



Greenhouse Gas Thresholds Update

Paul Philley, Program Supervisor

Karen Huss, Air Quality Planner/Analyst

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Topics Today

- Welcome & safety
- Current thresholds & need for update
- Strategy for new thresholds
- Thresholds development details
- Best management practices
- Climate Action Plans and beyond 2030
- Discussion
- Next steps

Welcome & Safety

Please sign-in

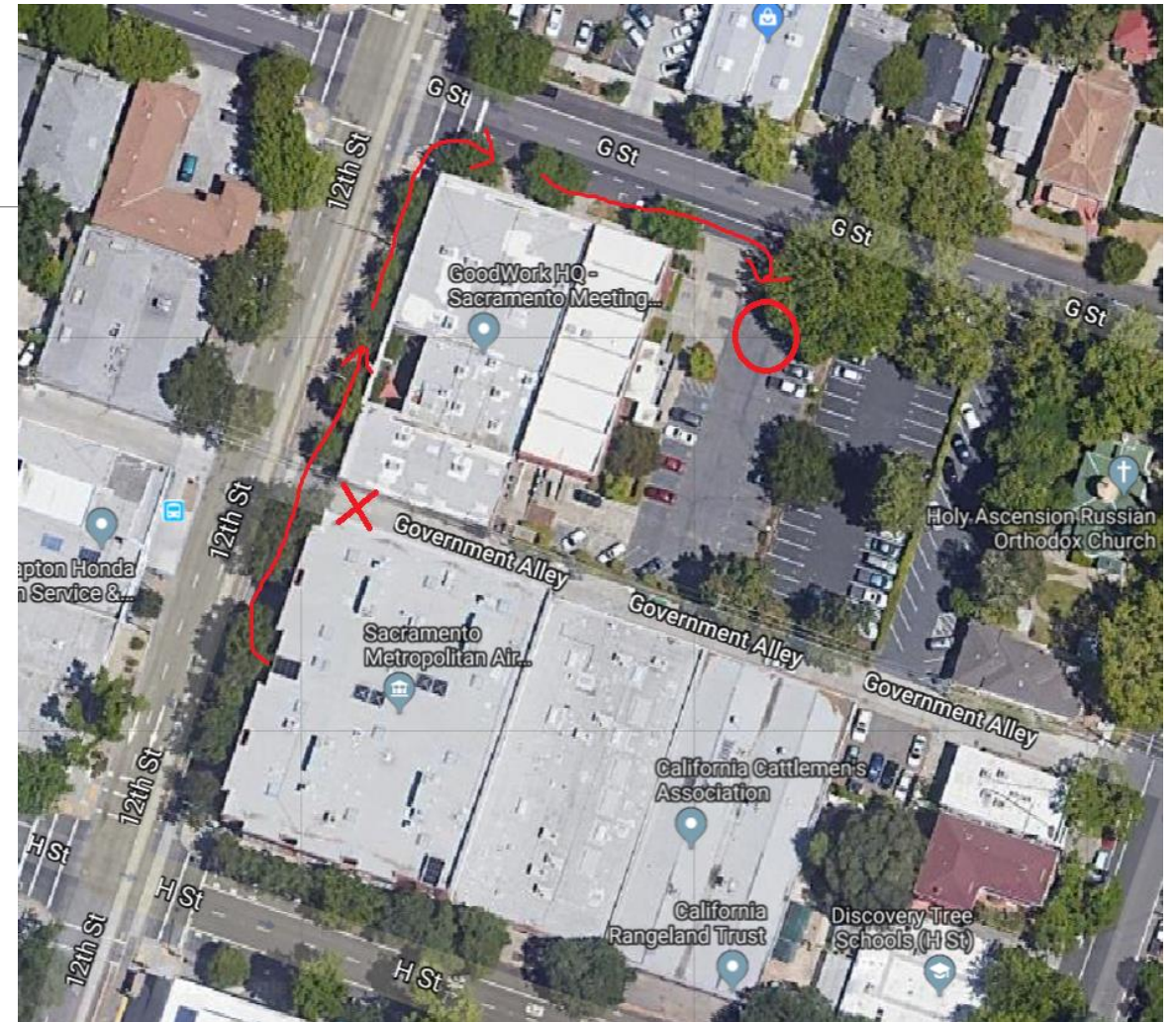
Coffee & Water in breakroom

- Soda and bottle water for sale in charity fridge

Bathroom off of lobby

- More in Southwest corner of building

Evacuation Route →





Current Thresholds

- Regional effort to develop
- Sac Metro Board adopted in 2014
 - Construction – 1,100 metric tons/year
 - Operational land use – 1,100 metric tons/year (21.7% mitigation from BAU)
 - Operational stationary source – 10,000 metric tons/year

