Sustainability Roadmap 2024-2025 Department of Motor Vehicles

Sustainability Master Plan
and Biennial Progress Report on Legislative Sustainability Mandates and the Governor's Sustainability Goals for California State Agencies

Department of Motor Vehicles
Gavin Newsom, Governor

January 2026

DEPARTMENT OF MOTOR VEHICLES
Sustainability Road Map 2024-2025

Richard Combs | Sustainable Energy Program Coordinator (AGPA)
Emily Parmelee | Infrastructure, Personnel & Policy Unit Manager
Primary Authors

Sharnel Crowder
Space & Infrastructure Planning and Policy Section Manager

Hannah Lovrin
Assistant Branch Chief, Facilities Operations Branch

Kelly Piceno
Departmental Construction and Maintenance Supervisor

Sjon Woodlyn
Chief, Facilities Operations Branch

Robert Crockett
Deputy Director, Administrative Services Division

Steve Gordon
Executive Director

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Mission

The California Department of Motor Vehicles (DMV) proudly serve the public by licensing drivers, registering vehicles, securing identities, and regulating the motor vehicle industry in pursuit of public safety.

Vision

Deliver an outstanding experience to all our customers, powered by our people and technology.

Building Portfolio Overview

The majority of DMV's customer services and programs are administered at field offices located throughout the state. The building portfolio consists of both state-owned and leased facilities. The most familiar of these is the traditional public field office, which comprises approximately 51% of the department's portfolio based on square footage. Another 14% is divided among Industry Business Centers, Contact Centers, Commercial Driver License, Driver Safety, Investigations, Occupational Licensing, and Training offices. Often these separate programs are co-located in the same facility as a public field office. The balance of DMV's portfolio includes headquarters, warehouse/storage, and support facilities.

The DMV manages 241 buildings totaling approximately 2.67 million square feet. Of these, 100 buildings (1.56 million sq. ft.) are DMV-owned, and 132 buildings (1.09 million sq. ft.) are leased. Additional state-owned space includes 6 CHP-owned buildings (11,123 sq. ft.) and 3 DGS-owned buildings (10,710 sq. ft.). Nearly 50% of DMV facilities fall under state ownership, and 62% of those were built during or prior to 1980. With a state-owned portfolio averaging more than 40 years in age, many facilities need replacement or reconfiguration to meet evolving programmatic needs, comply with modern codes, and align with statewide sustainability and efficiency standards.

It should be noted that the number of facilities in DMV's portfolio fluctuates due to office closures, relocations, consolidations and the development of new projects. These changes reflect DMV's efforts to modernize its infrastructure while maintaining customer access across California.

Challenges and Efforts Underway

California's population has increased significantly over the past several decades; the population was 34 million in 2000, and it is projected that California will have 44 million residents by 2035. This is an important measurable driver and a challenge the DMV must meet to support future customer service needs for a growing population. As population and demographics shift within the state, the DMV must address these needs through alternative service delivery methods, existing infrastructure reconfigurations, or new buildings meeting energy efficiency policies and requirements.

Authorized capital outlay projects are DMV's best opportunity to achieve significant energy efficiency improvements in field offices. New DMV field offices are designed to modern building codes; California Green Building Standards Code Title 24, which meet energy efficiency policy directives and incorporate new technologies for energy savings.

This report focuses on Climate Change Adaptation, Zero-Emission Vehicles,

Energy, Decarbonization, Water Efficiency and Conservation, Construction and

Operations, Waste Management and Recycling, Procurement and Funding Opportunities.

Climate Change Adaption

DMV has long recognized the importance of preparing its facilities and operations for a changing climate. The most significant risks to DMV buildings are extreme heat and cold that can cause HVAC failures, along with winter storms that lead to roof leaks and water intrusion. To reduce these risks, DMV has invested in replacing critical building systems such as HVAC and roofing, supported by $10 million in deferred maintenance funding in FY 2021–22. These upgrades strengthen resilience, improve energy efficiency, and minimize the likelihood of unforeseen office closures.

All new construction and major renovations adhere to the California Green Building Code and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards, ensuring that DMV facilities are built or modernized to the highest sustainability and performance benchmarks. This approach guarantees that future offices are Zero Net Energy (ZNE) ready, climate-resilient, and capable of supporting the state's long-term sustainability goals. DMV also incorporates shading, landscaping, and other natural infrastructure strategies to protect customers and employees during high heat events. Beyond facilities, DMV continues to expand online services and business

partnerships, giving customers alternatives to in-person visits and reducing travel-related emissions.

As part of this effort, DMV prioritizes facilities in disadvantaged and vulnerable communities, recognizing that climate impacts are often felt most severely in these areas. By aligning resilience planning with equity and sustainability goals, DMV not only safeguards its statewide portfolio but also supports healthier, more climate-ready communities.

Zero-Emission Vehicles

DMV is steadily transitioning its fleet to zero-emission vehicles (ZEV), replacing older gasoline units with cleaner, more efficient models. This long-term commitment is supported by the installation of Electric Vehicle Supply Equipment (EVSE) across facilities, ensuring charging access for both employees and the public. All new DMV construction projects include EVSE in compliance with CalGreen standards, guaranteeing that every future office is ZEV-ready. Through these sustained efforts, DMV continues to reduce emissions and demonstrate leadership in advancing California's clean transportation goals.

Energy

DMV operates 241 buildings in its portfolio. The department is committed to implementing environmentally friendly, energy and resource-efficient practices and policies. The DMV has an existing facility and infrastructure planning process with four guiding principles that translates the department's programmatic needs into infrastructure requirements, while supporting the state's green and sustainability goals. Guiding principle three illustrates the department's commitment to "Greening DMV" through its environmentally sound building designs and construction methods:

- Principle 3 – Utilize energy-efficient and sustainable building design and construction methods that are in accordance with Executive Orders issued by the Governor, the State of California's Green Action Plan, the California Green Building Standards Code, and the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system.

DMV continues to work diligently in adopting green practices and policies by incorporating green principles into the department's existing facilities and proposed infrastructure projects.

Decarbonization

DMV's decarbonization strategy builds on the ZNE projects and major renovations already outlined in the department's 5-Year Infrastructure Plan and Sustainability Roadmap. These efforts move DMV toward an all-electric building portfolio by phasing out natural gas use in heating, hot water, and mechanical systems.

The department's near-term focus is on ensuring that new construction and large renovations adopt all-electric design standards, while exploring retrofit opportunities at older sites as budgets allow. DMV recognizes that funding for these measures remains a challenge, as budget requests must compete with other statewide priorities and require approval by the Department of Finance and the Legislature.

To manage these constraints, DMV pairs capital outlay with utility incentives, ESCO partnerships, and renewable energy generation, ensuring progress continues even when full funding is not available. Through this phased approach, DMV is reducing carbon emissions across its portfolio and aligning operations with California's broader decarbonization goals.

Water Efficiency and Conservation

Ongoing facility operations and new capital outlay projects are DMV's best opportunities to achieve water conservation in field office locations. New DMV field office projects are designed to modern building codes and meet statewide water conservation policy directives. DMV had six authorized field office replacement projects that were funded between CY 1997-2017, and six new projects are currently in various stages of design and construction. DMV has been successful in reducing its water use over the past several years, primarily by reducing landscape watering. Strategies have included reduced watering days, adjustments to watering times, and installation of improved landscape watering infrastructure. At the DMV Concord field office, local government has made recycled water available, and DMV has tied into the city's infrastructure for its landscape watering, thereby reducing the use of potable water for irrigation.

Facilities Construction and Operations

DMV has achieved the direction set forth in EO B-18-12 to reduce greenhouse gas (GHG) emissions by 20%. Further GHG reductions will be achieved through several strategies, including new construction and renovation projects, energy efficiency projects, repair and maintenance projects, on-site power generation and zero net energy (ZNE) facility development, and fleet vehicle purchases.

DMV is a leader in ZNE facility development. The department has completed two ZNE field office projects and there are five additional DMV ZNE projects in the early phases of design and development. DMV is also incorporating green and sustainable design elements into renovation projects throughout field offices.

Waste Management and Recycling

The DMV operates a comprehensive Waste Management and Recycling Program designed to reduce solid waste, promote recycling, and ensure compliance with state mandates such as the State Agency Buy Recycled Campaign (SABRC) and AB 2812. These requirements direct state agencies to provide recycling receptacles, signage, and education in all large facilities, and to report annually on waste diversion efforts.

DMV's Waste Management and Recycling Procedures establish uniform practices across its 241 facilities. All offices are required to separate recyclable materials—including white, mixed, and colored paper—into designated bins. Additional categories such as cardboard, plastics, metals, and green waste are recycled where local collection services are available. Hazardous materials, including toner cartridges, batteries, and universal wastes, are managed under separate procedures to ensure safe handling and disposal.

Employee awareness and participation are key to the program's success. DMV provides training, signage, and periodic communication to reinforce recycling practices and encourage waste reduction at the source. Facility coordinators monitor receptacle conditions and coordinate with custodial staff to ensure compliance with recycling protocols.

By maintaining these practices, DMV diverts significant volumes of waste from landfills each year, supports the state's recycled content purchasing requirements, and reduces greenhouse gas emissions associated with waste disposal. Future plans include enhancing employee education, increasing the percentage of recycled-content goods purchased, and expanding organics collection in alignment with SB 1383 requirements for organic waste reduction.

Through its Waste Management and Recycling Program, DMV demonstrates leadership in sustainable operations, compliance with statutory mandates, and a continued commitment to reducing the environmental impact of its statewide facilities.

Procurement

DMV continues to strengthen its commitment to sustainable purchasing through policies that prioritize environmentally preferable products and services. The department participates in the State Agency Buy Recycled Campaign (SABRC) and consistently integrates Environmentally Preferable Purchasing (EPP) into its procurement processes. Categories such as office supplies, IT equipment, cleaning products, and facility operations materials are regularly evaluated for opportunities to increase green purchasing.

In practice, DMV has been expanding the share of purchases that meet recycled content and low-toxicity standards, while also providing training and guidance to staff to ensure compliance with statewide EPP requirements. By embedding sustainability into procurement decisions, DMV not only reduces its environmental footprint but also supports the state's broader goals of waste reduction, greenhouse gas reduction, and resource conservation. These efforts demonstrate DMV's leadership in using its purchasing power to drive positive environmental outcomes.

Funding Opportunities

DMV funds sustainability and modernization projects primarily through the state budget process, submitting Budget Change Proposals (BCPs) for approval and appropriation. Approved BCPs provide the resources for large-scale capital outlay, including Zero Net Energy (ZNE) field office replacements, major headquarters renovations, HVAC and EMS/BMS upgrades, renewable energy installations, and site improvements. These proposals are carefully aligned with statewide directives on sustainability and building performance, ensuring that DMV's facility investments meet energy efficiency, greenhouse gas reduction, and resiliency goals.

However, allocating funding to these initiatives is often challenging. BCPs must compete with other statewide priorities in the annual budget process, and proposals for sustainability upgrades can be difficult to advance when balanced against essential service delivery, technology upgrades, and other operational needs. Even when projects are prioritized in DMV's 5-Year Infrastructure Plan, final approval depends on the Department of Finance and the Legislature, and not all requested projects are funded. This reality requires DMV to phase projects, seek supplemental resources, and plan long-term to achieve its sustainability commitments.

To reduce costs and accelerate project delivery, DMV also leverages utility rebate programs and Energy Service Company (ESCO) partnerships. These mechanisms have supported projects such as lighting retrofits, HVAC replacements, automated demand response integration, and roofing upgrades

that incorporate insulation and cool roof technology. By using rebates and performance-based contracts, DMV offsets upfront costs and ensures that facility upgrades are implemented in a cost-effective manner.

Together, the budget process and supplemental incentive programs provide DMV with a reliable—though competitive—funding foundation to support ongoing energy efficiency, renewable energy, and sustainability projects across its statewide portfolio.

Steve Gordon

Executive Director

CHAPTER 1 - CLIMATE CHANGE ADAPTATION

Department Mission and Climate Change Adaptation

The California Department of Motor Vehicles (DMV) serves the public by providing quality licensing and motor vehicle services, promoting road safety, and supporting law enforcement and transportation partners. The DMV is committed to efficient, accessible services that reflect the values and priorities of all Californians.

In alignment with the State's broader environmental goals, the DMV recognizes its role in advancing sustainable practices across its operations, infrastructure, and services. As a high-visibility agency with facilities across the state, the DMV has the opportunity—and responsibility—to lead by example in reducing environmental impact, improving building performance, and supporting climate resilience.

By integrating climate adaptation into long-term strategic planning, the DMV ensures that its facilities and services remain safe, accessible, and functional under changing climate conditions. This approach supports the State of California's climate resilience goals and strengthens the DMV's ability to serve all Californians now and into the future.

Climate Change Risks to Facilities

Climate Change Risk Process:

DMV's facilities are located throughout California to provide convenient access, reasonable proximity, and services to all Californians. Not all DMV services, such as driver testing, can be performed on-line or via the mail; therefore, physical visits to DMV's field offices are still required. Several existing DMV-owned field offices exceed 50 years in age and DMV's infrastructure has an average facility age of 40 years across the portfolio. Despite DMV's strategy to maximize other service delivery options, the growing population of California and new legislation have continued to push the need for DMV facilities to serve an increasing number of customers.

The most immediate climate impacts and associated risks to DMV's facilities are extreme hot or cold temperatures that may cause heating, ventilation, and air conditioning (HVAC) failures and winter storm events that may cause roof leaks and other water intrusions into DMV facilities. DMV embarked on a significant effort to address its most pressing deferred maintenance issues through $8 million

of Section 6.1 funding received in the FY 2015-2016 budget. With this funding, DMV replaced critical building systems—such as HVAC and roofing—to reduce the risk of unexpected failures and office closures. DMV received $10 million for deferred maintenance funding for the FY 2021-2022 budget. This funding has been used to continue replacing critical building systems.

DMV's programs are categorized as "necessary," but not "critical" based on the State's official definitions. If a DMV field office closes for emergency repairs, DMV typically redirects staff to proximate field offices, notifies the public of the temporary office closure, and attempts to maintain the same level of services until the office is reopened. DMV offices are not immediately impacted by sea level changes, but planning should begin to replace offices likely to be impacted.

