

WEBVTT

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You one minute I'm trying to say.

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One minute I'm trying to say. Yes. I'm so my water.

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Great.

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Hey, I'm just a note Kristin or for me to share the PowerPoint. It's going to stop your mute your music, so apologies.

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But I think you want the presentation. So I'm going to share the presentation the music will stop and I'll admit, folks.

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Music will be fine as long as I'm sharing the screen.

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Can you still hear the music.

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Okay.

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Yes, yes. Great.

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Thank you everyone for joining we have a few people that are still joining and we will start shortly.

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We'll just skip it maybe another minute or so we still have people joining.

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So feel free to sit back, enjoy the jazz music and we will begin shortly.

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Thank you all for being here.

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Getting folks and it's to relax the next time I'll play something a little more upbeat.

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Okay, I think we're probably good to start, so I'll go ahead and turn the music down.

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And I noticed to be the slides coming off and on Julie Linda we are we good to go. The slides.

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Okay, great. thank you.

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Okay, so welcome everyone. My name is Kristen la my pronouns are she her in hers I'm joining from Richmond, California today, I am with the air districts community engagement office and will be moderating our event tonight.

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Thank you so much for taking time to be with us, we know that people are busier than ever. These days, and your time is extremely valuable.

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When a pause really quick. We did receive some requests for simultaneous interpretation tonight, and to garlic and so I would like to offer a moment for interpreters to introduce themselves and describe how to access the interpretation into colleague

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this evening so Thelma and Caroline. Can you please introduce yourselves and explain to folks how to access interpretation into college, please.

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Hi this is Caroline galera of the interpreter for the Gallo.

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A couple into the silence a weekend Gallo bada boom Akita Nino.

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Go paddling Yuma, Ohio.

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The new set in your zoom. I've been putting up a lot and you know tag along this the interpreter I told them that, let us know if they need the gala.

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The soul I said so far.

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Okay. And do we have the interpretation turned on. Okay, do you want to go ahead and explain into colleague how it's you enter the room.

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Nikita UUD to pause the boom about the interpreter PPT quite a decent Gallo be the Singaporean Tagalog.

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So okay, Papa Papa Papa yourself de gallo. Go ahead.

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Okay, Thank you very much. So thank you for that. And for those of you who are joining us and wish to participate in English.

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I find that it is beneficial to locate the interpretation tool at the bottom of your screen and click on English sometimes if you leave it on off you may get some, some glitches so I recommend everyone who would like to participate in English, including

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my air district colleagues to navigate down to the interpretation icon at the bottom of your screen and click on English.

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Okay, everyone still able to hear me okay.

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All right. Wonderful. So when I check out I'll either make sure we check all the bells and whistles here in zoom make sure it's all working. So in addition to the to colleague interpretation.

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We have also enabled closed captioning for folks who wish to read along.

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I will warn you that it is.

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There isn't a person typing it is fancy AI technology. And so it's not always perfect but if you would like to turn on your closed captioning if you look at the bottom of your zoom screen on your computer or laptop, you will see a button called.

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Is it so I think it's something different on mine is it subtitle What do you all see as its subtitle settings.

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So you can go ahead and turn it on there, there should be a little CC icon.

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Okay, so next next slide yep so the zoom side So by now a lot of us have been using zoom we're quite familiar with it at this point. But it's always good to just do a quick review of the features will be using.

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So for those of you who are joining via your web browser on your computer, your smartphone or your tablet, you will see these icons that you're seeing on your screen now on the bottom.

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By clicking on the two icons in your bottom left corner, you can mute and unmute your microphone, and you can turn the camera on and off of your device.

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If you move down the bar, you will see the participant icon.

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By clicking this icon, you can see the other participants in the meeting with us and you can also rename yourself, and we would really appreciate it if you did rename yourself sometimes in zoom it shows up kind of an odd name or maybe just your initials.

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And so that, so that we know who you are, while you're speaking during the workshop, it would be great if you could rename yourself. And this is also where you can raise your hand to indicate when you wish to speak.

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There's also an icon down at the bottom of your screen, called the reaction icon.

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And this is another way that you can raise your hand. It's also a way for you to share any reactions to what you're hearing a thumbs up or a heart or, you know, celebration.

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So I encourage you to use these reactions throughout the meeting I find that they just help us stay connected and present with each other throughout.

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Throughout the meeting. If you're dialing in from your phone. I didn't notice if we had any folks joining from the phone but if you are joining from your phone and you wish to raise your hand at some point to speak, you can click on Star nine to raise

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your hand and then star nine will lower your hand star six is what you can use to unmute yourself on mute yourself.

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Along the bottom of your zoom screen you will also see the chat icon.

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And this is where you can submit questions and comments, you can submit them privately to any of the hosts here.

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You can also use it to submit any questions or concerns you might be having about technology so we have tech support here from Julie Lynn.

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So you may use your the chat, the chat function to communicate with us at any time and then there will be moments throughout our time together where we will open the chat for, for, where you can chat with everyone here tonight.

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And again, if you do need technical assistance, and at any point during the workshop, we have a representative here that can assist you and Julie Lynn.

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And so if you look in the chat now.

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Someone will be or maybe they already have entered the contact information so if at any point you have any trouble with zoom you can either call or text eight zero to, 5590821, or you may chat to tech support Julie Lynn, and ok so moving on to the next

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slide please. Alright, so we are in a virtual space here together. So I just wanted to quickly go over some of our virtual participation principles.

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You know, we want to, we want to make sure that everyone can hear what is being shared tonight so one speaker at a time, and also please mute yourself, and this will help us avoid any distracting and disruptive background noises and things like that,

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unfortunately I do have a snoring dog behind me so you may hear that, I'm speaking, but hopefully it won't be too disruptive. And we also ask that you know we just respect each others opinions and even though we're not here together physically, and we

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are here virtually and if you feel comfortable doing so.

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While you're speaking and in particular, please feel free to turn on your video so we can see you.

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And I'll just remind everyone this is a virtual space and complications happen. So we do thank you in advance for your patience and flexibility and again if you experience any technical difficulties, please let us know and we have a whole team behind

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the scenes here to help you to help you out.

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Okay, next slide, should do the agenda.

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Yeah. Okay, so we're going to do some brief introductions so that you can meet the secret team who's here tonight at the air district and then after that there will be a quick poll, so that we can get to know you a little bit more.

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And then after that we'll move on to presentations, followed by questions and answers and some discussion time, and then we'll move to closing and next steps and we can all go on our way.

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This evening so I'm going to ask the secret team to very briefly introduce yourself. I'm starting with Abby.

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Good Evening everyone thanks Kristen, I'm Abby young. I am the manager of the climate protection section at the air district.

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Henry, everybody I'm Henry Hill, and I'm the Director of Planning and climate at the air district, and I will hand off to Wendy.

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Hi All my windy good friends I'm in the air quality planning manager working with, Abby and Henry and I will pass it over to Andrea.

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Oh you're muted Andria.

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I'm Andrea, I'm a senior planner and I work on the secret officials.

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And then Sandy.

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Hi.

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Good evening, I'm Sandy Crockett I'm with the legal team in the legal division.

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And then the woman behind the scenes and Miriam.

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Hi everybody, I'll see my emails Miriam was principal environmental planner, thank you for coming tonight.

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Thank you to the secret team was that everyone.

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Okay, so we can move on to the next, the next slide, which should be the pole So, before we begin presentations tonight we wanted to allow an opportunity for us to get to know you as well.

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So, you know we we put together a zoom poll. To do that, whoops, it just made everything do weird things on my screen. Okay, so, you know, we hold many perspectives and wear lots of hats in our lives so we want to know which perspective best represents

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you tonight so feel free to select from this multiple choice poll air district team please do not respond to the poll and please do not click the X because you will close the poll for everyone else.

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And if you happen to select other as your option.

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Please use the chat function to let us know what perspective, you're holding tonight.

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And if you're unable to participate in the poll.

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You can share your response with our tech support and Julian will be sure to capture that for us.

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So we'll give it a few more moments and while we're waiting.

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I'm, feel free to introduce yourself in the chat as well. You can just say your name and where you're joining from, and if you're,

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you know, part of an organization or an agency or or have some sector representation, please feel free to include that as well.

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All right, we got the League of Women Voters kicking it off for us thanks Leslie.

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That looks like.