Goal: capture 90% of emissions, review for mitigation



Need for Update

- **Newhall:** 21.7% mitigation from BAU removed January 2016
- **SB 32:** 2030 GHG reduction target codified September 2016
- **Scoping Plan:** December 2017 update
- **Golden Door:** Threshold adoption, local data, project type

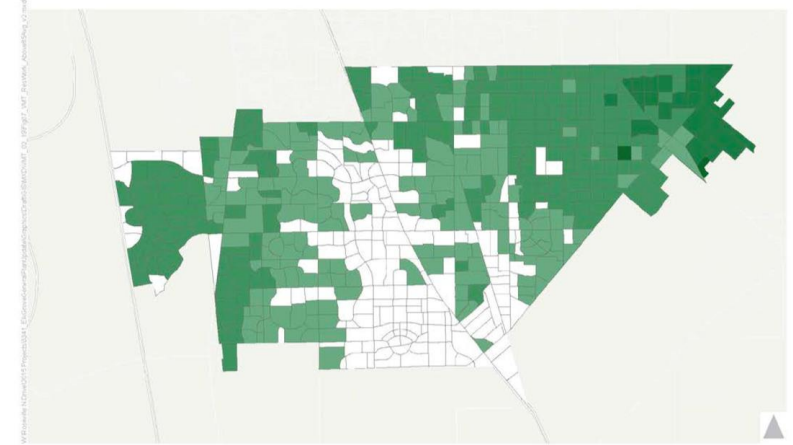
CEQA practitioners warn about using thresholds developed to meet AB32 goals

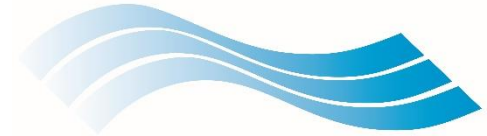


Overall Principles for Update

- Ensure Thresholds are defensible
 - local data, support statewide goals, sectors, new v. existing
- Align with other planning efforts
 - SB 743, Mayors' Climate Commission
- Exempt small projects
 - 1,100 mt/yr with BMPs
- Allow flexibility

Figure 2 – Land Use Project VMT Screening Map





New Threshold Strategy

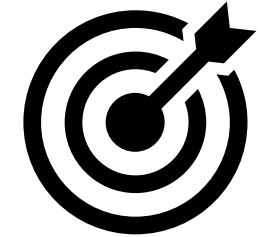
1. Determine Sacramento County share of 2030 statewide GHG emissions by sector consistent with CARB Scoping Plan
2. Divide emission by existing development vs. new development
3. Allocate new development 2030 GHG emissions among land uses and place types to set numeric thresholds
4. Set best management practices by land use and place types that achieve numeric thresholds

2030 Inventory Consistent with Scoping Plan

Table 1. Localized Greenhouse Gas Emissions by Sector, 2030

Sector	Statewide (MT CO ₂ e) ^a	Sacramento County 2030 Emissions for Residential & Commercial Development Consistent with Scoping Plan ^b	
	Updated Scoping Plan	% of Statewide	Emissions (MT CO ₂ e)
Agriculture	23,854,810	N/A	N/A
Residential and Commercial	38,078,729	1.4%	548,714
Electric Power	53,014,776	3.4%	1,817,830
High GWP	10,655,327	0.7%	70,523
Industrial	82,560,459	N/A	N/A
Recycling and Waste	9,167,237	2.1%	195,538
Transportation (Incl. TCU)	103,055,723	3.9%	3,967,853
Total	320,387,064	N/A	6,600,457

TARGET SET





Sectors: Gas, Electricity, Waste

Natural gas – existing development use exceeds 2030 target, leaving no gas use left for new developments

Sacramento County	2015 use (million therms) ³	163
	2015 Emissions (MT CO ₂ e) ⁴	1,109,800
	2030 BAU Emissions (MT CO ₂ e) ⁵	1,366,818
	2030 Sector Target (MT CO ₂ e)	548,714
	2030 Remaining for New Development ⁶	0

Electricity – new developments achieve fair share reductions through regulatory compliance (Title 24, Parts 6 and 11)

Waste - new developments achieve fair share reductions through regulatory compliance (Calrecycle)



Sector: Mobile

Mobile – SB743 compliance: 15% reduction in per capita VMT, 15% reduction in worker (office) VMT, and no net VMT increase for retail

See next slide for
de minimis VMT

Type	2016 VMT per Capita	VMT per Capita to Shown Consistency with Target	
	(miles/capita) ^a	% Reduction	(miles/capita)
Residential	15.9	15%	13.5
Worker	17.2	15%	14.6

Notes:
^a Data provided by SACOG as used in the 2020 MTP/SCS.