Maintenance and repair projects and building modernizations may include a combination of energy efficiency improvements and "right-sizing" of aged buildings HVAC systems to provide appropriate heating/cooling capacity for current and future anticipated customer volume and temperature changes. New construction projects are built to CALGreen Code, LEED standards or other state requirements, and are designed as Zero Net Energy (ZNE) facilities. DMV is a leader in ZNE state buildings, with two completed projects (Fresno, Grass Valley), two completed building projects in the commissioning phase (Reedley, Santa Maria) two under construction (Delano and Inglewood), and two more authorized projects in pre-development (San Francisco, and Oxnard). All future DMV field office replacement projects will be planned as ZNE facilities in support of the Administration's goals and policies.

DMV follows the state planning principles identified in Government Code Section 65041.1 and promotes infill development and equity by rehabilitating, maintaining, and improving existing infrastructure. DMV also pursues opportunities to reuse and redevelop previously developed, underutilized state-owned property that is well served by transit, existing streets, water, sewer, and other essential services, particularly in underserved areas. The department adheres to all state laws and policies regarding cultural and historic resource preservation. DMV protects California's environmental and agricultural resources through infill development, thereby protecting, preserving, and enhancing the state's valuable natural resources, including working landscapes.

DMV encourages efficient development patterns by ensuring that any infrastructure associated with development, other than infill development, supports new development that does all of the following: (1) uses land efficiently; (2) built adjacent to existing developed areas consistent with priorities specified in statute; (3) located in areas appropriately planned for growth; (4)

served by adequate transportation and other essential utilities and services; and (5) minimizes ongoing costs to taxpayers.

Assessing Risk from Changing Extreme Temperatures:

Table 1.1: Top 5-10 Facilities that Will Experience the Largest Increase in Extreme Heat Events

Facility Name	Extreme heat threshold (EHT)°F	Average # of days above EHT (1961-1990)	Average # of days above EHT (2031-2060)	Change from Historical to projected average # of days above EHT (2031-2060)	Avg. # days above EHT (2070-2099)	Change from historical to projected average # of days above EHT (2070-2099)
Visalia	103	4	38	33	69	65
Victorville	105	4	35	31	62	58
Hanford	104	4	32	28	65	61
Yuba City	105	4	30	25	60	55
San Bernardino	106	4	28	24	50	45
Hemet	107	4	28	24	51	47
Temecula	106	4	28	24	51	46
Redlands	105	4	28	23	49	45
Fresno	106	4	28	23	54	49
El Centro	113	4	27	23	59	55

Table 1.2a: Top 5-10 Facilities Most Affected by Changing Temperature – Annual Mean Max. Temp

Facility Name	Historical Annual Mean Max. Temp. (1961 – 1990)	Annual Mean Max. Temp. (2031 – 2060)	Change from Historical to Annual Mean Max. Temp (2031-2060)	Annual Mean Max Temp. (2070-2099)	Change from Historical to Annual Mean Max. Temp (2070-2099)
Victorville	76.9	82.5	5.7	86.5	9.7
Riverside	79.4	84.9	5.5	88.5	9.0
San Bernardino	79.8	85.2	5.4	88.8	9.0

Facility Name	Historical Annual Mean Max. Temp. (1961 – 1990)	Annual Mean Max. Temp. (2031 – 2060)	Change from Historical to Annual Mean Max. Temp (2031-2060)	Annual Mean Max Temp. (2070-2099)	Change from Historical to Annual Mean Max. Temp (2070-2099)
Redlands	79.3	84.7	5.4	88.4	9.0
Norco	78.3	83.6	5.3	87.3	8.9
Davis	73.8	79.0	5.2	82.8	9.0
Pasadena	78.3	83.4	5.2	87.1	8.9
Visalia	75.6	80.8	5.1	84.8	9.2
Yuba City	75.5	80.5	5.1	84.4	8.9
Hemet	80.7	85.7	5.0	89.5	8.8

Table 1.2b: Top 5-10 Facilities Most Affected by Changing Temperature - Annual Mean Min Temp

Facility Name	Historical Annual Mean Min. Temp. (1961 – 1990)	Annual Mean Min. Temp. (2031 – 2060) °F	Change from Annual Mean Min. Temp (2031-2060)	Annual Mean Min. Temp. (2070-2099) °F	Change from Annual Mean Min. Temp (2070-2099)
Newhall	46.6	53.0	6.4	57.1	10.5
Hemet	46.4	51.7	5.3	56.2	9.8
Norco	48.9	54.6	5.7	58.6	9.7
El Centro	56.8	62.2	5.4	66.5	9.7
Redlands	50.7	56.1	5.4	60.2	9.5
San Bernardino	51.2	56.5	5.3	60.6	9.4
Victorville	44.5	49.5	5.0	53.8	9.4
Turlock	46.7	52.2	5.5	56.1	9.4
Temecula	49.7	54.9	5.2	59.0	9.3
Pasadena	53.9	59.1	5.2	63.1	9.2

Assessing Risk from Heating Degree Days (HDD) and Cooling Degree Days (CDD)

Table 1.3a: Top 5-10 Facilities that will be Most Impacted by Projected Changes in Heating Degree Days (HDD)

Table 1.3b: Top 5-10 Facilities that will be Most Impacted by Projected Changes in Cooling Degree Days (CDD)

Facility Name	Cooling Degrees 1961-1990	Average Modeled Cooling Degrees (year), 2031-2060	Change in Cooling Degree Days Historical to Mid-Century	Average Modeled Cooling Degrees (year), 2070-2099	Change in Cooling Degree Days Historical to End-Century
Indio	4016.9	5459.2	1442.3	6471.1	2454.2
El Centro	3761.9	5227.4	1465.5	6274.5	2512.7
Arvin	2682.7	3656.2	973.5	4500.9	1818.1
Bakersfield	2413.6	3384.7	971.1	4166.0	1752.4
San Bernardino	1792.2	3160.4	1368.3	4025.2	2233.0
Pasadena	1680.0	3078.4	1398.4	3997.3	2317.4
Redding	2035.4	3058.5	1023.1	3874.0	1838.5
Redlands	1720.2	3056.8	1336.6	3909.4	2189.2
Temecula	1766.7	2992.2	1225.5	3824.4	2057.7
Fresno	1858.1	2960.2	1102.1	3719.8	1861.8

Reporting Narrative on Tables 1.3b and 1.3c: HDD and CCD

DMV facilities across California are expected to experience significant shifts in seasonal energy demands due to projected climate change. Historical data combined with Cal-Adapt climate projections show that cooler, coastal, and northern inland sites will require substantially less heating in the future, while warmer inland and desert locations will face much greater cooling needs.

Facilities such as Daly City, Los Gatos, Santa Rosa, San Francisco, and Seaside have historically required considerable heating during the cooler months. By mid-century, these locations are projected to see reductions of 900–1,291 HDD annually, and by late-century, declines of up to 2,142 HDD in Daly City and 2,003 HDD in San Francisco. This represents a substantial reduction in seasonal heating needs, potentially lowering heating costs. However, buildings designed for colder winters may have underutilized heating capacity and will need to optimize systems for year-round comfort and efficiency.

Conversely, facilities located in warmer inland and desert regions — including Indio, El Centro, Arvin, Bakersfield, San Bernardino, Pasadena, Redlands, Temecula, and Fresno — are projected to see dramatic increases in cooling requirements. Mid-century projections show increases of 970–1,465 CDD, rising to 1,752–2,512 additional CDD by late-century. These increases will significantly

raise cooling loads, placing strain on HVAC systems, increasing electricity consumption, and heightening the need for equipment with greater efficiency and capacity.

The shift from heating to cooling demand will impact maintenance schedules, utility budgets, and long-term capital planning. Increased cooling demand may require:

- Installation of high-efficiency cooling or heat pump systems.
- Enhanced building insulation and envelope upgrades to reduce thermal gain.
- Additional shading through landscaping, canopies, and reflective roof materials.
- Consideration of on-site renewable energy to offset higher cooling-related electricity use.

High customer volume (human density) in interior building space also influences internal temperature due to body heat and respiration. DMV facilities are designed to provide adequate cooling to accommodate seasonal external temperatures and "heat gain" from human beings, especially during peak operational hours. Internal temperatures can rise rapidly if cooling systems fail during operating hours; the building's existing thermal mass, coupled with occupant heat gain, will keep buildings warm for a period, often allowing DMV to complete emergency repairs without building closures. This existing design consideration becomes even more critical under future climate scenarios, as higher baseline outdoor temperatures will reduce the buffer time before interior conditions become uncomfortable or unsafe.

Operational risks also include situations where internal temperatures exceed Cal/OSHA regulations if the HVAC fails to meet mandated outside air exchange requirements. In such cases, the DMV facility must close until repairs are completed. External temperatures have not historically affected DMV facilities' structural integrity; however, to mitigate temperature and HVAC failure risk.

DMV has prioritized the replacement of HVAC systems that have exceeded their lifecycle expectancy. HVAC replacement prioritization is based on repair frequency, lifecycle expectancy, and system age. Since 2017, DMV has invested in critical HVAC upgrades, including $8 million in deferred maintenance funding received in FY 2015/2016 to replace at-risk systems. Through this program, nine new HVAC systems have been installed, each engineered to provide adequate heating and cooling capacity in consideration of current temperatures, projected climate changes, and employee/customer occupancies.

Facilities were identified for these tables based on:

- The magnitude of projected HDD or CDD change compared to the 1961–1990 baseline.
- Geographic and climatic vulnerability to heat extremes.
- Operational importance and customer service volume.

Plan to Mitigate HDD and CDD

Planning Outline: PO1:a: Plan for Top 5-10 Facilities HDD and CDD Mitigation

Facility Name	Abbreviated Mitigation Plan 2030
Victorville	HVAC/hot water electrification – install electric roof top HVAC unit and domestic hot water hybrid heat pump water heater.
Hemet	HVAC/hot water electrification – install electric roof top HVAC unit and domestic hot water hybrid heat pump water heater.
Norco	HVAC/hot water electrification – install electric roof top HVAC unit and domestic hot water hybrid heat pump water heater.
Pasadena	*HVAC upgraded 24/25.* Hot water electrification –install domestic hot water hybrid heat pump water heater.
San Bernardino	HVAC/hot water electrification – install electric roof top HVAC unit and tankless electric water heater.
Redlands	*HVAC upgraded 24/25.* Hot water electrification – install electric water heater.
Yuba City	HVAC/hot water electrification – install electric roof top HVAC unit and domestic hot water hybrid heat pump water heater.
Davis	*HVAC upgraded 24/25.* Hot water electrification – install domestic hot water hybrid heat pump water heater.
Turlock	HVAC/hot water electrification – install electric roof top HVAC unit and tankless electric water heater.

Planning Narrative on PO1:a: Mitigate HDD and CDD

DMV is implementing targeted facility upgrades and operational strategies to address the projected decrease in Heating Degree Days (HDD) and increase in Cooling Degree Days (CDD) across its portfolio. The department has identified

the top ten facilities, based on their potential for high summer temperatures, as presenting the greatest risk for sudden facility closure in the event of HVAC failure. These locations cannot operate for long without cooling, making reliable system performance critical.

To prepare for increased cooling demand, DMV will continue replacing aging HVAC systems with high-efficiency units sized to meet future climate conditions. Replacement priorities are determined through lifecycle analysis, repair history, and climate exposure data (including projected increases in Cooling Degree Days). DMV has already completed replacement of nine HVAC systems since 2017 using deferred maintenance funding appropriated in FY 2016-17 ($8 million) and FY 2021-22 ($10 million). The newly installed systems were engineered to provide adequate heating and cooling capacity in consideration of both current climate conditions and long-term projections, ensuring operational continuity during extreme heat events.

New DMV facilities are being designed to CALGreen code and LEED or state standards, incorporating high efficiency, insulation, and numerous energy and water conservation features. Heat island reduction opportunities, shading for external customer lines, landscaping, lighter exterior colors, and carport-mounted photovoltaic (PV) panels are evaluated on a project-by-project basis. Should future temperature highs exceed current projections, the worst-case adaptation scenario would involve increasing cooling capacity through new or expanded mechanical systems, though this is not currently anticipated.

While HDD events are projected to decrease, there remain important considerations for occupant health and safety during colder periods. Older heating equipment must run longer on HDD days, increasing the likelihood of malfunctions or breakdowns. Cold indoor environments can impair cognitive performance and physical coordination, and dry heated air may exacerbate respiratory conditions such as asthma. To mitigate these risks, DMV conducts routine inspections of heating equipment, ensures proper pipe insulation and building sealing, and maintains carbon monoxide detectors and ventilation checks to safeguard occupant health.

Natural infrastructure improvements—such as drought-tolerant landscaping and shade trees—will complement these mechanical upgrades, enhancing comfort, reducing surrounding ambient temperatures, and contributing to long-term operational resilience. All new construction and major renovations will incorporate climate-adaptive design features, including high-performance building envelopes, efficient HVAC systems, and shading elements sized for future climate conditions. These measures are integrated into DMV's facility energy planning to ensure that both projected CDD increases, and HDD

impacts are factored into equipment specifications, efficiency calculations, and capital planning.

Assessing Risk from Urban Heat Islands

Table 1.3: Facilities in Urban Heat Islands

Facility Name	Located in an Urban Heat Island (Yes or No)	sq. ft. of Surrounding Hardscape or Pavement if greater than 5000 sq. ft.
Arleta	YES	148,309
Carmichael	YES	171,616
Concord	YES	140,677
Sacramento HQ East	YES	281,691
Sacramento HQ West	YES	101,710
EL Cajon	YES	116,610
El Cerrito	YES	80,753
Fremont	YES	78,205
Fullerton	YES	159,626
Glendale	YES	75,649
Hayward	YES	107,555
Hollywood	YES	57,176
Lincoln Park	YES	125,067
Los Angeles	YES	99,227
Los Gatos	YES	35,188
Montebello	YES	149,143
Mountain View	YES	56,987
Napa	YES	61,754
Norco	YES	84,984
Oakland Coliseum	YES	109,890
Oakland Claremont	YES	79,206
Pasadena	YES	100,518
Pomona	YES	81,467
Redwood City	YES	110,031
Riverside	YES	72,229
Sacramento Broadway	YES	111,225
Sacramento La Mancha	YES	138,482
San Bernardino	YES	99,962
San Mateo	YES	107,551
Santa Ana	YES	127,267
Santa Clara	YES	124,388

Facility Name	Located in an Urban Heat Island (Yes or No)	sq. ft. of Surrounding Hardscape or Pavement if greater than 5000 sq. ft.
Santa Teresa	YES	71,812
Vallejo	YES	89,531
West Covina	YES	25,639
Whittier	YES	126,037

Reporting Narrative on Table 1.4: Urban Heat islands

Analysis shows that 38% of DMV's state-owned facilities are located within Urban Heat Island (UHI) zones, typically in dense urban or suburban areas with extensive hardscape and minimal vegetation. Some locations, such as DMV HQ East (281,691 sq. ft. surrounding hardscape), Carmichael Field Office (171,616 sq. ft.), and Arleta Field Office (148,309 sq. ft.), have significant pavement areas that contribute to elevated surrounding temperatures.