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Looks like we got pretty good participation rate, you were kind of trickling in.

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But it looks like.

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Lots of sequel consultants.

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We have a few others so yeah please let us know who you are, if you clicked it other if you selected other some government agency folks some environmental advocacy groups industry a few developers.

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One developer.

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Thank you very much for sharing a little bit about yourself and the chats open so continue to share. We'll go ahead and close the poll.

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And then you can share the results with folks sorry I thought everyone was seeing that you probably weren't seeing that as I was talking.

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Alright.

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So moving on.

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Please continue to introduce yourself getting some chats sent to just me, but that's okay we'll still get will still have it captured.

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Okay, so with that I'm going to hand the microphone over to Henry Hogan who you met our planning director for the air district.

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Great. Thanks, Kristen.

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Good evening, everybody. Welcome. Thank you very much for coming tonight really appreciate you spending your time with us.

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So what we're doing tonight we're having a workshop on our proposed ideas for updating our secret thresholds for greenhouse gases.

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This is just the latest step in a process that's been underway for quite a while.

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This past fall we had a series of focus groups with various folk subject matter experts and others. Some of you on the call tonight probably were at some of those focus groups but this is sort of the next step and have a more public.

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Come one, come all conversation and what we want to do basically is just sort of explain our proposal, but probably more importantly, hear your answer your questions.

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and take any comments that you have.

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So at the air district we have a lot of sequel roles where sometimes a lead agency and a responsible agency we're quite often a commenting agency.

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But we also were a Support Agency. And so that's really what we're doing here we for many many years at the air district that had secret guidelines that are the secret guidelines, it's basically our advice to lead agencies and consultants and other interested

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folks on how to do the air quality and greenhouse gas analyses in secret documents.

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And we update those regularly. And one of the most important or a very important element of the secret guidelines are the thresholds of significance. And as most of you know those specials of significance are the benchmarks that lead agencies use to determine

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whether or not an impact rises to the level of significance that needs mitigation.

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And as we'll talk about a little further the current GHG thresholds that we've proposed around 10 years ago or simply out of date, and they need updating.

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And so that's really what's driving this process now and we'll go into the reasons for that a little bit more later but but they need to tune up.

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And so these are not required, these, these are recommendations. These are guidance. Ultimately it's up to local agencies to decide what thresholds, you use our experience has been most agencies do follow our guidance, but it's because we're subject matter

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experts in air quality and greenhouse gases, but it is not a requirement it's simply guidance for lead agencies choose to use.

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And the last thing I would want to mention is, so currently we're simply updating the greenhouse gas thresholds.

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We do have plans to update the air quality thresholds as well, we'll be launching that probably next year at some point will not probably but next year will be launching that but really, there's more urgency and updating those greenhouse gas thresholds

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and so that's that's really what we're looking at now, and stay tuned for the future for those of you that are interested in, in our work. Coming up on those air quality thresholds.

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So again, thank you very much for joining us tonight. That's all I wanted to say and I think I'm going to hand it over to Abby young now to continue our presentation.

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Great, thank you. Henry, and we can move on to the next slide, which I believe is our outline.

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Go back. There we go. So this is how the presentation will unfold tonight. I'll talk a bit about what is motivating this update and Henry spoke to this a bit already.

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Then we'll go through the thresholds, and we're going to talk about land use thresholds for land use projects thresholds for stationary source sources source projects, and then plan level thresholds, and then we'll talk a bit about our timeline.

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In the next immediate steps and also a little bit about the feedback that we've heard so far.

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Great. So, I'm the air district acts as a lead agency, these are the air district plays different roles in sequel, and one is that at times we act as a lead agency.

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When we have the primary authority to implement or approve a project so this might happen when we adopt a regional air quality plan, or when we issue a, a permit for a stationary source, or when we adopt our own rules and regulations.

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That's when we would act as a lead agency.

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The air district acts as a responsible agency when we have limited authority over a part of a project so this may occur if there is a land use project that somebody else is in charge of, but it requires a permit.

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So that might be that we would issue so that might be a situation where we would act as a responsible agency.

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And we often act as a commenting agency, and this is when we're neither a lead, nor a responsible agency, but we may have concerns about the air quality or greenhouse gas impacts of a proposed project or plan.

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And the air district supports lead agencies, by providing thresholds of significance, which we're talking about this evening for both air pollutants and greenhouse gas emissions and providing guidance on how to determine if a project or plan has a significant

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impact. And then we often also develop tools to help with this analysis.

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And I hope I'm not going too fast for the interpreters. Try to watch that.

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So what is a significant impact. It's a substantial or potentially substantial harm that could affect the environment. So you could think of a threshold of significance as a level of impact.

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And in this case we're talking about greenhouse gas emissions, a level of impact that could bring substantial harm to the environment. Now as Henry mentioned the air district is a subject matter expert in the area of air quality and greenhouse gas emissions

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so it's, you know, appropriate for us to do the work of determining what level of impact would bring a substantial harm to the environment.

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And as Henry mentioned lead, lead agencies can use the thresholds of significance that we develop, or they're free to use someone else's threshold of significance, or they can develop their own.

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So what's driving this sequel update and Henry mentioned you know that these are out of date and our current as you mentioned our current greenhouse gas thresholds of significance were adopted I think in 2010, and things have changed a lot since then

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those thresholds the current ones we're operating under were based on AB 32, which had a time horizon of 2020, which is clearly out of date.

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Now we're operating under sp 32, which has a time horizon of 2013, and a statewide scoping plan that was updated in 2017.

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We also have a fairly recent executive order, calling for the state to achieve carbon neutrality as soon as possible and no later than 2045.

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And in addition to these updated targets and timelines, local governments who are often lead agencies have been continuing to adopt an update local climate action plans and other long term planning documents, and they've been asking us to update our thresholds,

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to support them in their planning work so this is definitely a need that we've been hearing.

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And then on top of all this, there has been evolving case law, which is place new parameters around how we determine significance. Under secret.

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So what I'm going to do is the next several slides, I'll talk first about the our proposed thresholds for land use projects. And then for stationary sources and then finally for plans.

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So our current thresholds, again, which were adopted over 10 years ago, took a quantitative approach. This time around, we're taking a qualitative approach, focusing on elements of design that needs to be included in a project in order for that project

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to support the state meeting the 2030 and carbon neutrality targets.

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By focusing on the design of a project, rather than a numeric threshold. We're trying to avoid locking in emissions from sources that will be

producing greenhouse gases long after the state we need to be meeting these long term targets of the state so

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we're trying to look forward and set ourselves up today for meeting those those targets.

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And we're focusing on the two biggest sources of emissions that developers, actually have control over. And those come from the operation of buildings and transportation.

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So those are, that's what we're focusing on.

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We're proposing with these draft thresholds these proposed thresholds that all buildings in new development projects, be free of natural gas. So again we're trying to avoid locking in more natural gas infrastructure that will be there.

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Well after our time horizon for achieving carbon neutrality.

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We're also proposing that there be electric vehicle readiness and installed EV capacity, consistent with the most recently updated version of the states cow green tier two.

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Also, that projects achieve a level of VMT reduction, that is consistent with sp 743 which requires a 15% per capita limit of BMT below the regional average.

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So these are the design elements that we that we want to see in projects for in order for them to demonstrate that they've got a less than significant impact for greenhouse gas emissions.

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Now, if a developer, can't or chooses not to incorporate these design, design guidelines design elements and the local jurisdiction has an adopted strategy for greenhouse gas emissions that meets the state of California has guidelines for greenhouse gas

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reduction strategies and more on that in a minute.

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The project can tear off of that plans environmental document. If it's fully consistent with the greenhouse gas reduction local greenhouse gas reduction plan.

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Now the state's guidance on the contents of a greenhouse gas reduction strategy is very high level and a little vague. So, the air district is also developing additional guidance for how to translate the state's guidelines into a robust local greenhouse

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gas reduction strategy and I'll speak a little bit more on that when I get down to the plan level thresholds.

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We recognize that these thresholds are likely to be so they're focused on greenhouse gases, but they're likely to bring co benefits to bury a communities.

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For example, new buildings, without natural gas, reduce greenhouse gas emissions but they also result in less exposure to residents from other pollutants that result from the combustion and natural gas, and those pollutants can be quite harmful, particularly

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to people who suffer from asthma and other other respiratory ailments.