Abbreviations:
 MTP/SCS – Metropolitan Transportation Plan/Sustainable Communities Strategy
 VMT – vehicle miles traveled



De Minimis VMT

Guidance for **de minimis VMT** - generally follows OPR

- **Small projects** that generate/attract <110 trips per day
- Residential & office projects in **areas with low/below threshold VMT** incorporating features like density, mix of uses, transit accessibility, including infill affordable housing
- Residential, retail, office, or mixed-use projects within **½ mile walking distance** of an existing major transit stop or existing stop along a high-quality transit corridor. Primary use cannot be auto-oriented.



Sector: High GWP Gases

High GWP gases – new developments achieve their fair share of reductions through regulatory compliance.

However, if low-GWP refrigeration substitutes become available prior to their regulatory requirement, new developments would be expected to use these substitutes.

Feedback needed



Best Management Practices

Tier 1 for all new projects

- BMP 1: No natural gas (or mitigate emissions from using gas)
 - BMP 2: EV Ready (CalGreen Tier 2, except all uses listed as EV “Capable” must be EV “Ready”)
-
- ✓ *Projects emitting less than 1,100 MT GHG/year and implementing BMPs 1&2 do not have further obligations*
 - ✓ *Projects meeting de minimis VMT and implementing BMPs 1&2 do not have further obligations*



Best Management Practices

Tier 2 for large or inefficient projects

- BMP 3: 15% reduction per capita VMT, 15% reduction per worker VMT, no net increase in retail VMT
- BMP 4: Use natural refrigerants (low GWP) where available and feasible for refrigeration and air conditioning, complying with SB1013. Natural refrigerants include ammonia, CO₂, or hydrocarbons

Feedback needed



Reducing VMT

- Locate in a low VMT area
- Adopt Sac Metro Land Use reduction measures
- Promote electric bicycle or other micro-mobility options
- VMT reduction fund



Best Management Practices

- If a project cannot incorporate the BMPs
 - Obtain other equivalent reductions
 - Pay into a GHG mitigation fund