Large impervious surfaces absorb and retain heat, increasing cooling demands and placing added strain on HVAC systems—particularly in high-volume offices where occupant density adds substantial internal heat. If cooling systems fail, the building's thermal mass and occupant-generated heat can keep interior temperatures elevated for hours, occasionally allowing emergency repairs without closure. However, if indoor conditions exceed Cal/OSHA thresholds, facilities must close until repairs are completed.

These UHI conditions also accelerate stormwater runoff and limit natural cooling from vegetation, increasing operational risks and energy consumption at affected locations.

Planning Outline for Urban Heat Islands Mitigation:

Planning Outline: PO1:b: Plan for Urban Heat Islands Mitigation

Facility Name	Mitigation or Plan	Est. Implementation Date
Oakland Claremont	Reroof, design by DGS	2025/26
Santa Teresa	Complete renovation/ reconfiguration	2029/30
Santa Ana	Replace physically & functionally deficient building	2027/28
Lincoln Park	Complete renovation/ reconfiguration	2029/30
Whittier	Reroof, design by DGS	2026/27

Facility Name	Mitigation or Plan	Est. Implementation Date
Concord	Reroof, design by DGS	2027/28
Sacramento Broadway	Reroof, Design by DGS	2030/31

Planning Narrative for PO1.b: Urban Heat Islands Mitigation

Mitigation will focus on cooler surfaces, added shade, and more tree planting, using proven approaches that fit DMV operations. Near-term roofing projects will specify light-colored, reflective roofs wherever feasible, including reroofs at Oakland (FY 2025–26) and Whittier (FY 2026–27), and a re-roof at Concord (FY 2027–28). At Sacramento Broadway (FY 2030–31), the existing BUR/foam roof will be recoated to restore reflectivity and extend service life. Capital projects will integrate heat-island measures into building scopes: Santa Ana (facility replacement, FY 2027–28) and Santa Teresa and Lincoln Park (renovations, FY 2029–30) will include cool roofing, opportunities for solar shade canopies over parking where space allows, tree planting and landscaped buffers using drought-tolerant species, and targeted reductions in excess pavement to create shaded or planted areas. Where parking-lot work is planned, DMV will use higher-albedo (lighter) surface treatments and add shade structures to reduce surface temperatures.

Implementation brings many challenges. Heat-island projects often occur at busy, street-front offices and must be phased to maintain public access and safety. Funding cycles, procurement lead times, and utility coordination (for solar canopies) can affect sequence and schedule. Site constraints—such as meeting ADA access, stormwater requirements, and minimum parking counts—may limit the amount of new landscaping or canopy coverage achievable at certain locations. Structural capacity and existing conditions can also shape the mix of roofing, shading, and greening solutions. Material and labor availability, as well as ongoing maintenance needs (e.g., roof-coating renewal, solar panel cleaning and tree care), are additional considerations.

Urban heat-island impacts will be factored into energy calculations and facility energy plans for identified projects. Project scopes will account for the cooling benefits of brighter roofs, added shade from trees and canopies, and reduced heat retention from hardscape improvements, with expected reductions in cooling energy use and peak demand reflected in forecasts. Progress will be tracked through spot checks of surface temperatures, reviews of cooling-energy trends, and counts of new shade structures and trees installed, with maintenance plans in place to preserve long-term performance.

Funding will come from state deferred maintenance allocations, capital outlay programs, and applicable energy efficiency or renewable energy incentives. DMV will measure progress through reduced surface temperatures, decreased cooling energy demand, and counts of new shade structures and trees planted.

Assessing Risk from Changes in Precipitation

Table 1.4: Top 5-10 Facilities that will be Most Impacted by Projected Changes in Precipitation

Facility Name	Annual Mean Max. Precip. (1961 – 1990) (in/yrs.)	Annual Mean Precip. (2031 – 2060) (in/yrs.)	Percent Change by mid-century	Annual Mean Precip. (2070 – 2099) (in/yrs.)	Percent change by end of century	Extreme Precip (1961-1990) (in/day)	Extreme Precip (2031-2060) (in/day)	Extreme Precip (2070-2090) (in/day)
Redding	37.5	43.5	15.9%	44.6	18.8%	6.8	6.3	6.7
Corte Madera	35.4	40.5	14.5%	44.0	24.3%	7.6	8.4	9.3
Santa Rosa	30.9	36.5	18.1%	39.6	28.2%	6.4	6.9	7.3
Los Gatos	28.9	34.8	20.4%	39.2	35.8%	8.8	8.6	11.6
Capitola	28.3	33.0	16.7%	36.4	28.5%	6.8	6.6	8.6
Oroville	28.6	30.7	7.2%	33.0	15.5%	6.4	4.8	5.9
Napa	23.6	27.8	18.0%	31.0	31.7%	6.0	5.3	7.1
Daly City	23.3	27.7	18.9%	29.5	26.9%	4.8	4.6	6.1
EL Cerrito	23.3	27.4	17.9%	29.7	27.5%	5.1	5.0	6.0
San Francisco	22.3	26.9	21.0%	28.8	29.3%	4.3	4.5	5.7
Oakland	22.0	25.7	16.9%	27.8	26.5%	4.8	4.8	5.7
Carmich ael	22.1	24.8	12.2%	26.2	18.4%	4.4	4.6	5.3

Reporting Narrative on Table 1.5: Precipitation Impacts

Climate models project that California will maintain its Mediterranean climate pattern of dry summers and wet winters but with more precipitation falling as rain rather than snow. Extreme events are expected to intensify, with both drought and heavy precipitation becoming more frequent. Larger storms will increase runoff volumes, shift runoff timing earlier in the season, and contribute to decreased snowpack.

For DMV facilities, the primary operational impact of increased precipitation has historically been roof leaks, particularly in older buildings, rather than widespread flooding. Facilities with aging roofs are more vulnerable to water intrusion during storms with heavy rain and high winds. Localized flooding in parking lots and surrounding streets is most often caused by storm drain blockages from debris or tree roots. These issues are monitored by DMV staff and addressed in coordination with local governments.

New DMV facilities are designed to CALGreen code and may include first flush systems, bioswales, and on-site stormwater retention to reduce localized flooding risk. Where feasible, stormwater capture or recycled water use is incorporated into irrigation systems, as is already in place at the Concord Field Office. Redding is an example of a facility potentially vulnerable to heavy rains following snow events, which could rapidly increase runoff.

Planning Outline to Mitigate Precipitation Changes

Planning Outline PO1:c: Plan for Top 5-10 Facilities Most Impacted by Projected Changes in Precipitation

Facility Name	Extreme Precipitation (2030) Plan or strategy
Redding	Existing roof is 26 yrs old. Planned reroofing in 2029/30, designed by DGS
Corte Madera	Monitor existing roof (12 yrs. old, "good" condition) and plan for sustainable replacement in 2032/33.
Santa Rosa	Monitor existing roof (12 yrs. old, "good" condition) and plan for sustainable replacement in 2032/33.
Los Gatos	Monitor existing roof (10 yrs. old, "fair" condition) and plan for sustainable replacement in 2034/35.
Capitola	Monitor existing roof (12 yrs. old, "good" condition) and plan for sustainable replacement in 2032/33.
Oroville	Monitor existing roof (10 yrs. old, "good" condition) and plan for sustainable replacement in 2034/35.
Napa	Monitor existing roof (10 yrs. old, "good" condition) and plan for sustainable replacement in 2034/35.

Facility Name	Extreme Precipitation (2030) Plan or strategy
Daly City	Monitor existing roof (18 yrs. old, "good" condition) and plan for sustainable replacement in 2028/29.
El Cerrito	Existing roof is 22 yrs old. Planned reroofing in 2027/28, designed by DGS
San Francisco	Replacement office currently in planning stages

Planning Narrative on PO1.c: Precipitation Changes Mitigation Plan

DMV has facilities at risk from changes in precipitation, as identified in Table 1.5, including locations in regions projected to experience greater annual precipitation and more frequent extreme rain events. To reduce risks and protect facility performance and occupant health and safety, DMV will employ a combination of mechanical, design, and natural infrastructure strategies:

- Roof System Upgrades – Continue prioritizing roof repair and replacement projects in the 5-Year Maintenance and Repair Plan based on age, condition, and leak history to prevent water intrusion during severe storms.
- Drainage and Flood Management – Conduct regular inspections and clearing of storm drains and site drainage systems, coordinated with local jurisdictions, to ensure parking lots and access roads remain clear during heavy rainfall.
- Natural Infrastructure – Incorporate landscaping, tree planting, and bioswales (landscaped channels or shallow ditches that collect and filter rainwater) to slow runoff, improve groundwater infiltration, and reduce localized flooding risk.
- Stormwater Capture and Reuse – Integrate first flush systems, retention basins, and municipal recycled water connections for landscape irrigation in new construction and major renovations.
- Critical Infrastructure Protection – Where feasible, relocate or elevate critical equipment (e.g., servers, electrical panels) above ground level in facilities with identified flood risk.

These strategies are ongoing. Roof replacements and drainage improvements are implemented annually as part of the 5-Year Maintenance and Repair Plan. Natural infrastructure and stormwater capture features are incorporated into all new construction and major renovation projects. Critical infrastructure protection measures are applied where feasible during facility upgrades or as part of site-specific risk mitigation plans.

The Concord Field Office already uses municipal recycled water for irrigation. New DMV facilities designed to CALGreen standards include stormwater retention and bioswales, such as those at recently completed field offices. Redding, which may face rapid runoff from snowmelt and heavy rain, is prioritized for drainage monitoring and roof condition assessments.

Assessing Risk from Sea Level Rise

Table 1.5: All Facilities at Risk from Rising Sea Levels

Facility Name	Tide Chart Region	2050 Water Level (ft)	Exposed in 2050? (y/n)	2100 Water Level (ft)	Exposed at 2100? (y/n)
Redwood City	SF Bay	+1.9 feet	Yes	+10 feet	Yes
San Mateo	SF Bay	+1.9 feet	No	+10 feet	Yes
Corte Madera	SF Bay	+1.9 feet	No	+10 feet	Yes
Vallejo	SF Bay	+1.9 feet	No	+10 feet	Yes
Oakland Coliseum	SF Bay	+1.9 feet	No	+10 feet	Yes

Reporting Narrative on Table 1.6: Sea Level Rise Impacts

DMV facilities are not expected to be immediately influenced by a projected rise in sea level. Historically, DMV has not located facilities near the Pacific shoreline, which reduces direct exposure. The greatest risk to DMV facilities would be from an earthquake or tsunami event creating a temporary, sudden, and unpredictable rise in sea level.

The DMV-owned and leased facilities closest to the California coastline are (from north to south):

- Crescent City (Leased) – 2.0 miles
- Eureka (Leased) – 1.7 miles
- Fort Bragg (Leased) – 0.6 miles
- Capitola (Owned) – 0.5 miles
- Seaside (Owned) – 0.75 miles
- Goleta (Leased) – 1.0 miles
- Santa Barbara (Owned) – 0.75 miles
- Oxnard (Owned) – 1.7 miles
- San Pedro (Owned) – 3.2 miles
- Santa Monica (Owned) – 1.85 miles
- Long Beach (Owned) – 3.0 miles
- Costa Mesa (Owned) – 1.8 miles

- Chula Vista (Owned) – 1.85 miles

DMV has also evaluated risks to DMV-owned facilities near the San Francisco Bay Area based on potential sea level rise projections for 2050 and 2100. The five field offices listed in Table 1.6—Redwood City, San Mateo, Corte Madera, Vallejo, and Oakland Coliseum—are identified as potentially at risk. While no significant impacts are expected under average conditions, these facilities could be vulnerable to flooding in extreme circumstances, such as a 100-year storm event combined with sea level rise between 0 and 4.5 feet.

Planning Outline to Mitigate Sea Level Rise Impacts

Planning Outline PO1:d: Planning for Sea Level Rise impacts Mitigation

Facility Name	Tide Chart Region	Plan 2030?
Redwood City	SF Bay	Prioritize site drainage upgrades, elevation of electrical and IT systems, and addition of flood barriers to mitigate near-term (2050) exposure.
San Mateo	SF Bay	Monitor sea level rise data through 2050; plan for potential relocation or elevation of critical systems if 2100 exposure projections remain high.
Corte Madera	SF Bay	Incorporate flood-resistant materials and raised infrastructure during next major renovation; assess feasibility of installing backflow prevention systems.
Vallejo	SF Bay	Improve site grading and perimeter drainage; evaluate elevating mechanical systems during next capital upgrade cycle.

Facility Name	Tide Chart Region	Plan 2030?
Oakland Coliseum	SF Bay	Coordinate with local flood control agencies to align site protection with regional adaptation projects; maintain flood response and evacuation protocols.

Planning Narrative on PO1.d: Sea Level Rise Impact

The DMV is currently or will incorporate resilience planning into facility design, maintenance, and long-term operations. Key strategies include:

- Risk Identification: Use state tools and maps to identify facilities at risk of flooding or sea level rise, especially in coastal and low-lying areas.
- Facility Design and Upgrades: Elevate or relocate critical systems (e.g., electrical, IT, HVAC) when feasible, use flood-resistant materials, and improve drainage around buildings. Projects will be designed to withstand future flood levels.
- Site Selection and Leasing: Avoid siting new DMV locations in high-risk zones. Lease renewals and acquisitions will prioritize climate-resilient areas.
- Ongoing Monitoring: Reassess facility risks regularly using updated sea level rise data and climate projections.

By integrating these measures into planning and project development, the DMV will strengthen its facilities against future climate impacts and continue to serve Californians reliably.

DMV also evaluated risks to DMV-owned facilities near the San Francisco Bay Area based on potential rising sea levels projected for the bay in 2050 and 2100. The five field offices listed in Table 1.6 have been identified as at risk for rising sea levels. There are no significant impacts expected except in the extreme situations. In the event of a nearly 100-year storm, coupled with sea level rise (between 0.00 – 1.41m), these offices would be at risk for future flooding.