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And in reducing vehicle miles traveled in order to in order to do that, to reduce VMT or trips, developers, usually incorporate features that meet the needs of all different kinds of travelers, including pedestrians and cyclists and people who scoot or

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skate, or ride public transit.

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And as far as electric vehicles. Go, as they become more affordable, a strong network for charging really needs to be available to everyone and, you know, different groups in our communities like renters, have a lot of barriers to accessing electric vehicles

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because they don't have any control over charging infrastructure that, that they may have access to. So we see the design elements in this threshold is improving EV access for everyone.

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So for stationary sources, and these are things like refineries power plants cement manufacturers stationary sources also can be very small like coffee roasters and gas stations and dry cleaners, what we're proposing with this threshold is to ratchet

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down our current threshold of 10,000 metric tons, and our current threshold captures large sources like landfills refineries power plants, etc.

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We're proposing to lower that threshold to 2000 metric tons, for all sources that are not compliant, or don't fall under and are compliant with the state's cap and trade program and other state regulations.

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2000 metric tons is generally the size of a large boiler or a large engine for backup power. And I think the next slide might give us a little bit of a visual on that.

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So here this slide shows a row of backup generators diesel generators at a data center, and this is the kind of thing that could be captured with our lower threshold of 2000 times.

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Next slide.

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We'll talk about plans.

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So, like with our project level thresholds, we're transitioning our plan thresholds, away from a quantitative approach to a qualitative threshold. So, what we're proposing is that plans would either have to demonstrate that they are guiding their community

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toward meeting the state's long term climate targets or be consistent with a community wide greenhouse gas reduction strategy. And again, as I alluded to before the state's own sequel guidance allows for streamlining under seek What if a project is consistent

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with a local plan to reduce greenhouse gas emissions and they lay out some basic criteria for what they think a local greenhouse gas reduction strategy should include in it.

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But again, because the state's guidance is fairly high level, the air district will be including guidance and our sequel guidelines on how local governments can develop robust local climate action plans, so that'll be a part of our of our guidelines.

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Next slide.

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So a little bit about the timeline.

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We have conducted a series of focus groups. Many of you I recognize a lot of your names, and have participated in those through the late summer, early fall, we took this approach this qualitative approach to our board, our board of directors.

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Mobile source and climate impacts committee. Back in September and got the green light to pursue this approach.

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We recently held a focus in equity and environmental justice focus group. And today, we're holding our public workshop.

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We're still working on the final schedule but we'll be adjusting our timeline a bit in order to have our threshold justification report out for public review early next year so that's the kind of the the you know the how do we arrive at these design elements

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and this approach.

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So that will be out for free. You know, you folks in the general public to be able to take a look at it and give us some feedback on.

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So next slide please.

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I'm sorry, and then we'll be going to our board for adoption.

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In, you know, late February or March.

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And again, we're still, you know, tinkering a little bit with this timeline. Now we can go to the next slide.

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That was that was an important point for the timeline for me to, to make.

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So what have we heard, and all these focus groups, and you know we we heard quite a lot of overall support for this general approach.

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Generally people do like this qualitative approach, and we heard a lot of support for these design elements.

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And somebody mute there somebody mute there.

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That'd be great. Awesome. Thank you. And they, we heard a lot of appreciation for our efforts to align with statewide targets and the direction that statewide policy and codes are going in.

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And we heard a lot of suggestions on a wide variety of different kinds of mitigation measures that will definitely make sure that we include in the guidance.

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And we also heard, you know some folks were thinking Hmm, how would this really work, how would this play out.

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You know I don't know and so there were a few you know questions. Um, what about projects that might have specialized uses where it might be really tough to not have natural gas like we heard on life science buildings.

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Not really sure what those are, but life science buildings yeah when you might have to have a lab where you really need to have some live flames, you know, what about that.

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Climate Action Plans, a lot of people are working continue to work on those have updated some recently and what if we've just updated our Climate Action Plan and we didn't know about these that we should be addressing these targets yet you know so what

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do we do to kind of bring our, our brand new Climate Action Plan into alignment and some rural communities were saying you know this this whole sb 743 VMT target is really tough for us to meet so that you know that there's a challenge there questions

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about how could we use offsets, you know, so these are all really good questions and we're continuing to think about these. So, that's what we've heard today.

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I think now people would like me to just shut up so we can talk so I'm going to kick it back to Miriam, who can facilitate some discussion,

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Oh actually handle kicking off our q amp a but thank you, thank you, Abby for that informative presentation wanted to make sure I am unmuted Okay good, almost two years into this and I still forget to unmute sometimes.

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So we have the rest of our time together tonight to engage in discussion and to answer any questions you have. We do have some prepared questions to guide our conversation as needed, but first we wanted to open up the floor to hear from you.

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And, you know, to hear if you have questions and we have a whole team you met them.

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Who can respond to your questions. And if you have comments you want to share that's that's welcomed as well and so there are multiple ways for you to participate.

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You may raise your hand and share verbally when called on.

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And I did see some folks joined from phone. So in order to raise your hand from your phone, you will dial start nine and that will raise your hand. And you may also enter your question or comment via the zoom chat feature so you can chat that to us and

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we'll make sure that we're capturing those and making sure we have time to respond to those as well.

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We do have a team of folks behind the scenes who are capturing all of the comments that are submitted through chat as well as verbally on to a Google jam board and essentially that's just a virtual whiteboard, it would be like if you're in a room with

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a flip chart.

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So, let's start with some questions that you may have. So please feel free to raise your hand or enter questions in the chat chat should be open for everybody.

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And I'll just pause here, see if there are any questions or comments.

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We got an applause, that's good.

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You are so clear Abby no one has any questions.

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We did get a question, through chat and we also have a raised hand so really quick.

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This is chatted directly to our tech support, and it is what is the impact analysis process, where a project does not meet the performance standards, and no cap exists.

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And I'll go ahead and copy that into the chat for everyone to be able to see open to smoothed.

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What is the impact and I was my make sure the impact analysis. I think that were

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a project doesn't meet these thresholds and no Climate Action Plan exists is that I get that right, I just put in a new chat Abby if I read it but yeah.

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Okay. Oh, okay. there we go.

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So I'm a little hung up on the impact analysis, I mean I think here what you would try to do and I welcome the other team members to jump in here but I think what you would do is you would, you know, really look at your project and see if you can.

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If you. Oh, I think I know what you're getting at. So, because it's a qualitative approach. How can you do in a quantitative assessment of how far over the threshold you're going and therefore How much do you have to mitigate, I think that's what the

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question is getting at, and that is you know this is kind of a reframing of how we how we meet significance it's not quantitative so if you're not able, if you're not putting these design elements into a project, and you don't have a local Climate Action

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plan that you can tear off of.

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Um, I, you, I would ask you that you know is it Why are you, why are the design elements not being incorporated Is it because they're not appropriate for the project, or that there is a cost issue it's a feasibility issue.

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But, you know, that's, that is the situation in which you might have to do a statement of overriding consideration. What we're trying to do, is we're really trying to encourage local governments to adopt climate action plans, and we're really trying to

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steer folks in that direction. Now I invite my team members to improve upon that response.

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You may have nailed it Eddie.

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I doubt that.

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So we do we have a few a few questions that are committed to chat that I did see Steve Rosen blooms hand is raised So Steve, Feel free to unmute yourself and ask your question.

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Yeah.

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That was really good presentation.

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I have a sort of practical question which I think demonstrates my ignorance about the process, just for an example.

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Phillips 66 and marathoner proposing to convert their refineries to biofuel from petroleum processing.

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Would that be subject to permitting under these new guidelines if they're approved.

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So I can take that one Kristen.

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So, a couple of a couple parts to this so ABS absolutely those projects need permits from the air district, we are evaluating those permit applications as we speak, those, those projects are also undergoing secret review by Contra Costa County.

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But hypothetically say these, these thresholds are in place today they're not obviously when if they were, and the county chose to use them.

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Then that the threshold would be as happy described

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as if the source of those refiners are subject to the cap and trade program. And so if the project's comply with the requirements of cap and trade, then that would be considered less than significant under this proposal.

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Yeah, I guess my question is, is biofuel covered by cap and trade or only petroleum fuels, that's something that I don't understand. At this point, I'd like to get some expert opinion on this.

