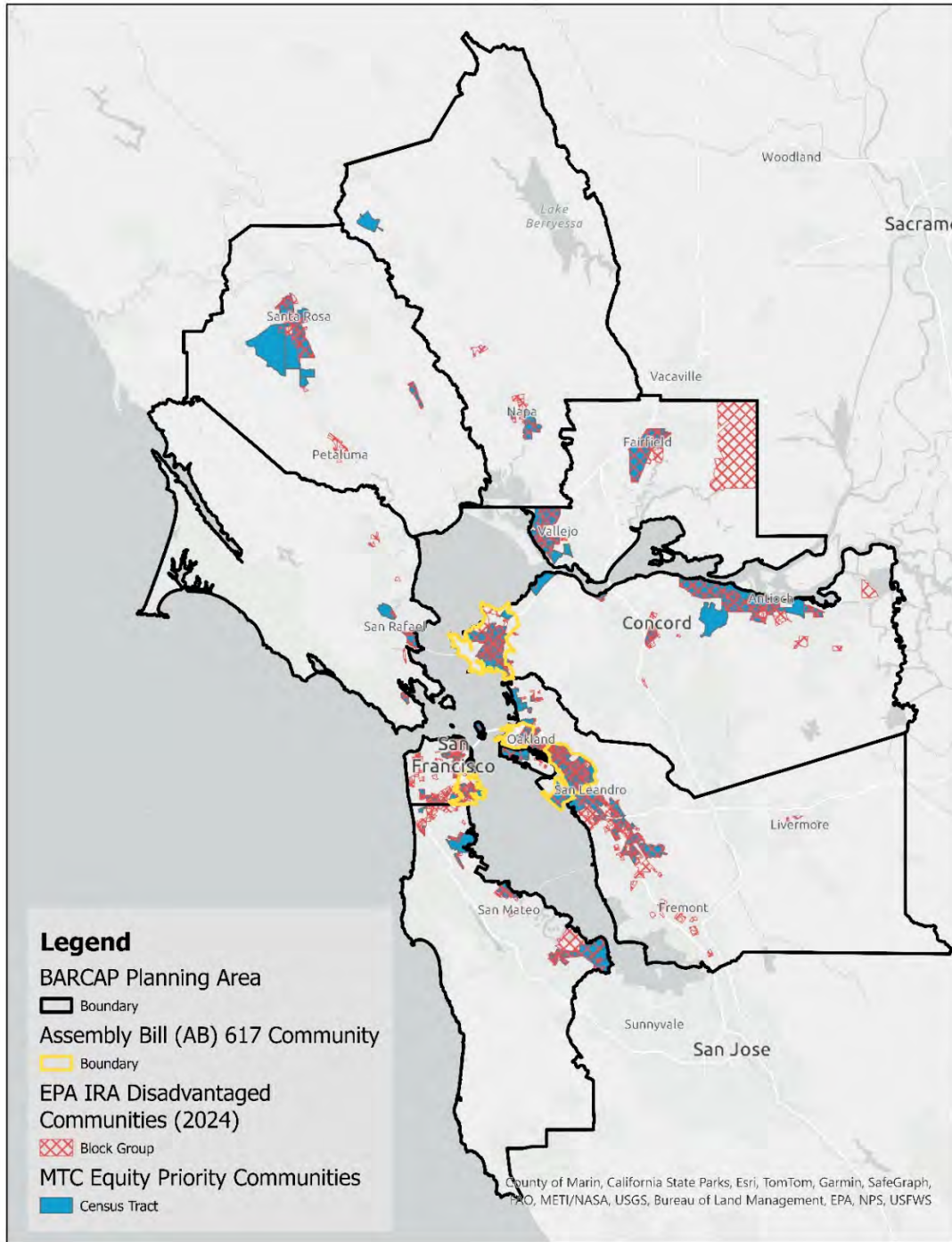
<sup>3</sup> <https://www.baaqmd.gov/community-health/community-health-protection-program>

<sup>4</sup> <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>



measure development, and to ensure the implementation applications benefit locally and regionally identified frontline communities.

### Map of BARCAP Frontline Communities in the Bay Area Region



## Overview of Air District Community Mapping Approaches

The Air District utilizes nine different maps across four different Divisions for different purposes. Six of the nine maps are required by specific programs including: AB 617 Community Health Protection Program, Carl Moyer, Community Air Protection (CAP) Incentives, FARMER, MSIF, Clean Cars for All, Clean Air Centers, EPA CPRG, New Source Review for Toxic Air Contaminants (Rule 2-1 and 2-5), and Fees (Regulation 3).

The terminology used to describe the communities reflected in the maps varies across programs, and in some cases is determined by the agency/program that created or requires use of the map. The list below includes the various terms currently used (informally and/or formally).

- AB 1390 - CARE Areas
- AB 1390 Areas
- AB 617 Community
- CARE Areas
- CERP Boundary
- Disadvantaged Communities
- Frontline Communities
- Historically Underserved Communities
- Justice40 Communities
- Low-Income Communities
- Marginalized Community
- Overburdened Communities
- Priority Areas
- Priority Populations

## Background

In response to a request from the Executive Office, staff across the District were asked to provide key information about the maps and data layers (attributes) they use to identify, visualize or define communities that are overburdened, high priority, or disproportionately impacted by air pollution and climate impacts

The objectives of this effort include, but are not limited to:

- Document the maps and/or data layers (attributes) used across the Air District to identify, visualize, or define communities
- Better define terms, increase understanding, and awareness across the District and District stakeholders
- Improve communication with the Board and public
- Nine different maps are currently used by four different programs (Engineering, Planning and Climate Protection, SID, TIO). Six of the nine different maps cataloged are required to be used for specific Air District programs/projects.

| <b>Map or Data Layer Name</b>                                  | <b>Air District program/project</b>   | <b>If required by what agency program</b> |
|--|---|---|
| BAAQMD CERP Provisional and Final Boundaries                   | Community Health Protection Program, Carl Moyer, CAP Incentives, FARMER, MSIF (for certain programs)        | CARB                                      |
| BAAQMD Community Air Risk Evaluation Program Map               | Carl Moyer, TFCA, MSIF (for certain programs)   | BAAQMD Policy                             |
| BAAQMD Overburdened Communities (Derived from CalEnviroScreen) | New Source Review (NSR) for Toxic Air Contaminants (TAC) and Fees (Annual Permit Renewals and Applications) | BAAQMD Rule 2-1 and 2-5 and Reg 3         |
| CalEnviroScreen  | Clean Air Centers   |   |
| California Climate Investments Priority Populations 2023       | Clean Cars for All & Clean Air Centers  | CARB                                      |
| Climate and Economic Justice Screening Tool (CEJST)            | Bay Area Regional Climate Action Planning (BARCAP)  | EPA CPRG                                  |