Assessing Risks from Wildfire

Wildfire Threats by Fire Hazard Severity Zone

Table 1.6: Top 5-10 Facilities Most at Risk to Wildfire Threats by Fire Hazard Severity Zone

Facility Name	Fire Hazard Severity Zone Designation (low, medium, high, very high)
Placerville	Very High
Grass Valley	Very High
Redding Regional	Very High
Napa	Very High
Thousand Oaks	Very High
Santa Rosa	Very High

Reporting Narrative on Table 1.7: Assessing Facilities most at Risk to Wildfire Threats by Fire Hazard Severity Zones

The facilities listed in Table 1.7 are in CalFire-designated Very High Fire Hazard Severity Zones. These sites are in the wildland–urban interface, where rural vegetation, steep terrain, and seasonal high winds increase exposure to wildfire.

Historic events have demonstrated the potential severity of such threats. In the 2018 and 2021 wildfires, similar environments experienced rapid, wind-driven fire spread into nearby urban neighborhoods. Most recently, in January 2025, the Palisades and Eaton fires in Southern California burned over 35,000 acres, destroyed thousands of structures, and forced more than 200,000 residents to evacuate. These fires illustrate the growing intensity and speed of wildfire behavior across the state, including ember-driven ignition in urban areas far from the flame front.

Planning Narrative on Table 1.7: Assessing Facilities most at Risk to Wildfire Threats by Fire Hazard Severity Zones

DMV will reduce wildfire vulnerability at its Very High Fire Hazard Severity Zone facilities through a combination of defensible space creation, ember intrusion prevention, and building hardening measures. Planned actions include:

- Removing combustible vegetation within 10 feet of building perimeters and replacing it with non-combustible surfaces such as hardscape or artificial turf.
- Installing fine-mesh screening on all air intake and exhaust vents to prevent embers from entering buildings.

- Replacing exposed combustible siding, trim, or decking with ignition-resistant materials.
- Upgrading non-rated glazing systems to fire-rated assemblies where feasible.

Wildfire resilience will also be incorporated into all new construction and major renovation projects by using ignition-resistant building materials and specifying Class A roofing systems in accordance with the California Building Code (CBC) Chapter 7A requirements for structures in Very High Fire Hazard Severity Zones. Design plans will also account for improved site clearance and emergency vehicle access to facilitate firefighting efforts.

Lessons from the January 2025 Southern California wildfires underscore the urgency of these measures. The extreme fire behavior, rapid spread, and mass evacuations seen in those events highlight the importance of acting now to strengthen facility defenses and protect occupant safety. These actions will be implemented through the 5-Year Maintenance and Repair Plan and integrated into DMV's standard facility design and construction specifications.

It is difficult to plan for longer-term wildfire impacts with precision, as projections for additional hectares burned later in the century depend heavily on whether proactive prevention measures are taken now. DMV supports and will align its facility resilience planning with broader statewide initiatives to reduce wildfire threats. Such approaches not only address the root causes of wildfire danger but also contribute to California's carbon reduction goals. By integrating near-term facility hardening with California's and federal governments long-term forest health and resource management strategies, DMV can help ensure operational continuity and occupant safety well into the future.

Wildfire Threats as Measured by Impacts from Previous Wildfire Events

Table 1.7: Facilities Impacted by Previous Wildfire Events (Last 20 Years)

Facility Name	Impact Category	Year of Impact	Fire Name
Paradise	Operations Disruption	2018	Camp Fire

Reporting Narrative on Table 1.8 Wildfire Threats as Measured by Impacts from Previous Wildfire Events.

The Paradise field office (leased) closed in November 2018 after the Camp Fire devastated the community. As an operational response, on November 10, 2021, DMV and the U.S. Postal Service placed a self-service kiosk at the Paradise Post

Office to provide local access to common transactions. The DMV office served a population of 26,000 people before the fire. Currently, 11,000 people reside in Paradise. The nearest full-service field office is 15 miles away in Chico.

Planning Outline PO1:e: Plan for Mitigating Wildfire Risk for Top 5-10 Facilities Most at Risk.

Planning Outline PO1:e: Plan for Mitigating Wildfire Risk for Top 5-10 Facilities Most at Risk

Facility Name	Plan 2026-2030
Placerville	Yes
Grass Valley	Yes
Redding Regional	Yes
Napa	Yes
Thousand Oaks	Yes
Santa Rosa	Yes

Planning Narrative on PO1.e: Mitigating Wildfire Risk for Top 5-10 Facilities Most at Risk

To prevent future wildfire damage and maintain operational continuity, DMV will continue to:

- Maintain defensible space around each building by removing combustible vegetation within 10 feet of the structure.
- Install ember-resistant vent screening and maintain roof and gutter clearance to prevent ignition from windborne embers.
- Upgrade combustible exterior materials to ignition-resistant alternatives where feasible, in compliance with CBC Chapter 7A.
- Incorporate wildfire resilience features—including Class A roofing systems—into all new construction and major renovations at these locations.

Understanding Climate Risk to Planned Facilities

Tables 1.8: a-g: Climate Risks to New Facilities

a.1Annual Mean Max. Temperature

Facility Name	Historical Annual Mean Max. Temp. (1961 – 1990)	Annual Mean Max. Temp. (2031 – 2060)	Change from Historical to Annual Mean Max. Temp (2031-2060)	Annual Mean Max Temp. (2070-2099)	Change from Historical to Annual Mean Max. Temp (2070-2099)
Inglewood	71	74	3	78	7
Reedley	77	81	4	85	8
Santa Maria	70	74	4	77	7
Delano	78	82	5	85	8

a.2 Annual Mean Min. Temperature

Facility Name	Historical Annual Mean Min. Temp. (1961 – 1990)	Annual Mean Min. Temp. (2031 – 2060) °F	Change from Annual Mean Min. Temp (2031-2060)	Annual Mean Min. Temp. (2070-2099 °F	Change from Annual Mean Min. Temp (2070-2099)
Inglewood	55	58	3	62	7
Reedley	48	52	4	56	8
Santa Maria	46	50	4	53	8
Delano	50	54	4	53	8

b. Annual Mean Max. Precipitation

Facility Name	Annual Mean Maximum Precipitation (1961 – 1990) (in/yr.)	Annual Mean Precipitation (2031 – 2060) (in/yr.)	Extreme Precip (1961-1990) (in/day)	Extreme Precip (2031-2060) (in/day)
Inglewood	14	16	5	6
Reedley	11	12	3	4
Santa Maria	14	16	4	4
Delano	7	7	2	3

c. Largest Increase in Extreme Heat Events

Facility Name	Extreme heat threshold (EHT) °F	Average number of days above EHT (1961-1990)	Average number of days above EHT (2031-2060)	Increase in number of days above EHT
Inglewood	91	4	4	-0.3
Reedley	103	4	18	14
Santa Maria	90	4	5	0.7
Delano	106	4	20	16

d. Sea Level Rise

Facility Name	Area (California Coast, San Francisco Bay, Delta)	Sea Level Rise 0.0 m	Sea Level Rise 0.5 m	Sea Level Rise 1.0 m	Sea Level Rise 1.41 m
Inglewood	Inland L.A. County	No	No	No	No
Reedley	Central Valley Inland	No	No	No	No
Santa Maria	California Coast	No	No	No	No
Delano	Central Valley Inland	No	No	No	No

e. Wildfire Risks by Fire Hazard Severity Zone

Facility Name	Current Fire Hazard Severity Zone (low, medium, high, very high)
Inglewood	Low
Reedley	Low
Santa Maria	Low
Delano	Low

f. Facilities Impacted by Previous Wildfire Events (Last 20 Years)

Facility Name	Impact Category	Year of Impact	Fire Name
Inglewood	No Impact	2020, 2009	Bobcat, Station
Reedley	No Impact	N/A	N/A
Santa Maria	No Impact	2016, 2009, 2007	Sherpa, La Brea, Zaca
Delano	No Impact	N/A	N/A

g. Risk from Heating Degree Days/Cooling Degree Days

Facility Name	Heating/Cooling Degree Days (1961-1990) (HDD/CDD)	Heating/Cooling Degree Days (2031-2060) (HDD/CDD)
Inglewood	1,365/658	711/1,398
Reedley	2,142/1,216	1,251/2,034
Santa Maria	2,787/132	1,593/513
Delano	2,093/1,384	1,183/2,256

Reporting Narrative for Tables 1.9a-g: Understanding Climate Risks to Planned Facilities

Population demand and customer access primarily determine the siting of new DMV field offices. DMV locates new facilities close to population centers to provide convenient service statewide. While climate data for planned facilities (Tables 1.9a–g) indicates varying levels of projected temperature increase, precipitation change, and heating/cooling demand shifts, these factors are considered in design but are not the primary siting criteria.

All new DMV facilities are designed to meet CALGreen standards and state policy for LEED Silver (or equivalent for smaller buildings) and Zero Net Energy (ZNE) performance. Resilience features include high-performance insulation, reflective roofing, high-efficiency HVAC with computerized energy management, vestibules, shade structures, and landscaping strategies. HVAC systems are sized using engineering studies to accommodate projected extreme temperature events, and site orientation is optimized for solar access, natural daylighting, and energy efficiency.

Planning Narrative for Tables 1.9a-g: Understanding Climate Risks to Planned Facilities

No planned DMV facilities are in areas classified as high risk for sea level rise, wildfire, or other major climate hazards based on current projections (Tables 1.9a–g). However, DMV will continue to integrate climate resilience into all new construction by:

- Maintaining ZNE and LEED Silver-equivalent design standards.
- Designing HVAC capacity to handle projected extreme heat events for each facility's location.
- Incorporating passive cooling and shading to reduce energy loads.
- Using reflective or "cool" roofing materials and light-colored exteriors to limit heat absorption.
- Incorporating renewable energy generation where feasible.

These strategies will be applied to all planned facilities to ensure long-term operational reliability, occupant comfort, and alignment with state climate adaptation goals.

Understanding the Potential Impacts of Facilities on Communities

Reporting on Facilities located in Disadvantaged Communities

Table 1.9: Facilities Located in Disadvantaged Communities

Facility Name	CalEnviroScreen Score	Located in a disadvantaged community? Yes/No
Bell Gardens	95-100%	Yes
Modesto	95-100%	Yes
Oakland Coliseum	95-100%	Yes
Compton	95-100%	Yes
San Bernardino	95-100%	Yes
Glendale	90-95%	Yes
El Centro	90-95%	Yes
Fresno	90-95%	Yes
Indio	90-95%	Yes
Los Angeles	90-95%	Yes
Hawthorne	90-95%	Yes
Merced	90-95%	Yes
Stockton	90-95%	Yes
Bakersfield	90-95%	Yes
Brawley	85-90%	Yes

Hanford	85-90%	Yes
Inglewood	85-90%	Yes
Hollywood	85-90%	Yes
Pomona	80-85%	Yes
Santa Ana	80-85%	Yes
Visalia	80-85%	Yes
Bellflower	80-85%	Yes
Van Nuys	80-85%	Yes
Fontana	75-80%	Yes
Montebello	75-80%	Yes
San Jose	75-80%	Yes
Torrance	75-80%	Yes
Lincoln Park	75-80%	Yes

Reporting Narrative for Table 1.10: Facilities in Disadvantaged Communities

DMV operates facilities statewide, including in communities identified as disadvantaged under CalEnviroScreen scoring (Table 1.10). Field offices, whether state-owned or leased, are intentionally distributed to ensure proximate service delivery and transit accessibility for all Californians, including vulnerable populations.

In disadvantaged communities, DMV facilities provide a stable public service presence, create local employment opportunities, and contributes to broader community revitalization. Facilities are designed to provide a comfortable interior climate and a positive customer service experience. DMV's consistent presence in these areas represents a long-term public investment that supports access to services and community stability.

Planning Narrative for table 1.10: Facilities in Disadvantaged Communities

Approximately 34% of DMV's state-owned field office facilities are in disadvantaged communities (DACs), as defined by CalEnviroScreen (Table 1.10). DMV's field offices, industry business centers, and commercial drive test centers serve all Californians, regardless of location, and are generally classified as "necessary" but not "essential" under state criticality definitions.

Although DMV facilities are not typically used as emergency shelters or command centers, the department has provided staffing support at Local Assistance Centers following disasters. Going forward, DMV will continue to:

- Ensure new facilities in DACs meet CALGreen, LEED Silver, and Zero Net Energy (ZNE) standards to maximize operational efficiency and occupant comfort.
- Maintain transit accessibility to reduce transportation barriers for community members.
- Coordinate with local jurisdictions to identify opportunities for DMV facilities to contribute to community resilience and redevelopment efforts.

New Facilities and Disadvantaged Communities and Urban Heat Islands

Table 1.10: New Facilities and Disadvantaged Communities and Urban Heat Islands

Facility Name	Located in a Disadvantaged Community (yes/no)	Located in an urban heat island (yes/no)
Inglewood	Yes	No
Reedley	Yes	No
Santa Maria	No	No
Delano	Yes	No

Reporting Narrative on Table 1.11: New Facilities and Disadvantaged communities and Urban Heat islands

Inglewood, Reedley, and Delano are new facilities that are or will be in disadvantaged communities and urban heat islands.

Planning Narrative on Table 1.11: New Facilities and Disadvantaged communities and Urban Heat islands

All new DMV facilities are designed in accordance with CALGreen standards and state policy requirements for LEED Silver certification (or equivalent for smaller buildings) and Zero Net Energy (ZNE) performance. To enhance resilience, facilities incorporate high-performance insulation, reflective roofing, energy-efficient HVAC systems with computerized energy management, vestibules, shade structures, and sustainable landscaping strategies. HVAC capacity is determined through engineering studies to ensure performance during projected extreme temperature events. In addition, site orientation is carefully planned to maximize solar access, natural daylighting, and overall energy efficiency.

Integrating Climate Change into Department Funding Programs

Table 1.11: Integration of Climate Change into Department Planning

Name of Plan	Have you integrated climate?	Is a plan in progress?	If no, or in process, when will it be integrated?
	Yes/No	Yes/No	Date
California DMV 5-Year Infrastructure Plan	Yes	Yes	
California DMV Facilities Operations 5-Year Maintenance Plan	Yes	Yes	

Reporting Narrative for Table 1.12: Integrating Climate Change into Department Planning Process

CLIMATE CHANGE INTEGRATION INTO DEPARTMENT PLANNING PROCESS ACHIEVED.