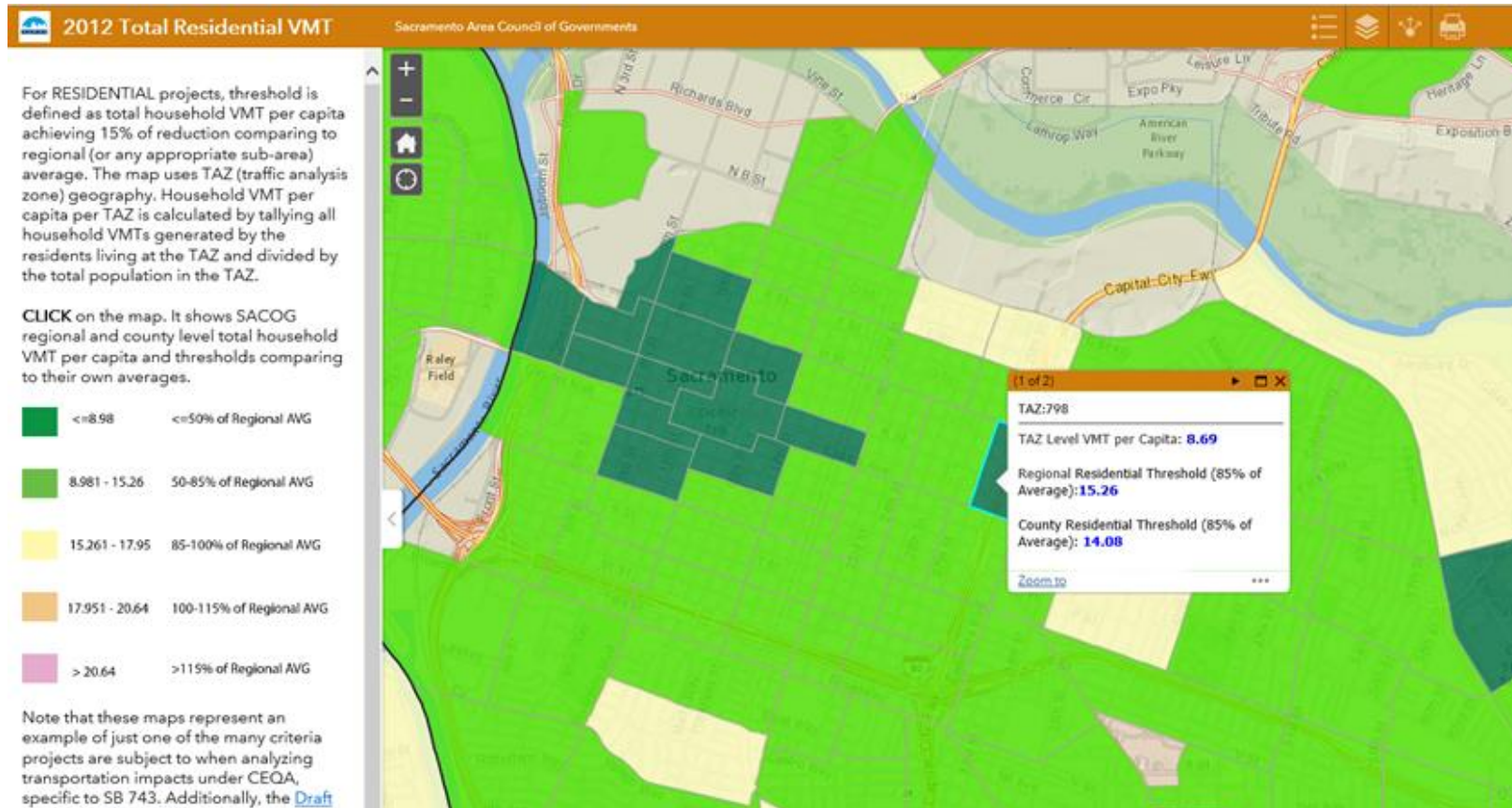
Quantification

Only Tier 2 projects need quantified unless a Tier 1 project doesn't include the BMPs

Use CalEEMod

- Model with natural gas and without
- Add increased electricity due to no natural gas
- Apply adjustment factor to calculate VMT (look up maps)
- Adjust other sectors as needed if project exceeds statutes

Quantification Residential VMT



1. Divide TAZ VMT by County VMT to get adjustment factor
2. Apply adjustment factor to residential trip rate(s) in CalEEMod run

Similar steps for workplace VMT adjustment.

2012 data being used as an example only.



Applying the Thresholds

Thresholds do not apply if project is:

- ✓ CEQA Exempt
- ✓ Consistent with adopted/qualified CAP [*§ 15183.5(b)*]

If thresholds apply:

- ✓ Implement applicable BMPs
- ✓ Conduct analysis as needed
- ✓ Commit to mitigation measures and/or conditions of approval



Climate Action Plans Status

- City of Sacramento
- Elk Grove
- Folsom
- Galt

- Citrus Heights
- County of Sacramento

- Isleton, Rancho Cordova

Climate Action Plans in Sacramento Region by Jurisdiction							
Jurisdiction Information			Status		Targets (baseline year)		
Name	Type	Link	Status	Date adopted	2020	2035	2050
City of Sacramento	CAP	Link	Adopted	2012	15% (2005)	49% (2005)	83% (2005)
Elk Grove	CAP	Link	Adopted	2019	7.6 MT CO ₂ e/capita (2013)	4.1 MT CO ₂ e/capita by 2030 (2013)	1.4 MT CO ₂ e/capita (2013)
Citrus Heights	GHG Reduction Plan	Link	Adopted	2011	10-15% (2005)		
County of Sacramento	CAP	Link	Adopted	2012	15% (2005)		
Galt	-		Planned				
Folsom	GHG Reduction Strategy	Link	Adopted	2018	2.4% (2014)	4.6 MT CO ₂ e/capita (2014)	2.0 MT CO ₂ e/capita (2014)



Beyond 2030 Thresholds

2045 statewide carbon neutrality goal consistency (**action**)

- Eliminate natural gas or require all pre-wiring necessary for a future retrofit to all-electric
- Provide electrical capacity so 100% of vehicles can be zero-emission

Do not impede 2045 statewide carbon neutrality goal (**qualitative**)



Questions & Feedback



Next Steps

- Documentation posted on www.airquality.org
- Comments due January 17, 2020
 - Send to pphilley@airquality.org and khuss@airquality.org
- Board meeting schedule
 - Information item - February 27, 2020
 - Action item - March 26, 2020

SACRAMENTO METROPOLITAN



AIR QUALITY
MANAGEMENT DISTRICT

Thank you