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Well, the refinery I pan is our Director of Engineering and might be able to add to my remarks but yes those two refiners are subject, those are Captain training facility so projects, all those any source individual sources at this facilities are subject

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to the cap and trade program.

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Thank you for that, um, was there anything you Pam. Did you want to chime in on anything I saw your note.

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So you know, that's, yeah they're, they're subject to cap and trade this larger facilities. Wonderful. So lots of great questions coming in through the chat.

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Another one was chatted directly to me, it is. Hi. Can you say more about the direction the district is headed regarding offsets, do you intend to issue guidelines on this topic.

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Thank you.

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So offsets are getting really tricky because of some case law that that's come about in recent years, and Sandy if you want to add to this, please feel free, but there have been a few cases where the court decisions have limited or put parameters around

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the use of offsets for greenhouse gas reduction and focusing on or saying that offsets need to meet the rigor of the cap and trade program. And, and a recent case, in, in fact even saying that not only do they have to meet the rigor of, you know, be purchased

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off some of the carb approved registries but even use carb approved protocols. So it really makes it. It shrinks the universe of what's available to us for offsets.

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And then if you, if you look at the carb approved protocols and you try to find a you know Bay Area offset there they're very, very few. And so when we think about, you know, a lot of projects, relying on offsets the availability of offsets that are going

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to be defensible are, it's a very small pool so I think using offsets is going to be be more and more tricky. And that was definitely not a legal ease response.

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But, Sandy I don't know if you want to add to that or or clarify that.

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You're muted Sandy.

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Now I'm unmuted. Sorry I'm speaking to my phone.

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Because my internet connection was unstable. I think that was a generally a pretty good assessment, where things are with offsets as far as the courts are concerned Abby.

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There was a lot of scrutiny.

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There's definitely going to be a lot of attention paid in the courts to offset.

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And whether they're robust and you know realistic and enforceable and that kind of thing so those concerns definitely are out there.

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The interview. So let's see, going back to my list of questions I have one that came in pretty early on that says no natural gas to buildings period, does this cover existing buildings as well as new buildings.

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No sequel is just about new development. So this is we're just talking about new buildings new construction.

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Short and sweet, another one here, will there be a threshold for construction related GHG emissions.

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Know, there won't. And, you know, the gist of that reasoning is that those construction emissions are very temporal. They're very short in the, in the scheme of how in the scheme of the unit the amount of emissions that are contributed over the lifespan

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of a project. Those construction emissions.

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In terms of their contribution to global warming are very very very small it's really the emissions that are coming from the lifetime operation of a project and.

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And those are those are the critical emissions and so that's why we're focusing our thresholds on those and again if anybody wants to add to that, feel free.

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Okay, um, some up and down my list of questions here. I'm assuming it will be in the justification report. But how will the new qualitative approach reconcile with case law, that seems to want that seems to want having a nexus between individual projects

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and state strategies.

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Maybe I should take that question.

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If that's all right.

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Yes, it will be in the Justice Court.

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And we have been going through all of the things that project proponent for land youth development project would need to do to make sure that that project is going to be able to meet the long term goal, 2030 and 2045.

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net zero, and is incorporating all of those things that a developer needs to do today. A project proponent needs to do today when they are building a project to make sure that it is, you know, going to be capable of making sure we get to next year by

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So all of those design elements that are there are tied to what is specifically a project is going to need to do to make sure that it can get to net zero by 2045 and there'll be more documentation about that in that justification record

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keeping that. Um, there's a lot of very long comments and questions coming in and I'm wondering if some of the folks who were sending those in with would like to raise your hands and say them yourself so that

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I'm not just reading things off of a screen the whole time we'd really appreciate it. But I'll go ahead and scroll on down to another question

here. Um, so let's see many non rural projects are found to have significant VMT impacts, which will put great

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pressure on climate action plans do you have a timeframe on guidance for the caps, and do you have a position on existing caps that might not be state of the art.

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Great question. So, yeah, so we are drafting our guidance for climate action plans.

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It's part of our overall guidelines secret guidelines update that we're doing and so these will be released when our board adopts the thresholds.

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And then as to what was the part about plans that aren't state of the art.

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I still needed, um, let me see where is it. There's so many of these are good that one go.

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Where did that one go. Something about plans and art state of the art and, you know, no.

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Yeah, no plan is perfect. Right.

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And, but I think that um you know what the air district does is we try to engage with local governments early on in their process of when they're updating or doing their first local Climate Action Plan, and we talked about these concepts and we talked

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about, there's many local governments, over the past year and a half, that we've had conversations with and talk about these design elements because we knew we were working on them.

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And, you know, climate action plans they vary because the needs and the circumstances of the communities are very different, and their plans that address existed, the built environment as well as new development.

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And you know what is what is important in one jurisdiction for reducing emissions may be different in another so it's really hard to say this is the plan that state of the art and this is the one everyone should look to, but I think that we're taking

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you over the last 10 years of the air district reviewing and commenting on local climate action plans.

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There were very, a lot of really common themes and a lot of common comments on that we made kind of across the board, and one of them was that, and I mean we all know this right it's really hard to have mandatory measures in climate action plans it's

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politically hard to get that those kinds of measures past and adopted in a plan. But, um, I mean if we're really going to meet these long term targets, we have to see more, more, we will we shall the city, the city will adopt and less.

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We're going to continue to consider. So you know, more, more teeth to the plans is probably the single best thing that can be, you know, incorporated into new climate action plans I sort of talked around that question a little bit because it's a really

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tough one to have a direct answer for.

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Thank you, Abby and thanks for the hands that have come up. Appreciate that. So, um, we have Michael Hendricks and then rich, Walter Michael Would you like to unmute yourself.

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Sure. So I think I know the answer, but I want to ask it directly for land use project thresholds with compliance with a qualified. Climate Action Plan suffice.

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It would probably need all that criteria, but it may or may not depending on what the local cap and how it is achieving its targets.

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Yeah, when we review so you're talking about for a project to be able to tear off. Yes. Climate Action Plan. So, um, you know when, if that situation comes up, um, you know, one thing we want to do is look at that Climate Action Plan and the way I think

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about it is the Climate Action Plan is a tool, and it has a job to do, and the job that it's trying to do is meet get the community to meet the target.

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So if it's got a target that's consistent with, you know, the state's targets. And it lays out a really good.

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You know, action strategy. And it makes a really good case for how that action strategy is going to meet that target, and it's got a good monitoring strategy, and a lot of, a lot of them create checklists for new development, you know that I think we've

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A lot of, a lot of them create checklists for new development, you know that I think we've all seen those that say okay, these are all the things in our climate action plan that apply to new development.

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I think those are the pieces. If those are there, then that really supports the ability of a project to tear off for Climate Action Plan.

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Could you explicitly say that, under the land use threshold

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explicitly say what just what you said have it in writing as part of the threshold, because right now what you've proposed doesn't say that.

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Well, I think the state guidance says that, yes, well the courts have said that. Yeah. And so when we reference. Those state, you know, guidelines 1518 3.5 be, that's where we're by referring specifically to that section of the state guidance that's where

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we're, we're trying to make that connection.

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Okay, so you could probably very quickly just reference SQL guidelines 1518 3.5, and say that that projects consistent with a qualified Climate Action Plan that fulfills secret guidelines land use projects are less than significant, we'd like to see that

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explicitly written just to kind of, it makes a lot of sense. And I know it's seems silly to have to write it down but love to see that. Yes. Okay.

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noted that's. Thank you.

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Sandy again.

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I think that was on your slide, it was not me Can we pull that slide back up I think it was.

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Here I can tell you which one off.

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If it was there, I'm sorry. Slide 11.

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Or call it said, incorporate the design elements or comply with a qualified plan.

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So that's be

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part of the design elements in EV requirements and no natural gas or be qualified Climate Action Plan.

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Does that do it for you, Michael.

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I apologize I missed that be, it's a win will take the win.

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Thank you for that. Can we drop the screen share.

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Yeah. All right, thank you so much Michael and we'll move on to rich Walter now Thank you.

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Yeah, thanks to everybody who's working on, I know these things are challenging to bring forward so congratulations on getting to this milestone.

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To save you. One, one of my lengthy comments, I'll just hit one not both.

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It's a practical concern on the 2045. net zero carbon neutral goals, is that the state doesn't have a target yet that's legislated, it's an executive order, it's not legally binding on on private development or local governments.