Planning Narrative for table 1.12: Integrating Climate Change into Department Planning Process

CLIMATE CHANGE INTEGRATION INTO DEPARTMENT PLANNING PROCESS ACHIEVED.

Community Engagement and Planning Processes

Table1.12: Community Engagement and Planning Processes

Name of Plan	Does this plan consider impacts on vulnerable populations? Yes/No	Does this plan include coordination with local and regional agencies? Yes/No	Does this plan prioritize natural and green infrastructure? Yes/No
NO COMMUNITY ENGAGEMENT PROCESS	N/A	N/A	N/A

Reporting Narrative for Table 1.13: Community Engagement and Planning Processes

NO COMMUNITY ENGAGEMENT PROCESS

Planning Narrative for Table 1.13: Community Engagement and Planning Processes

NO COMMUNITY ENGAGEMENT PROCESS

Climate Change Implementation Planning in Funding Programs

Table1.13: Climate Change Implementation Planning in Department Funding Programs

Name of Grant or Funding Program	Have you integrated climate change into program guidelines? (Yes/No)	If no, Date it will be integrated?	Does this Funding Program consider impacts on vulnerable populations? (Yes/No)	Does this Funding Program include coordination with local and regional agencies? (Yes/No)
Budget Change Proposal (BCP)	Yes		Yes	Yes
Support funds	Yes		Yes	Yes

Reporting Narrative for Table 1.14: Climate Change Implementation Planning in Funding Programs

CLIMATE CHANGE INTEGRATION ACHIEVED

Planning Narrative for Table 1.14: Climate Change Implementation Planning in Funding Programs

CLIMATE CHANGE INTEGRATION ACHIEVED

Measuring and Tracking Progress

Reporting Narrative on Measuring and Tracking Progress

DMV uses a formal process to monitor the performance and climate resilience of its facilities. This process combines external climate projection data from Cal-Adapt with internal facility maintenance and repair records to identify trends that may be linked to climate change.

The sequence of activities includes:

1. Climate Data Review – Annual review of Cal-Adapt temperature, precipitation, and extreme weather projections for service areas with the highest potential climate change impacts.
2. Internal Tracking – Continuous monitoring of HVAC and roofing repair/replacement frequency using DMV's facility repair and maintenance tracking system.
3. Lifecycle Comparison – Comparing current maintenance trends against historical lifecycle expectations to detect climate-related performance degradation.
4. Risk Prioritization – Identifying facilities with accelerated equipment wear or increased climate exposure for inclusion in the 5-Year Infrastructure Plan.

Historically, HVAC failures during extreme heat events and water intrusion from roof degradation have been the greatest operational risks. These remain the primary indicators used to measure progress in climate adaptation efforts.

Planning Narrative on Measuring and Tracking Progress

The Facilities Operations Branch is responsible for developing and implementing policies that integrate climate change considerations into all infrastructure investments, working in coordination with the Department of General Services (DGS).

DMV will maintain and refine its measurement process by:

- Continuing to incorporate updated Cal-Adapt climate projections into facility risk assessments.
- Enhancing data analytics in the facility maintenance tracking system to detect patterns more quickly.
- Using these findings to inform HVAC and roofing replacement schedules, ensuring adequate cooling capacity for projected mid- and late-century heat conditions.
- Expanding performance metrics to include energy efficiency and operational resilience indicators aligned with CALGreen and Zero Net Energy (ZNE) standards.

By aligning monitoring results with capital planning cycles in the 5-Year Infrastructure Plan, DMV ensures that infrastructure investments remain responsive to evolving climate risks over the next 25 to 50 years.

CHAPTER 2 - ZERO-EMISSION VEHICLES

Department Mission and Fleet

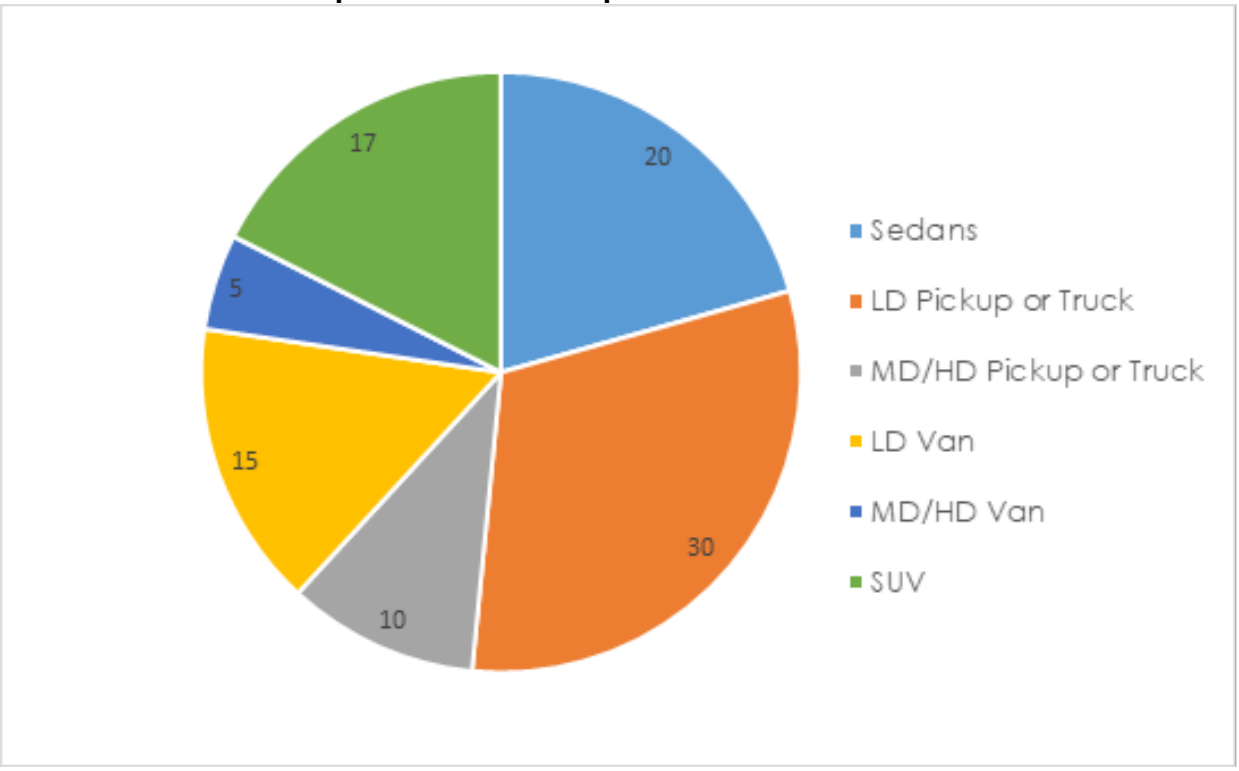
The DMV relies on its vehicle fleet to carry out its mission of licensing drivers, registering vehicles, securing identities, and regulating the motor vehicle industry in pursuit of public safety. The nature of DMV's statewide operations requires reliable transportation to support law enforcement, facilities maintenance, mail and warehouse distribution, and regional oversight of field offices. In 2024, DMV employees traveled approximately 3.1 million miles for official business. This activity consumed 132,157 gallons of gasoline and over 900 gallons of ethanol/E85, with fuel costs exceeding $640,000. Trips vary considerably by function, with many extending long distances to reach remote facilities across California.

The department's mission directly determines how its vehicles are used daily. Law enforcement and investigative staff rely on fleet vehicles to perform surveillance, inspections, and enforcement actions. Facilities maintenance staff depend on vehicles to travel between more than 170 field offices statewide to complete repairs, contract administration, and routine inspections. The warehouse and mail operations divisions use vehicles for daily deliveries, while regional field managers travel frequently between offices to oversee operations. DMV staff also use fleet vehicles to attend trainings, hearings, conferences, and inspections across the state.

DMV vehicles operate in a wide range of environments, including paved city streets, state and interstate highways, rural routes, and rough terrain. Vehicles are used in all weather conditions, from heavy traffic in dense urban centers to snow and rain in mountainous regions. For many staff, vehicles are essential throughout the workday. Area managers often make multiple trips per day to field offices in their region, facilities staff rely on vehicles all day for maintenance tasks, and mailroom staff make repeated short trips for deliveries. Law enforcement use varies depending on investigative needs, ranging from short trips to extended enforcement operations. DMV pool vehicles are also made available to staff on an as-needed basis to support inspections, hearings, and inter-office travel.

Composition of Vehicle Fleet

Graph 2.1: 2024 Composition of Vehicle Fleet



Fuel Types

Reporting on Total Fuel Use by Fuel Type.

Table 2.1: Total Fuel Purchased in 2023/2024

Fuel Type	Diesel	Gasoline	Renewable Diesel
Fuel Amount Gallons	N/A	145,692	N/A

Reporting Narrative on Table 2.1: Fuel Type Selections

The DMV maintains a fuel type policy that permits the purchase of regular unleaded gasoline, E85 when available and compatible with fleet vehicles, and other alternative fuels such as biodegradable diesel, compressed natural gas (CNG), propane, and lubricants. In practice, gasoline remains the primary fuel type because of the current vehicle mix and the limited availability of alternative fueling infrastructure across much of California. Propane use is negligible, and renewable diesel is not used currently.

Drivers operating flexible-fuel vehicles are required to purchase E85 whenever it is available and suitable; otherwise, regular unleaded gasoline is authorized unless the vehicle manufacturer specifies a higher-grade fuel. At present, there have been no formal discussions or authorizations regarding hydrogen fuel integration for DMV fleet vehicles.

Planning Narrative on Table 2.1: Fuel Type Selections

The DMV's long-term planning emphasizes reducing reliance on petroleum fuels and steadily transitioning the fleet toward Zero-Emission Vehicles (ZEVs). While gasoline remains the dominant fuel source for the existing fleet, the department is actively phasing in battery-electric vehicles (BEVs) and plug-in hybrids (PHEVs) across its light-duty fleet, with new purchases prioritizing ZEV adoption. DMV policy requires drivers of flexible-fuel vehicles to purchase E85 whenever it is available and applicable; however, actual use remains limited due to fueling infrastructure constraints, and gasoline continues to represent nearly all fuel consumed.

To support the broader transition to clean fuels, DMV has installed electric vehicle supply equipment (EVSE) at multiple sites, including Sacramento headquarters, Fresno, and Grass Valley, and specified EVSE infrastructure for all new facility construction. The department has also procured solar-powered EV chargers for deployment across offices statewide, ensuring charging capacity for both fleet and employee ZEV use.

While no DMV fleet vehicles currently operate on hydrogen and no projects are underway, the department will continue to monitor the state's hydrogen fueling network to evaluate potential applicability in the future.

Through these measures, DMV expects continued reductions in petroleum fuel purchases in the coming years, with a corresponding increase in electricity as a primary fleet "fuel."

Rightsizing the Vehicle Fleet

Teleworking, Mission Changes, and Technology Changes

Reporting Narratives on Teleworking, Mission Changes, and Technology Changes

The DMV meets its utilization thresholds as determined by the Department of General Services (DGS). Current telework policies, which expanded during and

after the COVID-19 pandemic, have not negatively impacted fleet usage. As DMV's statewide operations require in-person services and frequent inter-office travel, no modifications to fleet purchasing plans have been necessary due to telework.

There have been no impacts to DMV's mission resulting from legislative mandates or changing circumstances that would alter day-to-day operations or affect vehicle use. DMV continues to maintain its fleet to support essential functions, including licensing, investigations, field office management, maintenance, and mail operations.

Telematics

Telematics Implementation Status

Reporting Narrative on Telematics Implementation Status

COMPLETED TELEMATICS IMPLEMENTATION

Planning Narrative for Telematics Data

COMPLETED TELEMATICS IMPLEMENTATION

Existing Fleet Description

Light Duty Fleet Vehicles

The DMV's light-duty fleet includes sedans, light-duty trucks, and vans used to support a wide range of departmental functions. Vehicles are assigned across the Administrative Services Division, Investigation Division, and Field Operations Division with each division relying on vehicles to meet essential mission requirements.

Administrative Services staff use vehicles for travel to field offices to conduct inspections, maintenance, contract administration, and repairs.

The Investigation Division enforcement teams use sedans and trucks for both overt and undercover activities, including surveillance, arrests, and business inspections. Occupational Licensing staff rely on sedans for physical inspections of business locations, compliance checks, training, and administrative hearings.

Field Operations Division vehicles support relief assignments, training, and the transport of exam materials.

Fleet utilization data shows that DMV vehicles operate across paved roads, highways, rough terrain, and during rain and snow conditions. Vehicle use varies by assignment, with some employees using a vehicle for only an hour or less, while others use vehicles for up to eight hours per day. Telematics reporting confirms that only 2 percent of trips are under one hour, with common trip types including investigative assignments, occupational licensing inspections, and field office management.

Reporting On Total Miles Traveled

Table 2.2 Total Miles Traveled

Year	2019	2020	2021	2022	2023	2024
Miles Traveled	2,326,777	1,114,748	2,050,955	2,710,098	3,143,794	3,119,430

Reporting Narrative on Table 2.2: Total Miles Traveled

The number of miles traveled by the DMV's light-duty fleet has varied in recent years in response to operational demands. Utilization decreased significantly during the COVID-19 pandemic when statewide travel and in-person services were curtailed and then increased again as field operations resumed. Current mileage levels reflect a return to business-critical activity across the department, including investigations, facility maintenance, mail distribution, and inter-office travel.

DMV's fleet mileage is determined by its mission requirements, which necessitate statewide coverage and support for essential services. While telework and other efficiency measures have helped limit some discretionary travel, most vehicle use remains necessary for core functions. Telematics has been implemented to improve reporting accuracy and support route optimization, but it has not materially reduced miles traveled since vehicle use is largely mission-driven.

