

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

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

## **GHG INVENTORY**

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

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

## **PRIORITY GHG REDUCTION MEASURES**

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

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

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

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

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

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

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

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

## **NEXT STEPS**

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

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