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That's just a fact. Maybe they'll maybe the legislature will get there. They haven't done it yet. So as a result, the state doesn't have a binding plan to get there.

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And the challenge on that is that a city really can't go it alone for for that kind of reduction.

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Without knowing where the state is going to sit the cities can help. Absolutely. And we've seen that lots of caps that I've been involved in,

but that context is really important because there's things that the cities cities and counties can't do.

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So, I've always thought, I mean, you know, who said sequel had to be practical. I suppose it would be one response but I've always found it very challenging to say that account has to have a zero threshold.

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And at the same time it to have these comments of using wills and Charles and and things to make them rigorous.

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Seems that that might be a bridge too far, you know, in terms of doing it on a practical level for a binding. Climate Action Plan, 2030, I'm all in for that, you know, but 2045 I think is is we have to get there.

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I think everybody agrees on that but i think it's it's tough to set up a threshold that is in many many cases and achievable.

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Thanks rich and and that, you know, I think we alluded to that in our last slide when, in the concerns that we've had, you know, been raised and that's definitely.

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We've heard that that flavor of comment from some of the local folks working on climate action plans and so that's definitely something that we're, we're thinking about.

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And one big reason why we want to have these conversations. So, we may we may circle back with you on that.

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I'm sure you're aware of it. Yeah, but I just, I would add to mec Marc Rich that's a really good comment. I mean it's not easy.

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As you know, I mean Air Resources Board is is updating the scoping plan right now, and to provide guidance on meeting the sp 32 targets for 2030 and carbon neutrality by 2045 so currently that guidance from the state is lacking but we very much hope that

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as the scoping plan.

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Proceeds this year and is completed later in the year, there will be much more guidance for cities and counties from the state on how to achieve carbon challenging.

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Thanks.

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Thank you for that we have some hands that have come up we have Brian Schuster, followed by maybe McNamara Hey Brian.

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Hey, thank you. It's really exciting to have this webinar we've all been waiting for a long time to hear what the district is proposing So thank you, everyone.

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My question is can projects opt for on site replacement strategies that could result in the same ght emission reductions, as the new performance standards presuming that there are additional and beyond any other, you know, any other requirements that

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be stipulated by regulation or city code. For example, enough, electric vehicle additional electric vehicles in the fleet to offset a you know a potential 15% increase in have been empty and internal combustion engines or maybe purchasing enough renewable

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to offset any possible natural gas of the buildings would consume. And that. So, that's a good question and I'm going to invite the team to weigh in. It's tricky because this of this qualitative approach, right.

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So, you know, that's what you're proposing is kind of a quantitative solution to a qualitative problem.

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So, I, you know, I suppose, there would have to be some quantitative exercise would have to occur to play out. What would all of these qualitative measures mean for your jurisdiction and let me also I don't think we actually I we neither Henry nor I actually

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talked about this.

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One of the other reasons that we, you know, wanted to do a qualitative approach was that we've, we've heard over the years, a lot from local governments and also from, you know, land use, can you know consultants that help them with their plans.

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Just project developers just tell us what we need to do. Just tell us what we want it need to put in this stupid project. Remove the uncertainty. Just let us tell us what you want to see.

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And so, to some extent, um, that's one of the, you know, motivations for taking a qualitative approach one of many. Right.

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But this then quantitative fix is harder to do.

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So, I'm all I'm really doing is kind of explaining why you have such a good question. I'm not really answering it, but I could suppose that you could then overlay, a quantitative exercise and what do all these design elements mean quantitatively to your

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project in order to try to substitute one for the other but I would have to think about that, Brian.

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Yeah, that's a that's a good point about qualitative versus quantitative and perhaps an elite agency or an applicant may choose to do a quantitative analysis, and instead of, you know, taking a su override on their project.

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k thank you for that Mimi Do you want to go ahead and unmute yourself.

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Good evening.

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Like everyone else been saying thank you back med for hosting this meeting, it's definitely informed and helpful and this might be a more the sequel practitioners on the bagman staff but going back to the comment say if a project can't implement approach

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a, and there's no qualify greenhouse gas reduction strategy to a here to approach be will is expectation then that GHG emissions will be most likely significant unavoidable and so I ism and these were projects won't be the valid approach then it'd be

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picking it up straight into an ER and a wondering if like Brian was just saying is there another solution so that we don't have products.

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If we know up front that they can't do other approach we have to do an ER and is there any way

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to approach that differently so that maybe not all projects in the Bay Area.

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That don't meet this understood kick exactly engineer so love to hear your thoughts on that as possible.

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Well I guess I'll take this one Abby, I guess, um, you know we're open to suggestions, but I think we're coming into this with not inclined to provide too many off ramps, you know, we, as we as Abby described we sort of outlined these performance standards

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because we, we are, we want to avoid buildings that will be in place for decades, locking in those emissions sources, I mean these emission targets that the state has said, are very very rigorous and it's it takes an all in approach you know i mean you

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look at the scoping plan and I'm sure the updated scoping plan will say the same thing. That D productions are needed in every sector, if we have any hope of meeting our long range targets.

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So, Yes. Some of these may be challenging but

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we think they're reasonable, you know a lot of cities have adopted ordinances to pivot natural gas and new buildings.

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The VMT standard that we proposed is already in place for transportation analyses and secret documents EV charging is becoming more and more commonplace and new development so these don't

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seem to be to us to be sort of, you know, out there and it's it's we we want to set the bar pretty high if we have any hope of meeting the state's targets.

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Did you want to your hands up, did you want to add something.

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Yeah, I just play in an echo what Henry said, you know that the project, like what you described. I'm not sure why we really want to be building it in the Bay Area.

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If it's going to build natural gas infrastructure and lock in. You know those building emissions, long term, so that we're going to be stuck with natural gas, long term we know we need to electrify building authority to decarbonize.

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And if it's not going to achieve the the empty reduction, it's, you know, your hypothetical it's a car dependent development that isn't achieving

the D amp D reductions know those aren't really the kind of projects that we want to see built, if we're

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going to have any hope to get to net neutrality by 2045 which is what this is all about. Now, if it's a really really important project. Yeah, there will be reasons to do a statement of overriding considerations, but the secret process is supposed to

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be, you know, before you build something like that. Let's take a deep breath and make sure that it really is something that we, you know, are comfortable building.

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We have lots of questions via the chat so I'll go back to that and again I encourage folks, particularly those with lots of questions and long comments to feel free to verbally share those with us.

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So we have one that says, What about embedded emissions in materials used in construction.

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Eg co2 emissions during production of cement used in a building.

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Right, yeah, this questions come up before and so.

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And I think when, when we release our justification report you'll see, it'll be clear why we focused on the three design elements that we did for these thresholds, but that doesn't mean there aren't a slew of other things, right, that, that should be

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included in projects, and especially in the bay area where the Bay Area and marine County, you know, develop this great ordinance for low carbon content.

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Concrete right. And so, and but the place for kind of all the hundreds of other mitigation measures that are really good ones to include is probably going to be more our guidelines, then the thresholds.

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So we're definitely going to have a section in our guidelines, I think, Andrew is working on that. That's going to list and provide a lot of resources on all these other medications and the embodied carbon in the construction materials is a really important

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one and we have tools now, to try to address those emissions so good comment. Thank you, at all the comments are good sorry, everyone's comments are wonderful.

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Exactly.

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So still okay so no hands up.

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I'll move on to another one that was entered the chat. Will you be developing guidance on mitigation measures for land use projects stationary sources and plans. If so, when do you plan to release those.

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So I think what this is kind of getting at is our guidelines.

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So our guidelines are a multi chapter.

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You know, document that that really talk you through how to apply these thresholds, all of the thresholds, so there will be a section talking about how do you apply these project level, you know design elements to projects.

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How do you apply the stationary source thresholds to those kinds of projects and then how do you apply the plan level thresholds to plans, including some additional guidance on specifically speaking to local climate action plans so I think what this is

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getting at is our big guide lines, document, which will be released when the our board of directors adopts.

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These thresholds So, which we're thinking will probably be around March or so.

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Thank you, Abby. Still no hands raised Okay, um, SB 743 seems to make this is a long one seems to make the distinction between using a per capita recommendation for residential projects, but then uses a per employee threshold for office projects, and

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a no net increased recommendation for retail projects. Would your per capita criteria, only apply to residential projects.