Reporting On Miles Per Gallon

Table 2.3 Light-Duty Miles per Gallon

Year	2019	2020	2021	2022	2023	2024
MPG	21.7	24.3	24.7	26.9	27.9	23.4

Reporting Narrative on Table 2:3: Miles Per Gallon

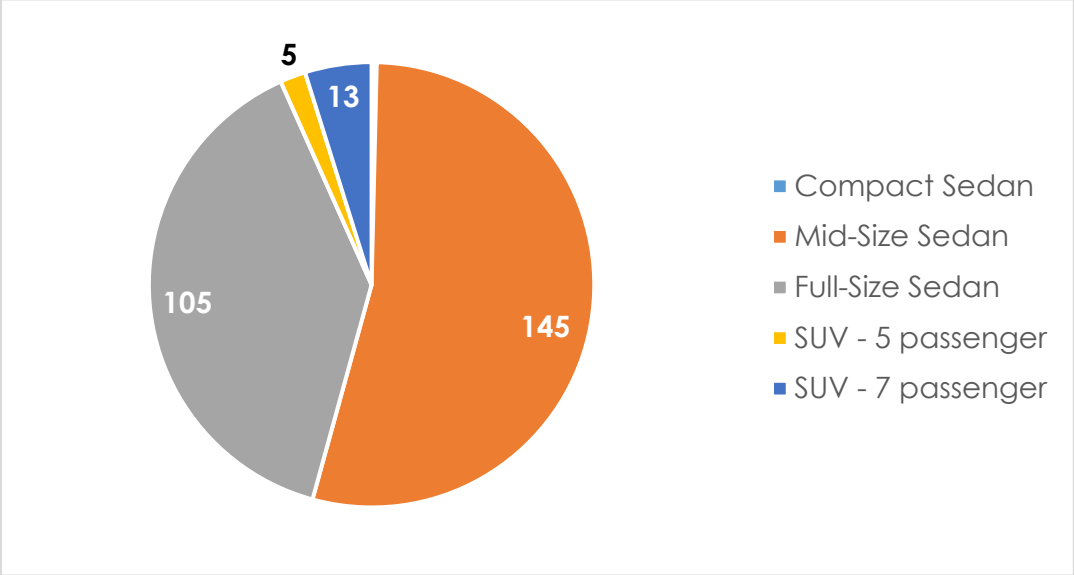
The average miles per gallon (MPG) of the DMV's light-duty fleet has remained relatively stable at an average of 25 mpg over the reporting period, with fluctuations tied primarily to fleet composition and usage patterns. Vehicle assignments range from sedans used in administrative, licensing, and field operations to trucks and vans used by the Investigation and Administrative Services Divisions for enforcement and maintenance activities.

Trip types vary widely: some employees operate vehicles for short, local assignments, while others rely on vehicles for extended daily use, often under demanding conditions such as highway driving, rough terrain, or adverse weather. These variations contribute to small shifts in overall MPG from year to year.

The full implementation of telematics provides DMV with detailed information about vehicle operation, including idle time, driving behaviors, and trip distances. This data allows the department to more accurately monitor fuel efficiency and identify underutilized vehicles, which can help improve overall MPG through targeted fleet management strategies.

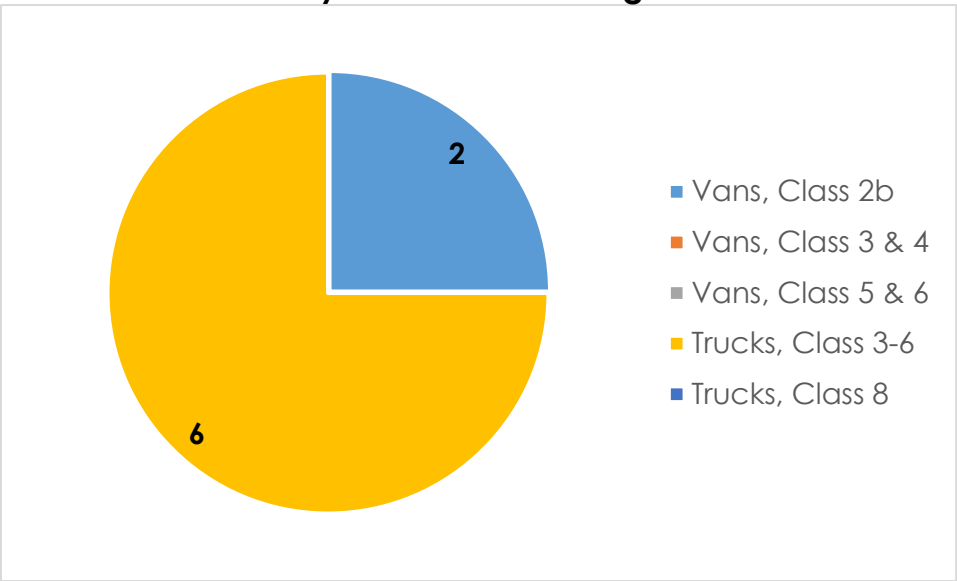
Composition of Light Duty Vehicle Fleet

Graph 2.2: Composition of Light Duty Vehicle Fleet



Medium and Heavy-Duty Fleet Vehicles

Graph 2.3: Composition of Medium and Heavy-Duty Vehicle Fleet Subject to the ZEV and Hybrid First Purchasing Mandate



Incorporating ZEVs into the State Fleet

Light-Duty ZEV Adoption

Table 2.4 Light Duty Vehicles in Department Fleet Currently Eligible for Replacement

Vehicle Type	Sedans	LD vans	LD Pickups	SUVs, 5 passengers	SUVs, 7 passengers	SUVs, 8 passengers	Total
# of Vehicles eligible for replacement	59	4	4	0	1	0	68

Table 2.5 Plan for Light Duty ZEV Additions to the Department Fleet

ZEV Category	21/22	22/23	23/24	24/25	25/26
Battery Electric Vehicle (BEV)	0	4	0	0	0
Plug-in Hybrid Vehicle (PHEV)	0	7	0	11	0
Traditional Hybrid	0	16	0	13	0

ZEV Category	21/22	22/23	23/24	24/25	25/26
Percent of total purchases		52%		68%	
Required ZEV Percentage	35%	40%	45%	50%	50%
Total number of ZEVs in Fleet*	96	123	123	147	147

Reporting Narrative for Table 2.5: Light Duty ZEV Additions to the Department Fleet.

The DMV's light duty fleet primarily consists of sedans, light duty trucks, and vans, which support daily business operations including investigations, law enforcement, mail delivery, facilities maintenance, field office management, and employee pooling. Sedans are the most beneficial type of vehicle for most departmental needs, particularly for regional managers, inspectors, and field staff who require reliable, short-distance transportation.

The department faces several challenges in meeting light-duty ZEV purchasing requirements. The most significant barriers are infrastructure limitations, particularly the availability of charging stations at DMV field offices; budget constraints related to both vehicle procurement and infrastructure investments; and limited ZEV availability in certain vehicle classes, such as BEV sedans, which are not yet consistently available on statewide contracts.

Where available, ZEVs are typically deployed in roles such as investigative assignments, daily mail operations, regional management visits, law enforcement pooling, and other short-distance, high-frequency trips. Plug-in hybrid vehicles are occasionally better suited for longer trips where charging infrastructure is limited. Fuel cell vehicles are not currently in use, due to infrastructure limitations and lack of operational necessity.

Currently, there are no ZEV options for certain classes of vehicles that DMV staff rely on, such as larger pool vans. As a result, DMV continues to evaluate vehicle classes where no ZEV alternative exists and prioritizes ZEV procurement where feasible.

Employees most likely to drive ZEV replacement vehicles include - area managers traveling to multiple field offices, inspectors conducting licensing site visits, law enforcement staff performing investigative duties, facilities staff conducting inspections and repairs, and mail operations staff transporting documents and materials.

Planning Narrative for Table 2.5: Light Duty ZEV Additions to the Department Fleet.

DMV's fleet planning anticipates a steady shift from gasoline-powered light-duty vehicles to Zero-Emission Vehicles (ZEVs) as part of meeting the requirements of Executive Order N-79-20, which mandates that 100 percent of new light-duty state fleet purchases be ZEVs by 2025. To achieve this, DMV integrates ZEV procurement into its regular vehicle replacement cycles, ensuring that eligible sedans and other light-duty assets are replaced with battery electric vehicles (BEVs) or plug-in hybrid electric vehicles (PHEVs).

A key element of this planning is the expansion of charging infrastructure. The -5-Year Infrastructure Plan commits DMV to including electric vehicle supply equipment (EVSE) in all new construction and major renovation projects, while also expanding capacity at existing facilities such as the Sacramento Headquarters Campus, Fresno, and Grass Valley. DMV will continue deploying solar-powered EV chargers statewide, providing flexibility at locations with limited electrical capacity or where rapid deployment is needed.

As ZEV model availability improves through statewide contracts, DMV will broaden deployment to additional vehicle classes, including larger pool vehicles and specialty fleet assets. In the interim, plug-in hybrids may be used for longer travel routes or locations where charging remains limited.

Future fleet assignments will emphasize placing ZEVs in roles with predictable, short-range travel patterns to maximize efficiency and ensure reliable charging access. DMV expects that staff conducting regional office oversight, licensing inspections, and daily mail operations will be among the first to benefit from the broader transition.

Medium- Heavy-Duty ZEV Adoption

Medium and Heavy-Duty Vehicles in Department Fleet currently Eligible for Replacement

Table 2.6 MD/HD Vehicles in Department Fleet Currently Eligible for Replacement

Vehicle Type	Vans, Class 2b	Vans, Class 3 & 4	Vans, Class 5 & 6	Trucks, Class 3-6	Truck, Class 8	Total
# of Vehicles Eligible for Replacement	2	0	0	6	0	8

Table 2.7 Planned Medium/Heavy Duty ZEV Additions to the Department Fleet

Vehicle Types to be Added	21/22	22/23	23/24	24/25	25/26
NO MD/HD VEHICLES ZEV ADDITIONS PLANNED					
Percent of total purchases					
Total number of ZEVs in Fleet					

Reporting Narrative for Table 2.7: Medium-Heavy Duty ZEV Adoption

The DMV operates a limited number of medium- and heavy-duty vehicles that support statewide operations. These include trucks used for facilities maintenance and repair activities, vehicles assigned to transport mail and equipment between offices, and enforcement vehicles used by the Investigation Division. Medium- and heavy-duty ZEVs could fill similar roles in the future, serving as replacements for maintenance trucks, inter-office delivery vehicles, and enforcement vehicles used in investigative assignments.

At present, DMV has not purchased or deployed medium- or heavy-duty ZEVs. The main challenges to adoption include limited availability of suitable ZEV models in these classes, the lack of charging and hydrogen fueling infrastructure to support larger vehicles, and budget constraints that affect both procurement and infrastructure expansion.

Current DMV medium- and heavy-duty vehicles are gasoline-powered, and the department does not operate battery-electric, plug-in hybrid, or fuel cell vehicles in these categories. The most beneficial vehicles for DMV in the future would be ZEV replacements for existing medium-duty trucks and cargo vans that are heavily relied on for facilities and mail operations. If these options become available, they would be assigned to DMV staff in facilities, mail, and investigative divisions, where they would be used to transport equipment, deliver inter-office mail, and support statewide enforcement operations.

Planning Narrative for Table 2.7: Medium-Heavy Duty ZEV Adoption

The DMV will continue to evaluate opportunities to introduce medium- and heavy-duty Zero-Emission Vehicles (ZEVs) into its fleet as technology and market offerings expand. At present, no DMV medium- or heavy-duty ZEVs are in operation, but the department recognizes that vehicles such as facilities trucks, cargo vans, and mail transport vehicles are potential candidates for future replacement with battery-electric or plug-in hybrid models as they become available through statewide contracts. The DMV also acknowledges the potential role of hydrogen fuel cell vehicles for longer-distance or higher-load assignments, particularly if statewide hydrogen fueling infrastructure continues to expand.

The DMV's 2025–26 5-Year Infrastructure Plan establishes a framework for expanding charging capacity at existing facilities and requires electric vehicle supply equipment (EVSE) to be included in all new construction and major renovation projects. These investments will provide the foundation necessary to support future deployment of medium- and heavy-duty ZEVs. DMV will continue to monitor the availability of suitable vehicle types, budget for the incremental cost of procurement, and coordinate with the Department of General Services (DGS) to ensure compliance with statewide ZEV mandates.

Future planning anticipates that DMV staff in facilities, mail operations, and investigations will be the primary drivers of MD/HD ZEVs once they are adopted. DMV expects that as infrastructure expands and new models are introduced, these employees will transition into ZEV replacements that can fully support operational needs while reducing fleet emissions.

Take-Home Vehicle Fleet Status

Table 2.8 Take-Home Vehicle Fleet Status

Vehicle Type	Sedans	LD Pickup or Trucks	MD/HD Pickup or Truck	LD Van	MD/HD Van	SUV
Totals	82	9	4	0	2	5

Reporting Narrative on Table 2.8: Take-Home Vehicle Fleet

DMV maintains a Take-Home Vehicle program in accordance with SAM §4109 and Executive Order B-2-11, which restrict home storage permits to vehicles where it is essential or cost-effective. All permits are processed on STD. 377, renewed annually, and certified by DGS each year as required.

DMV's take-home fleet includes several categories of vehicles; the top types are sedans, pickups, and SUVs. This program is limited in scope and has no material impact on DMV's fleet management goals. Take-home vehicles remain subject to statewide ZEV purchasing policies wherever feasible.

Planning Narrative on Table 2.8: Take-Home Vehicle Fleet

There are no plans in place to change the Take-Home Vehicle program.

Planning Narrative for Integrating ZEVs into Take-Home Vehicle Fleet

The Department of Motor Vehicles ensures that take-home vehicles remain subject to statewide Zero-Emission Vehicle purchasing requirements. As vehicles are replaced, the department prioritizes zero-emission models where operational needs and available infrastructure allow.

Planning Narrative on Integrating the Take-Home Vehicle Program with Telework

There are no teleworkers in the take-home vehicle program. As a result, there are no telework-related plans associated with reducing mileage or emissions in this area.

Planning Narrative on Integrating the Take-Home Vehicle Program with Emissions Reduction Strategies

The DMV manages its take-home vehicle program in compliance with statewide requirements. While the program is limited in scope, the department applies emissions reduction strategies by ensuring that take-home vehicles are included under Zero-Emission Vehicle purchasing requirements. This approach allows the program to align with statewide objectives for reducing greenhouse gas emissions and supporting fleet electrification.

Planning Narrative for Integrating ZEVs into Take-Home Vehicles

Integration of ZEVs depends on the business need and location of the assignment, which determines whether a battery-electric, plug-in hybrid, or fuel-cell vehicle is most suitable.

To ensure that the right type of ZEV is matched to each role, the department evaluates business needs and location-specific factors, such as duty requirements, regional travel patterns, and charging or fueling availability.

Where vehicles are scheduled for replacement, DMV works in coordination with the Department of General Services to determine the most appropriate zero-

emission option. This process serves as the department's plan for gradually integrating ZEVs into take-home assignments and will continue as part of DMV's fleet replacement cycle.

ZEV Public Safety Exemption

Reporting Narrative for ZEV Public Safety Exemption

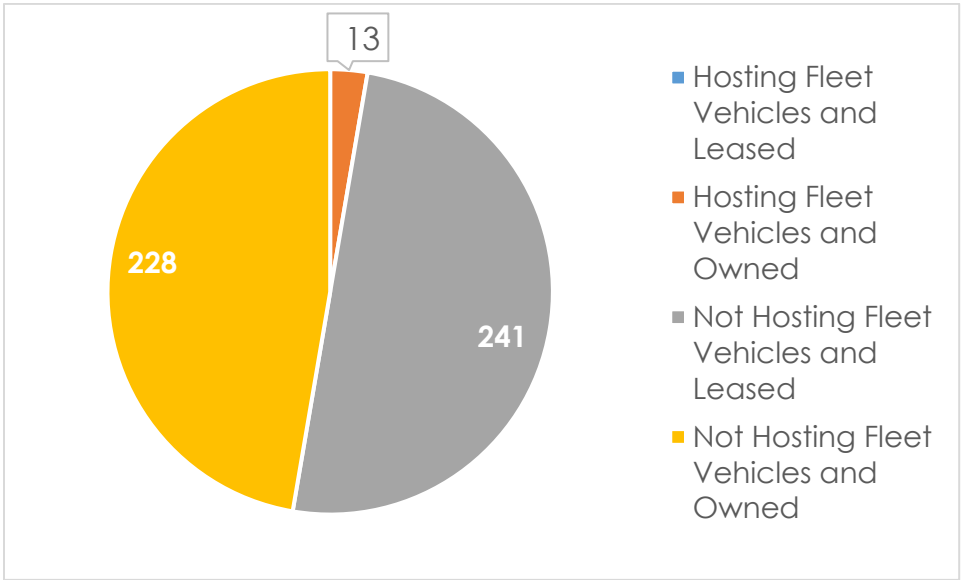
DMV employs sworn officers within its Investigations Division, which qualifies the department for the ZEV public safety exemption. In alignment with Management Memo 16-07 and EO B-16-12, DMV's sworn officers currently operate under the exemption provisions for public safety vehicles. However, approximately 225 sworn officers drive hybrid vehicles in the course of their duties.

Planning Narrative for ZEV Public Safety Exemption

Although exempt, DMV continues to evaluate the availability of advanced vehicle technologies and will pursue opportunities to integrate ZEVs into law enforcement operations when such vehicles can meet the performance and response-time requirements necessary for public safety missions.

Department's Parking Facilities

Graph 2.4: Parking Facilities



Reporting Narrative on Graph 2.4: Parking Facilities

DMV operates a total of 241 buildings and sites, with 100 (42%) owned by DMV, 132 (55%) leased, 6 (3%) leased from CHP, and 3 (1%) leased from DGS. Parking at these facilities is provided primarily through open surface lots rather than structured garages. These lots are generally shared by employees, visitors, and vendors, with few locations designating reserved spaces. Only a small number of facilities specifically set aside parking for DMV fleet vehicles, while at most locations employee and visitor parking are combined. 13 facilities host designated fleet parking.

As required under state policy, DMV incorporates planning for electric vehicle charging infrastructure into new construction and major renovations, ensuring that parking facilities are positioned to support the long-term transition to zero-emission vehicles.

Reporting on Status of EVSE Projects

Table 2.9 : High Priority EVSE Projects

Facility Name	Total Parking Spaces	Existing L1 Charging Ports (2024)	Existing L2 Charging Ports (2024)	Existing L3 Charging Ports (2024)	Total Charging Ports (2024)	EV Charging Ports Needed by 2026
Bell Gardens	168	0	0	0	0	12 level 3 ports
Fullerton	236	0	0	0	0	10 level 3 ports
Pomona	171	0	0	0	0	12 level 3 ports
Riverside	118	0	0	0	0	12 level 3 ports
Sacramento HQ Campus	1230	0	14	0	14	30 level 2 ports
Total	**1923**	**0**	**14**	**0**	**14**	**76**

EV Charging Site Assessments

Reporting on 2024 Facility Site and Infrastructure Assessments

Table 2.10 EV Charging Infrastructure Site Assessments Conducted

Facility Name	L1 EVSE Project Assessments	L2 EVSE Project Assessments	L3 EVSE Project Assessments	Entity that Conducted the Site Assessment
Bell Gardens			1	sitelogiq
Fullerton			1	sitelogiq
Pomona			1	sitelogiq
Riverside			1	sitelogiq
Sacramento HQ		1	1	sitelogiq
Total	0	1	4	

Planning Narrative on Table 2.10: EVSE Construction Plan

DMV identified five high-priority facilities for EVSE infrastructure: Bell Gardens, Fullerton, Pomona, Riverside, and Sacramento Headquarters. As shown in Table 2.9, these facilities currently have limited or no EVSE, and site assessments conducted in 2024/25 by Sitelogiq confirmed the need for additional infrastructure (Table 2.10). The assessments identified the need for Level 3 ports at the four field offices and additional Level 2 ports at Headquarters, totaling 76 new charging ports by 2027/28.

Challenges to advancing EVSE projects have been documented in DMV's planning efforts. These include incentives for infrastructure (not chargers) being low and insufficient to cover installation costs, the loss of parking spaces due to conversions, and the potential for expensive ADA path-of-travel upgrades triggered by installations. In addition, costs for monitoring and maintaining EVSE, including cloud-based networking and vendor services, are cost-prohibitive under current budget constraints.

DMV will include EVSE installations in new capital outlay and major renovation projects as they are authorized, consistent with state building codes and Executive Orders.

On-going EVSE Charging Operations and Maintenance

Public EV Charging Policies

Reporting Narrative on Public EV Charging Policies

The DMV does not have a formal public charging policy in place. The intent of EVSE deployment is to provide charging operations for DMV staff and fleet needs. However, because stations are in DMV parking lots, the public can access the chargers.

Charging time-limit and cost recovery implementation are available only where commercial networking platforms are used. These systems enable monitoring, fee collection, maintenance alerts, and enforcement of time limits. While the cost of cloud-based networking has limited DMV's ability to deploy these capabilities systemwide, connected stations are able to support reliable oversight and provide a model for future expansion. Currently, the DMV does not charge a fee to use EVSE.

The impact on total public charging use is that public access to DMV facilities increases the visibility of zero-emission vehicle infrastructure in local communities. Even without full networking capabilities, the availability of chargers supports both DMV staff and members of the public, demonstrating DMV's role in advancing California's transition to clean transportation.

The impact on DMV's overall energy goals is positive in that the chargers contribute to reduced transportation emissions, even if detailed usage analytics are not yet available. As resources allow, expanding networked monitoring will strengthen DMV's ability to track energy savings, evaluate user demand, and integrate public charging more fully into statewide sustainability goals.

Planning Narrative on Public EV Charging Policies

Currently, DMV does not have a documented plan with established timelines to develop a formal public charging policy. As a next step, DMV will evaluate how EVSE policy requirements can be incorporated into future capital outlay and major renovation projects, which already include charging infrastructure in compliance with Executive Orders and state building codes.

Future policy development is expected to be influenced by budgetary constraints, particularly the costs of networking and monitoring systems, which remain prohibitive under current resources.

Employee EV Charging Policies

Reporting Narrative on Employee EV Charging Policies

EMPLOYEE EV CHARGING POLICY ACHIEVED

Planning Narrative on Employee EV Charging Policies

EMPLOYEE EV CHARGING POLICY ACHIEVED

Fleet EV Charging Policies

Reporting Narrative for Fleet EV Charging

FLEET EV CHARGING POLICIES ACHIEVED

Planning Narrative for Fleet EV Charging

FLEET EV CHARGING POLICIES ACHIEVED

Hydrogen Fueling Infrastructure

Planning Narrative for Hydrogen Fueling Infrastructure

NO HYDROGEN FUEL PLANS
Hydrogen fuel cell vehicles (FCVs) offer long-term potential for zero-emission transportation, but they are not a practical pathway for DMV currently. DMV has no plans to install hydrogen fueling infrastructure at department facilities, nor to procure hydrogen-fueled vehicles for its fleet.

Several challenges make hydrogen impractical for DMV fleet use. Infrastructure is limited, with only about 50 public hydrogen stations statewide, concentrated in a few metro regions. At any one time, there is an average of 8 stations that are not operational and many more indicate "intermittent issues and COULD GO OFFLINE AT ANY TIME. We highly recommend that if you are coming from a long distance that you consider waiting until we are more stable." In addition, the fuel itself is cost-prohibitive, with hydrogen retailing at $12–$32 per kilogram, resulting in higher operating costs than battery-electric vehicles. Energy inefficiency also remains a barrier, as hydrogen production, distribution, and conversion into electricity wastes significantly more energy compared to direct EV charging.

CHAPTER 3 – ENERGY

Department Mission and Building Infrastructure

Reporting Narrative for Department Mission and Building Infrastructure:

The Department of Motor Vehicles (DMV) delivers driver licensing, vehicle registration, identity verification, and regulatory services to millions of Californians. To support this mission, DMV operates a diverse portfolio of 241 facilities totaling approximately 2.67 million square feet statewide. The building portfolio consists of both state-owned and leased facilities. The most familiar of these is the traditional public field office, which comprises approximately 55% of the portfolio's square footage. Another 15% is divided among Industry Business Centers (IBCs), Contact Centers, Commercial Driver License (CDL) facilities, Driver Safety offices, Investigations, Occupational Licensing, and Training centers, many of which are co-located with field offices. The remainder of the portfolio includes headquarters buildings, warehouse/storage, and other support facilities.

Approximately 45% of DMV's facilities are state-owned by DMV, the California Highway Patrol (CHP), or the Department of General Services (DGS), and 61% of these state-owned facilities were built during or prior to 1981. With a state-owned portfolio averaging more than 40 years in age, many buildings require replacement or reconfiguration to meet modern operational needs, achieve current building code compliance, and align with the state's energy efficiency and sustainability goals.

DMV's most energy-intensive operations occur in high-volume field offices and at the headquarters campus in Sacramento. These activities include:

- Continuous operation of HVAC systems to maintain comfort and indoor air quality during high customer volumes and extreme seasonal temperatures.
- High-output lighting in customer lobbies, camera stations, testing areas, and secure transaction counters.
- Power for extensive IT infrastructure, including servers, network systems, and transaction processing equipment, which operate daily during business hours and support online services.
- Specialized mechanical systems in multi-story offices and headquarters buildings, including elevators, central plant equipment, and energy-management systems.

To reduce these loads and modernize its energy profile, DMV continues to integrate sustainable design, Zero Net Energy (ZNE) strategies, LED lighting retrofits, photovoltaic solar generation, and efficient building systems into both new construction and renovation projects. These improvements are critical to ensuring that DMV facilities support the department's mission while reducing grid-based energy use and greenhouse gas emissions.

Total Purchased Energy

Table 3.1: Total Purchased Energy 2023 and 2024

Purchased Energy	2003 Baseline Quantity		2023 Quantity	2024 Quantity	% Qty. Change 2003-24
Electricity	15,558,789	kWh	26,014,210	26,202,201	68%
Less EV Charging	-	kWh			
Less Renewable Energy Generated and used onsite	-	kWh	451,915	518,996	
Natural Gas	104,340	therms	256,781	237,781	128%
Propane	NO DATA	gallons	2,650	1,600	
Fuel Oil	N/A	gallons	0	0	
Steam	N/A	pounds	0	0	
Chilled H2O	N/A	kBtu	0	0	
TOTALS	**63,520,588**	**kBtu Site**	**113,138,723.59**	**111,555,363**	**76%**

Department Energy Use

Reporting High Energy Use Facilities

Table 3.2: Facilities with Largest 2024 Energy Consumption

	Facility Name	Floor Area (ft^2)	Site Energy (kBTU)	Source Energy (kBTU)	Source EUI (kBTU/ft^2-yr)
	Sacramento HQ East	371,709	22,493,136	69,193,019	61
	Sacramento HQ West	198,884	13,691,986	42,960,630	69
	Redding	25,533	3,767,333	11,630,038	145
	San Diego Normal	21,080	3,895,780	7,119,976	185

	Facility Name	Floor Area (ft²)	Site Energy (kBTU)	Source Energy (kBTU)	Source EUI (kBTU/ft²-yr)
	San Francisco	29,119	2,883,281	5,374,376	99
	Chula Vista	13,384	1,702,218	4,023,666	127
	Sacramento La Mancha	13,758	1,232,795	3,548,143	90
	Lincoln Park	13,018	1,136,063	3,476,833	87
	Oakland Claremont	29,232	1,715,745	3,411,504	59
	Newhall	6,829	2,439,198	3,391,793	357
Leased	Not Tracked				
	Total for Facilities in this Table	**722,546**	**54,957,534**	**154,129,978**	**---**
	Total for all Department Facilities	**1,037,707**	**73,373,722**	**183,918,548**	**---**
	Percent of Totals	**70%**	**75%**	**84%**	**---**

Energy Efficiency Solutions for Largest Energy Using Buildings

Planning Outline PO3a: Planning for Facilities with Largest Energy Use

Facility Name	Proposed Energy Efficiency Solutions
Sacramento HQ East	Central utility plant decarbonization planning in progress.
Sacramento HQ West	Complete renovation in 2027/28 including electrical upgrades.
Redding	Renovation planned for 2029/30
San Diego Normal	Replacement building planned for 2030/31
San Francisco	Replacement building planned for 2031/32
Chula Vista	Renovation planned for 2029/30
Sacramento La Mancha	LED lighting retrofit, electrification of HVAC and hot water heater.
Lincoln Park	Renovation planned for 2030/31
Oakland Claremont	HVAC electrification scheduled 2027/28.
Newhall	LED lighting retrofit

Planning Narrative for PO3a: Building Energy Efficiency

DMV's highest energy-consuming facilities are typically either large, multi-story headquarters buildings with complex HVAC, lighting, and IT infrastructure, or older field offices located in regions with extreme seasonal temperatures. Headquarters buildings support statewide administrative, operational, and IT functions that require extensive heating, cooling, lighting, and power for servers and specialized systems. Field offices in this group often serve high daily customer volumes, which increases interior cooling and ventilation requirements, and many operate in climates that demand significant year-round conditioning.