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Additionally, certain projects screen out of the requirement for BMT analysis with these projects be considered to have met the air districts criteria for BMT consistency.

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So I think it's important to note that we're really just including what the state is already requiring for sb 743 and we're not changing that at all. So if you're meeting op ours, you know the state's guidance on 743 and how they define it, then you'd

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be satisfying. Our that design element for our threshold. So just to be clear, we're not doing anything different from what is required under sb 743 so it would apply the same way that as just the sp 743 applies and all invite other team members if you

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can maybe if anyone wants to clarify that any better.

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Okay, it must have been pretty clear.

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Okay, so we have some hands raised. Thank you so much. Brian, and then Chris doing in Europe next So Brian go ahead and unmute yourself. Yeah, just a quick one.

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what about projects with that build out date past 2030.

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In other words, beyond the current sp 32 target for the state so you have a 2035 build out with these threshold still apply to that project or would elite agency after the more.

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Sandy you can correct me if I'm wrong. Yeah. Oh, I'm gonna I'm gonna let see me.

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It's not about build out date.

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It's about projects that we're building we can't be building projects that lock in natural gas infrastructure, because we know we're going to have to get off, natural gas and the built in our environment and have a clean electrical grid, giving us our

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power, or energy for our buildings, so you know if you built that today or tomorrow or you build it it takes a while for it to get built out that reality things stays the same.

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and the same would be empty. You know, we need to start building in a way that's not going to be so car dependent. And that truth is going to be, you know the reality for us getting to the 2045 carbon neutrality goals, whether you build it tomorrow or

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the day after or if it takes a couple of years to build out so none of this is really, you know, the build out year which I hear a lot of consultants talk about.

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That's kind of a relic of looking at a tons per year kind of analysis.

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You know what's our build out year with our tons per year going to be in that, in that year.

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But that's kind of an outdated way of looking at significance analysis and it goes it harks back to the way people looked at traditional air pollutants and you're building something is going to have 100 tons per year 10 tons per year.

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We really have to start approaching the climate impact analysis a little bit different. And it's not about tons per year it's about you know long term emissions over the life of the project.

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And this whole approach is based on how do we need to be building our built environment today, to make sure that we can reach these long term, carbon neutrality goals.

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And so, you know that the idea of like I'm building out and it's going to take me a little bit of time before they build out year. That's not really relevant to the analysis about what we need to do in building our built environment to make sure that

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can get to the 2045 long term goals. I hope that explains a little bit yeah that really helps although I guess my question was more said projects do more than this, if they're if they're right so like if a project is a pro is built out closer to that

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target would these design elements be enough to ensure that the state you know as long as trajectory. Well, I think we'll have to see how the landscape changes I don't think that there's any projects that have been approved today that are not going to

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get built for, you know, another, you know, 15 years or whatever.

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But this is the best assessment.

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If you're building now you know what what kind of things does someone who's building now need to do in anticipation of getting to net zero by 2045.

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Thank you.

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Thank you for that Brian and Sandy, Chris you're up next you want to go ahead and unmute yourself.

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Thank you everyone for the presentation and discussion, enjoy the

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moment someone needs to mute themselves.

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I have just a couple of clarity right now. Okay.

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First, on the land use project for the design elements, buildings, no natural gas that applies to the entirety of the building space heating water heating appliances, right.

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Thank you.

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Second, amount of building code expert, but it's my understanding that the Calgary in tier two requirements, don't actually require electric vehicle service equipment, it only requires the installation of conduit or race Wait, Am I correct about that

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are in my mistake.

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Um, there is some installed for depending on the type of building, and the size of building for different cloud categories, there is some installed charging capacity required under tier two.

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Do you happen to know which types of buildings, that would be.

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I'll look it up, while we're while we're talking I have a.

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I have it

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right because I was just, just wondering if the tier two requirements don't actually result in an electric vehicle, just trying to kind of understand the usefulness of a threshold that doesn't actually have an emissions reduction benefit or

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guarantee that we achieve the results districts trying to reach with the threshold.

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Thank you.

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Thank you for that Chris.

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So they're currently no more hands up so I will read a question and hope that folks feel courageous enough to raise their hand.

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How does the new thresholds approach account for logistics projects where the majority of emissions are from transport trucks and not passenger vehicles.

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Tell me to read it again.

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How does the new threshold approach account for logistics projects where the majority of emissions are from transport trucks and not passenger vehicles.

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I'm trying to think of. Go ahead, Sandy.

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I think the best answer to that question is, that's not the kind of project that that these thresholds are really intended for. I think that these thresholds are mostly intended for kind of the more typical land use development projects that we would

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see coming through the pipe in a you know planning department or consultants working on, you know, residential, commercial that kind of those kind of projects that is a specialized applications, I mean that that is a specialized type of project and the

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admissions ramifications the admissions problem there is a little bit of a different one. So I think we're going to kind of have to try to find specialized more specialized tools to address that particular situation.

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And I think that the answer is, look we're starting with the most common most typical type of projects. That's the paradigm that we have in mind when we go to this analysis.

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There may be elements of this analysis that could be important to a more specialized kind of project like that. I think we'd have to do a little bit more thinking, But since this is a you know first

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analysis that we're coming out of the gate with kind of sticking to what I would think of as the typical kind of development projects here.

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And I found my information on Calvary tier two.

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Oh, here it is. So, I'm for, you know, one into family residential true, that would just be EV ready, but for multifamily and hotels and motels that has that have greater than 20 units tier two records requires 15% of total parking spaces to have level

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And then for non residential. They, it requires 33% of. percent of EV capable spaces to have level two chargers so there's some, there's some actual installed charging requirements under tier two.

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All right, thank you and I see Christine gasps bar coded me yourself.

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I think I just wanted to circle back real quick on the discussion about construction emissions and the response I heard that, those were not being updated or changed but in the response I missed the nuance of whether what is in the current guidelines

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is coming out all together or that stays in, and you'll just update the operational part.

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Thank you very much I should have clarified that our current got our current threshold, we do not have a group, group.

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Let me use my words, it must be after 730.

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Our current secret thresholds for greenhouse gases do not include a threshold for construction so we would just not be changing that.

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So, but there's a bit of guidance in there that suggests still quantifying and doing something about that so that guidance would remain.

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So we would say you know yeah here I think what we have now are suggestions on best practices. And so we would probably we are updating those and that'll be part of the guidelines, as opposed to be in the thresholds.

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Thank you.

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Thank you for that, um, we have another hand raised Christine wolf.

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I have thanks, um, just to add on to that. So the guidelines. What I'm hearing is the guidelines aren't going to be released for review. Before the thresholds go to the board.

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Is that correct or will we have a chance to look at the guidelines to.

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So, not the guidelines, which are not going to be adopted by the board.

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But the, the justification report that backs up and justifies these thresholds, will be available for a 30 day comment period prior to going to the board.

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Okay.

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And can you go over a little bit again I'm sorry you might have said this what's going to be in that justification report.

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So, the justification report will include kind of a laying out of the logic of this approach, and the logic of how we arrived at these design elements and the different thresholds, and also the technical background for, you know, based on you know the

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work of state agencies doing scenario modeling and modeling out for for these different target years.

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That will all be included in the justification report.

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Right. Thank you.

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Thank you, Christine and Julie Jones just raise two hands.

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We're not able to hear you.

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Maybe I have a microphone.

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While Julie. Julie while you while you work out the microphone. Are you okay, I'll have another question I can read and then we'll get to you.

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Okay, so we have when they came in recently. Thank you for great effort here.

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I had related question and suggestion. Have we evaluated planting urban forest in Bay Area.

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They have been proven to have positive impact on climate and increasing biodiversity as well. I have been working with experts here who can help with this.

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I would like to connect with the relevant folks in this team to discuss the possibilities and then there was a link offered in the, in the chat.

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Thank you for reading that.

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Yeah, thank you for offering the link and I'm sure will want to connect with you. That's definitely very much something that would be very relevant to our guidelines and to our, you know recommended mitigation measures that we're going to include in the

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guidelines and it is hard to quantify the impacts of, you know, forestation but especially urban forest projects so any information you have to help us think through that we would absolutely welcome.

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Oh, thank you. I'm so happy to hear your openness here, and I mean just to add here.

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It doesn't take much area to plant an urban forest, and they are self sustaining after let's say three years or so.

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So, whatever I have read and talk to different people, it just amazes me how they can improve the climate and biodiversity.

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So please help me Who can I talk to further and maybe share notes and knowledge and then we can plan something out as a next step.

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If you can share some contact information or I can share my email if you would like.

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and we can go from there.

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Yes, please put that in the chat. Thank you.

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Thank you for that and really quick before we, we go back to Julie. I just wanted to point folks to the chat. Someone asked for when the guidelines would be available to the public, and our colleague Wendy posted in there so the guidelines will be available

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once the updated thresholds are adopted by the board of directors hopefully around March 22 I just want to make sure folks, saw that and then Julie Do you want to try to unmute yourself.

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And thank you we got the email in the chat, appreciate that.

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Enjoy if you're if you're talking we still can't hear you. And for now. There we go.

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Sorry I hadn't intended to speak at my dinner hasn't arrived yet so I'm running on fumes, but I wanted to talk a little bit about VMT because I'm not sure the threshold, you know at least is summarized here really captures how chaotic that that world

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is, you know, I'm pretty familiar with UOPR Technical Advisory, but it's not really law.

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It is identified as being a helpful tool that local agencies may or may not want to follow as they adopt their own thresholds for BMT.

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And so, if the board is going to adopt that threshold I think a bit more specificity, about how this is kind of an independent decision of the board to say yes we're going to use the OPR Technical Advisory and kind of along the lines of what Sandy was

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talking about if it is intended for these kind of traditional projects the residential the office the retail and not for a broader range of projects.

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I think that would be really helpful to point out because what we're seeing in the VMT world is a lot of effort to,

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in my view, expand the scope of that technical advisory and to say well but we have a project that isn't any of these three types of projects what box can we fit it into how can we do a really sophisticated analysis of its VMT impacts, which it doesn't

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sound like is what you intend or, in my view, what sp 743 intense. So I think the the whole VMT aspect of that first threshold for projects may be a bit more problematic than at least the summary acknowledges.

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Thank you for now I might also add that there are local agencies that have not followed the OCR Technical Advisory when they have set their BMT thresholds.

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Some have been stricter some have been more lenient. It's kind of all over the board so I don't know whether you've considered how that might play out.

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Thank you for that any response responses from the team.

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Well, I know that we also, as part of this design element we're, we're considering that local agencies.

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Some in the Bay Area are already adopting their own targets.

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And that would, you know, satisfy this design element, we'd have to see as you point out, Some of them are a little more lenient so I think we'd have to think about how how that might mess up with this, this design element.

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That's a good point. Thank you.

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I guess, if I could add on. So Julie thank you that's a really important comment, have you, in your experience, have you seen any local

jurisdictions that have developed their own processes for addressing vehicle trips and BMT from other land uses that

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aren't covered under 743 that we might want to look at and consider.

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I've seen it.

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For some project types that aren't as I say aren't listed in those three criteria that are set out in the technical advisory.

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Sometimes I think they frankly overcomplicate this that that what the legislature was most concerned with is the same types of projects that the air district is most concerned with where that the proponents and the local jurisdiction really do have

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some control there. There are some changes you can make in those types of projects, whereas, you know, a port needs to be where report needs to be and, you know, so do a lot of other types of more industrial project's.

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So really I can't recommend any of them. They tend those analyses don't necessarily show up in the significant thresholds that the agency, the local jurisdictions adopt, but they'll show up in a secret document they'll show up in.

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You know how are we going to analyze GMT for this type of project that is nowhere discussed in the OCR Technical Advisory, and often those projects are going to be identified as significant unavoidable BMT impacts just because of the nature of the project

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and where it needs to be located.

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You know we don't, we don't want landfills next to public transit residences and you know right we don't want those downtown.

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So I would argue that that's not really what sb 743 was intended for, but there is a concern out there that every project needs to have a VMT analysis under SB 743, that isn't screened out.

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So.

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Thank you for that.

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So I'm going to go back to some of the questions here. Um, may see these are two of two long ones here for you.

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The first is reference to EV charging stations is a perfect example of the problem with the thresholds.

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Extra EV won't reduce VM tease. Therefore, extra EV will not make GHG emissions. lts and I just learned that is less than significant.

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I need acronyms tonight. Therefore, it won't be undertaken. Isn't that contrary to your goals. You need to build in a solution for the project that has significant BMT do solely to its location, but which still wants to be a good actor by reducing GG

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emissions.

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We need a quantified threshold to accomplish that goal punting to local agencies to solve the problem and their caps is not realistic.

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So, maybe I'm interpreting this wrong but it sounds like what we're talking about is we want to have, we want to, we want to put in a project that's location will require a lot of vehicle trips.

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So we're going to be increased you know having a lot of the empty,

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that's really not what these thresholds are designed to do. I mean these thresholds are not designed to allow off ramps for every kind of project. They're designed to stop using natural gas, they're designed to rapidly.

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Switch to electric vehicles they're designed to, to

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put projects in place that are going to be able to reduce the empty i mean i don't know maybe other, I welcome other folks on the team to to chime in on this one.

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I agree, no I think both this this state scoping plan, the carb scoping plan, and the mobile source strategy are clear that deep reductions in VMT are essential to meeting our greenhouse gas and air quality goals.

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And so that's you know that's that's the challenge so reducing the empty it's very hard, but that's very much consistent with the state strategy and I think that's you know it's.

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We need to highlight that in these specials.

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This was Marie Cooper's question and I see she has her hands up, Kristen, would you like to recognize Murray.

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Absolutely.

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Thank you. It's my mic working.

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Okay, I think either didn't stay at the question very well or you're not understanding it as Julie pointed out, there are projects that cannot achieve 15% below the threat.

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I mean, first of all, the OPR threshold is not necessarily 15% below regional the APR threshold is 15% below retail or county or city dependent, you know, and she noted other agencies come up with other threshold.

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But the point is that there are projects that we don't want downtown near mass transit. We don't want a landfill downtown there mass transit we don't want an industrial project downtown near mass transit.

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So we have some agencies such as San Jose that say well, industrial just has to meet current BMT average You don't have to be 15% below. But let's say you're in a jurisdiction where it says no your BMT are excessive they're significant.

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And then you mentioned well you can put in EV, the EDS don't reduce the Mt. That's the problem is your sort of locking in this inability to reduce greenhouse gases by focusing on VM DS.

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And we should be able to reduce greenhouse gases, other ways but we can't do that unless we have a numerical threshold we have to get down to.

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And I'll just, you know, I'll just say that

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there are going to be some projects that have a significant impact that might not be able to be less than significant. And, you know, in order to

meet we're, we're past the point where we have low hanging fruit and state targets that are not that are

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not really challenging to me and as the years tick by, this is going to be harder and harder and harder and our targets are ratcheting down and down as our secret thresholds and so I'm not I may not be answering this very well but I it's seems like there

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may be some projects that just that are not going to, you know, be able to show that they're less than significant Sandy agreed with again The problem is, by focusing on BMT you're limiting mitigation to the empty.

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There's a whole lot of other things expensive things that projects can do to reduce greenhouse gases, and you're just saying those don't count.

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Because to meet your threshold, you have to have below the empties, you have to have a low threshold the empties.

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I want to know too much. What sort of elements you think are missing that could be added a numerical threshold to say, you know what we've been working with for years if you know the question that was raised at the very beginning of the chat.

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If you don't have low VMP so let's say that you're a project that's right on the bay. So you've automatically cut out half of the circle circumference within which people could live because of this water right so you necessarily have high the empties,

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but you're willing to put a whole lot of money into buying offsets through the cap and trade program you're willing to put it in a whole lot of money and TV stations, you're willing to do a whole bunch of other things but none of that will matter you'll

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still have a significant greenhouse gas. In fact, even though under any realistic numerical threshold you'd be well under significance. And what that does my concern is what that does is you're telling people don't bother don't spend all this money on

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reducing greenhouse gases because if it won't lower BMT.

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It doesn't count and electrical electric vehicle charging stations are the perfect example they won't lower BMT sp 743 still counts electrical miles.

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Sandy did you want to comment on this.

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Um, no, not really, it's valid points, you know I was going to speak to the examples that we heard about like landfills and things.

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I was going to observe that I don't think the past, 743.

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You know those approaches are really appropriate to that kind of project.

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The example of a project that's next to the water and has a harder time reducing the empty.

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Because of that I think is a little bit of a closer call. And it's sort of an interesting example to think about.

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See, we have a another hand raised from Christine wolf.

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So I just want to clarify on that some of those last examples. And like landfills, you know that's that's a stationary source that's permitted by the district.

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So my understanding is that a lot of the industrial facilities that were talking about, about would be subject to only the stationary source threshold.

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Correct. And then the land use project threshold would be more of the projects that we're talking about that are described in your pipelines, is that correct.

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Yeah, I think we're good.

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I was gonna say.

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Transportation analysis right that is part of your sequel analysis that's where the OP ar 15% numbers come from, you know, most specifically. But for the greenhouse gas put a bit.

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Yes, you would be about the industrial project like that would be subject to the, the station resource thresholds.

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So regardless of what the, the empty was to an industrial facility, we're talking about from an air district perspective, the greenhouse gas funding of significance would be based on the stationary source threshold and not related to the either they are

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be in the first threshold category.

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Probably the correct yes. Yeah. Okay.

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And maybe that's just worth giving some additional verifications around that I just since there's been some confusion.

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Maybe just making that a little bit more explicit although I know it's discussed in your guidelines might be helpful.

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Thank you. Thank you for that Christine, and I see, Chris, Chris's hand is up again Do you want to go ahead and unmute yourself Chris.

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Yes, thank you, the district's current guidelines for the air quality and been thinking for the plan, high level analysis, your quality guidelines have the metric about VMT growth exceeding population growth or specific plan or general plan.

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I wonder if the district gave any consideration to keeping this post VNT threshold in the air quality part of your guidelines as opposed to the greenhouse gas part of your guidelines.

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We can consider it. In addition, what can you expand on why you're proposing or suggesting maybe instead of

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just kind of for the issue we've been discussing in that,

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in that the vM vM key metrics have normally been associated with the plan level analysis on the district's guidelines.

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I'm trying to articulate why I thought it was a good question to ask.

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Give me a minute, and I'll try to come up with that point for you.

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Thanks for that. Yeah, go ahead and raise your hand if you, if you want to, if you want to come back and share a little more. I'm going to actually hand the mic over to Wendy to read a few questions, so I can take a take a step back and deal with some,

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some other things. Thanks Wendy. Yeah. All right, I'll do my best. I'm really the ones with the acronyms, by the way, helping to help them Christina.

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So this question was posed to us a few times sorry it's taken us a bit to get to you. The empty is commonly not under the control of a developer, not the same as site design measures, ie, no natural gas or tier two EV charging.

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We will see many projects with unavoidable GHG impact, even if they need no natural gas to tier two as encountering tier two EV charging.

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Again, in the absence of Climate Action Plan. What other options exists for a project to mitigate greenhouse gases to lessen significant given significant BMT impact and no cap was know quantify threshold what levels can be reduced to be considered lesson

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significant.

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I'm, and I'm hoping that we, you've posted this a few times so if you're thinking on this course has changed, please raise your hand but I think the Justice Abby, is, is the question again about the vehicle miles traveled under his control that is and

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how does one address that for a project, and then a number of questions have come in about quantification of greenhouse gas emissions both for constructions and operations.

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And I just want to reiterate and now we can correct me We are not, we are not going to have numerical quantify greenhouse gas emissions normal the guidelines recommend methodologies for quantification of greenhouse gases, and we're in an earlier in the

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workshop. We did state that the greenhouse gas thresholds are only for operational emissions not construction emissions which is consistent with our current thresholds, do not have a construction GHG personal, so

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hopefully I didn't get your, get your mind wandering me but we're back to the question about how do we achieve us and significance. If we have the empty impacts.

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Well, that good and no, and this is again.

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Part of what one of the

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objectives of this approach to these thresholds is to try to steer local governments into doing local climate action plans. Now I understand, if a jurisdiction doesn't have one now that doesn't help a project today.

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But again you know the with sb 743 project you lead agencies and this is something that there have been working under for a couple of years. And so trying to reduce VMT is something that lead agencies and developers are, you know, It's a familiar framework,

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it's a familiar construct. And if it's a again if it's a project that that just doesn't avail itself to having, you know, to reducing BMT that might it might be tough to be less than significant and yeah I know I'm being too hard knows the rest of the

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we're going to meet our targets it's as simple as that.

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Thank you for that I see a hand Stila, Chris,

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thank you I think I have, what was rattling around in my brain from before.

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I think it's two things first is just the fact that VMT the metric itself, obviously is incredibly important for estimating air quality in greenhouse gas emissions.

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But evaluating the significance of the VMT metric isn't something that I, as an air quality and GHG consultant, normally do I'm relying on the traffic console.

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And so seeing it specifically called out in the Bay Area's SQL guidelines.

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Just kind of gives me pause.

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Second, it seems that there's a disconnect between the, the land use proposed land use threshold, and the proposed plan level versus the land use thresholds, as proposed require compliance with tier two and promoting electric vehicle use, which will reduce

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emissions.

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And then it also requires compliance with sb 743, which reduces VMT.

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And by association, reduces emissions, to the extent that we're reducing a combustion vehicle monitor.

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But the plan level threshold only says reduce emissions.

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So, it doesn't say anything about requiring VNT from the plan area, crying of VNT reduction from the planner. So it seems to focus more on the emissions and doesn't say anything about that VMT metric, or the associated emissions reductions that might

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come with those were the two things that are kind of sticking out to me and why I wondered if it makes more sense to keep the BMT metric under any proposed air quality guidelines that

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there any, thank you so much for that Chris was there any response from from the team.

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Before moving on to our closing and I think that was the last hand raised and can are reading through the, what's left in the chat, it seems like most our comments and we are taking note of those behind the scenes.

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So any

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response to Chris or can move on.

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Alright, well thank you everyone for hanging in there and so till the end, I did put in chat and with the evaluation link so please take a few moments to complete the evaluation we do take them very seriously.

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We make changes based on what we hear and learn from you in those evaluations so you know we're always trying to improve how we run these

virtual workshops, so please take a few moments to complete that and I'll put it in the chat again just in case you

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missed it. And with that, I'll hand it over to Miriam to close this out.

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Thank you all for joining us again we appreciate your feedback. and we heard a variety of perspectives today.

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Many, many comments and questions that we actually had not heard previously.

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So it's very good to have you here we heard a lot of questions about thresholds for construction identification of GHD for construction and operations, how the qualitative approach reconciles with case law of design elements apply to the entirety of the

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building, how the thresholds apply to logistics projects, many questions about BMT, and many more. I don't want to spend another half hour going through the summary.

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We probably did not get to all your questions you all are a very good group of people with lots of lots of questions. So we'll have to get back to you and post them online in writing.

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And you're also welcome to most of you do have my email and my email is listed on the website.

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But I will included here. Now, as well to in the chat for everyone to know if you don't have it, you can send me emails and I with any questions or comments and I will capture them

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and to continue participating, we do have a secret list. I'm posting that link, as well, in the chat right now and you're welcome to sign up to that list to make sure that you receive updates when the justification report is posted, and any new developments

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on this topic as Wendy and Abby mentioned, there will be a public comment period to provide feedback on the thresholds of significance justification report which is likely to happen.

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Early in the new year, the guidelines will be available once the updated thresholds are adopted by the boards, by the board of directors and as you mentioned, hopefully, around March 22.

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So again, thank you all for joining us today and hanging in there until 8:30pm.

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At night everyone.

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Good night. Thank you.

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And well, folks are leaving the colleagues if you did not see the note to us you can, if anyone chatted you directly. You can see up to save your own chat by going to the three dots in your chat window, you hover over those three dots, it says more clicked

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on that and then just click on Save chat.

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Julie land Matt and I will hang on until folks leave.

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And I will confirm when all staff.

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Thank you to our interpreters for their hard work. This was not an easy topic to interpret Thelma and Caroline. Kudos to you.

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Thank you.

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If we can hear you, you're still in the room.

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I think Julie lane you can turn off the interpretation.

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Yes, yes, you there's there, there won't be any more interpretation.

Thank you.

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Thank you.

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Thank you so much, night.

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Good night.

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If you could help me. We can clear folks that are non staff out, we can do. How many people did we have total.