A major factor driving high usage is the age of DMV's building stock. Of the department's 89 state-owned field offices, the average age is over 40 years, with 16 facilities exceeding 50 years. Many of these older facilities still have their original mechanical systems and basic or outdated energy management systems, which cannot be brought to modern efficiency standards without full system replacement. Such projects can cost hundreds of thousands of dollars and are typically addressed during major renovations or facility replacements.

Replacement field office projects present the best opportunity to design and construct to current building code, meet policy directives such as Zero Net Energy (ZNE) requirements, and incorporate advanced energy efficiency technologies. DMV has demonstrated success in this approach with the completion of the state's first ZNE field office in Fresno and the second in Grass Valley in 2018. Five additional ZNE field office replacement projects are currently in various stages of design and construction.

Energy efficiency upgrades are also implemented in existing high-use facilities whenever possible. These have included interior and parking lot LED lighting retrofits, automated demand response systems at sites with sufficient infrastructure, HVAC and controls upgrades to high-efficiency systems, roof replacements incorporating improved insulation and cool roof technologies, and renewable energy installations. DMV's 5-Year Infrastructure Plan calls for approximately three renovation projects annually, with scopes tailored to each facility's original construction, age, and condition.

All future DMV facility replacement and major renovation projects will be designed to meet or exceed the California Green Building Code and related policy directives. Proposed solutions for high-energy-use facilities may also include renewable energy generation, advanced building controls, and monitoring-based commissioning to optimize performance. DMV continues to explore alternative funding sources for these upgrades, including utility rebates, energy service company (ESCO) partnerships, and state funding programs.

Zero Net Energy (ZNE)

Reporting on Existing Building ZNE

Table 3.3 Zero Net Energy Buildings

Status of ZNE Buildings	Number of Buildings	Floor Area (ft^2)	% of Building Area
Buildings Completed and Verified	2	28,224	2%
Building in Design or Under Construction	5	72,405	6%
Building Proposed for Before 2025 (but not yet in design)	0	0	0%
Totals for ZNE Buildings by 2025	2	28,224	2%
Totals for All Department Buildings by 2025	92	1,767,027	
% ZNE by 2025	2%	2%	

Planning Narrative of Table 3.3: Zero Net Energy Buildings

The DMV is proud to be the first California state department to achieve a Zero Net Energy building project with the Fresno Field Office, completed in 2014 and validated ZNE after one year of measured energy use and renewable generation data. DMV's second ZNE facility, the Grass Valley Field Office, was completed in 2018 and has since been fully certified ZNE. Together, these facilities represent approximately 2% of DMV's total state-owned building area, totaling 28,224 square feet of certified ZNE space.

The department currently has five additional field office replacement projects authorized, all designed to meet ZNE standards. These include Inglewood, Santa Maria, Delano, Reedley, El Centro/Brawley and San Francisco. Once completed and certified, these projects will add more than 72,000 square feet of ZNE building area, increasing DMV's ZNE share to roughly 6% of the total portfolio. Each will incorporate high-performance building envelopes, advanced HVAC systems with energy recovery, LED lighting, and photovoltaic solar arrays to offset modeled source energy use.

While these projects demonstrate DMV's commitment to sustainable facility design, meeting the 2025 state goal of 50% of existing building area being ZNE

will remain challenging. The department's building portfolio is, on average, more than four decades old, and many facilities cannot feasibly be retrofitted to ZNE without full replacement. As a result, DMV's path to compliance relies heavily on continued authorization and funding for new construction and major renovation projects.

DMV will continue to meet the state requirement that 100% of new construction, major renovations, and build-to-suit leases initiated after October 2017 achieve ZNE. All five ZNE field office projects now in the design or construction pipeline will contribute significantly toward this goal once complete.

Future efforts will prioritize replacing older, high-energy-use facilities with ZNE-compliant designs and integrating deep energy retrofits into major renovations. Lessons learned from the Fresno and Grass Valley projects will guide these efforts, with strategies including optimized mechanical systems, high-performance envelopes, efficient lighting, renewable energy integration, and advanced building controls.

To accelerate ZNE progress, DMV will continue to seek alternative funding sources such as utility rebates, ESCO partnerships, and state capital programs, while exploring opportunities for ZNE compliance at larger, more complex facilities, including headquarters.

New Construction Exceeds Title 24 by 15%

Table 3.4: New Building Construction Exceeding Title 24 by 15%

New Buildings Exceeding Title 24 by 15%	Number of Buildings	Floor Area (ft^2)
Completed Since July 2012	2	33,624
Under Design or Construction	5	72,405
Proposed Before 2025	0	0

Reporting Narrative of Table 3.4 New Building Construction Exceeding Title 24 by 15%

Since July 1, 2012, DMV has completed two new field office construction projects — the Fresno Field Office (completed in 2014) and the Grass Valley Field Office (completed in 2018) — both designed to exceed the current California Code of Regulations (CCR) Title 24 energy efficiency requirements by at least 15%. These facilities also achieved Zero Net Energy (ZNE) performance and earned LEED Gold certification, setting a precedent for integrating high-

performance energy design with advanced sustainability features in DMV's capital projects. In addition to these completed facilities, five more field office replacement projects are currently in design or construction: Inglewood, Santa Maria, Delano, Reedley, and San Francisco. Each of these projects is designed to exceed Title 24 energy efficiency requirements by at least 15%, achieve ZNE standards, and meet or surpass LEED-Silver certification.

All DMV new construction and major renovation projects since 2012 have been designed to meet or exceed the +15% Title 24 requirement. Project designs are reviewed in partnership with the Department of General Services (DGS) to confirm compliance during the design phase, and DMV's completed projects to date — including Fresno and Grass Valley — have achieved this performance target along with ZNE and LEED Gold certification.

Planning Narrative for Table 3.4: New Building Construction Exceeding Title 24 by 15%

All new DMV building projects and major renovations beginning design after July 1, 2012, have been and will be overseen by DGS. The projects will be designed to exceed the current California Code of Regulations (CCR) Title 24, energy requirements by 15% or better. The five field office projects are also being designed to exceed Title 24 by over 15% and all will be at minimum LEED-Gold and ZNE.

Existing Buildings Energy Efficiency

Reporting on Energy Efficiency for Existing Buildings

Table 3.5: Department-Wide Energy Trends (if available)

Year	Floor Area (ft^2)	Total Source kBTU Consumption	Department Ave. Source EUI (Source kBtu/sq. ft.)
Baseline Year 2003	1,426,211	406,771,898	285
2013	1,600,054	423,360,817	265
2014	1,600,054	384,496,753	240
2015	1,600,054	339,317,001	212
2016	1,600,054	331,320,596	207
2017	1,608,300	218,831,349	136
2018	1,608,300	218,746,377	136
2019	1,608,300	259,436,735	161
2020	1,608,300	216,127,772	134

Year	Floor Area (ft²)	Total Source kBTU Consumption	Department Ave. Source EUI (Source kBtu/sq. ft.)
2021	1,608,300	252,043,904	157
2022	1,608,300	280,775,830	175
2023	1,608,300	307,863,040	191
2024	1,633,833	307,702,235	188
% Change 2003-2024	15%	-24%	-34%

Reporting Narrative for Table 3.5: Department-Wide Energy Trends

Energy From the 2003 baseline year to 2024, DMV increased total building floor area by 15 percent (from 1,426,211 ft² to 1,633,833 ft²) while reducing total source energy consumption by 24 percent (from 406,771,898 kBtu to 307,702,235 kBtu). These reductions were achieved despite expanded hours of operation and additional service programs. DMV met the Executive Order B-18-12 target to reduce grid-based energy purchases by 20 percent by 2018 and has sustained lower energy use levels through 2024.

Key projects and measures that have contributed to reduced energy use include:

- LED lighting retrofits for interior and exterior fixtures, including HQ West's comprehensive conversion in 2019–2020.
- High-efficiency HVAC system replacements with advanced controls and demand-controlled ventilation.
- Cool roof installations and additional insulation during roof replacement projects.
- Automated demand response (ADR) at facilities with suitable infrastructure.
- Energy management systems in new construction and major renovation projects.
- Photovoltaic (PV) systems installed at DMV Headquarters to offset grid electricity demand.

While total energy consumption has increased, DMV's average source EUI rose from 100 in 2003 to 188 in 2024. This increase is due to:

- Portfolio expansion into smaller facilities with proportionally higher energy loads per square foot.

- Extended operational hours to serve larger customer volumes statewide.
- Increased technology loads, including expanded IT infrastructure, data center operations, and high-volume transaction processing.
- The addition of specialized HVAC and lighting requirements in customer-facing facilities.

DMV is continuing to implement strategies to reduce total energy use and EUI, including:

- Replacing older facilities through the field office replacement program, designing all new buildings to exceed Title 24 by at least 15%, meet Zero Net Energy (ZNE) standards, and achieve LEED Silver or higher certification.
- Integrating energy-efficient lighting, HVAC, and controls into all major renovations and deferred maintenance projects.
- Expanding automated demand response and advanced building controls to more facilities.
- Incorporating building envelope improvements such as upgraded glazing, shading devices, and air sealing.
- Continuing Energy Star purchasing policies for appliances, IT equipment, and vending machines.
- Pursuing utility rebates, ESCO partnerships, and alternative funding for energy efficiency and renewable energy projects.

Savings Projects

Table 3.6: Summary of Energy Savings Projects 2023-2024

Year Funded	Estimated Energy Savings (kBTU/yr.)	Floor Area Retrofit (sq. ft.)	Percent of Department Floor Area
2023	NO ENERGY SAVINGS PROJECTS		
2024			
Total			

Reporting Narrative for Table 3.6 Energy Savings Projects 2022-2024

While no Energy Savings Projects were completed 23/24, the DMV incorporated energy saving measures into all renovations and new building projects within the timeframe.

DMV has long been committed to conserving resources in the communities it serves. Prior to the 2003 baseline year, DMV began implementing measures to

reduce electricity, natural gas, and water use across its statewide building portfolio. Since 2006, DMV has achieved or taken occupancy in 13 LEED-certified buildings (state-owned and leased) and currently has four additional projects pursuing LEED certification. DMV also owns two certified Zero Net Energy (ZNE) buildings — Fresno (2014) and Grass Valley (2018) — and has five more ZNE field office replacement projects authorized and in design or construction (Inglewood, Santa Maria, Delano, Reedley, and San Francisco). In the last five years, DMV has not conducted formal ASHRAE Level 1 or 2 surveys on its building portfolio. Instead, DMV identifies energy savings opportunities through facility condition assessments, utility billing data, and consultation with the Department of General Services (DGS) Office of Sustainability, which provides guidance on benchmarking and project scoping.

A major example of DMV's retrofit efforts is the HQ East and West fluorescent lighting retrofit project, completed in September 2019. This project resulted in a full conversion to LED fixtures, installation of motion sensors to reduce off-hours energy consumption, and replacement of three HVAC systems. The project was implemented in coordination with DGS and leveraged utility rebates and statewide efficiency funding sources.

During 2023–2024, DMV continued to integrate energy efficiency measures into its ongoing renovation and maintenance work. These included:

- Lighting retrofits at field offices, completing the transition to LED technology.
- Targeted HVAC replacements with high-efficiency units and advanced controls.
- Roof replacements incorporating insulation upgrades and cool roof materials.

DMV manages these energy savings projects in partnership with the DGS Office of Sustainability, while DMV Facilities Management provides on-site oversight to ensure compliance with Title 24, CALGreen, and state sustainability directives.

Demand Response (DR)

Participating in DR Utility Programs & Participating in DR Events

Table 3.7 : Demand Response (DR) Program Participation

Demand Response	Total Number of Buildings	Total Nominated Reduction (kW)	Total Curtailment in 2023 (kW)	Total Curtailment in 2024 (kW)
Enrolled with Enersponse	0			
Participate in DR	8	0	0	0
Participate in ADR	1	0	0	0
Total Participating (DR/ADR)	8	0	0	0
Enrolled in DR/ADR in 2025	8			
Under Construction or Renovation during 2025	5			
Ineligible to Participate	76			
Entire Agency's Building Portfolio	241			

Reporting Narrative for Table 3.7: Demand Response (DR) Program Participation

Executive Order B-18-12 requires all state departments to participate in available demand response (DR) programs and to obtain financial incentives for reducing peak electrical loads when called upon, to the maximum extent that is cost-effective.

As of 2024, DMV participates in demand response programs with:

- San Diego Gas & Electric (SDG&E) – covering six DMV field offices in Southern California.
- Sacramento Municipal Utility District (SMUD) – covering the DMV Headquarters Campus in Sacramento.

DMV has not experienced any adverse operational impacts with existing DR participation. However, several challenges limit broader participation across the department's 241-facility portfolio:

- Obsolete mechanical systems: Many DMV facilities, including HQ West and HQ South, operate HVAC and controls systems that are more than 40 years old and cannot integrate with DR infrastructure.

- IT security protocols: DMV's strict data and network security requirements limit connectivity options for third-party DR platforms.
- Contractual limitations: Some utilities' DR program requirements conflict with state contractual standards.
- Building design constraints: Older DMV field offices were not designed for current occupant loads. HVAC systems are often undersized, making DR curtailment difficult during peak summer conditions.

While DMV's largest load shed potential exists in its headquarters campus and high-volume field offices, the feasibility of enrolling additional facilities depends on system modernization through the 5-Year Infrastructure Plan's renovation and replacement program.

Planning Narrative for Table 3.7: Demand Response (DR) Program Participation

DMV's strategy for expanding demand response (DR) participation is directly linked to its facility modernization program. The 2025–26 Five-Year Infrastructure Plan requests three renovations and two replacements over the next several years, depending on available funding and approvals. For FY 2025/26, this includes renovations at the Santa Barbara Field Office, Pleasanton Field Office, and Sacramento Headquarters South.

These capital projects will replace outdated building systems with modern HVAC and energy management infrastructure, enabling future DR enrollment where it is currently not feasible. DMV will coordinate with the Department of General Services' Office of Sustainability and the State's approved DR aggregator to streamline enrollment as these facilities come online.

Renewable Energy

Table 3.8: 2024 On-Site and Off-Site Renewable Energy

Status	Number of Sites	Capacity (kW)	2024 Power Generation (kWh)	Percent of Total Annual Power Use
On-Site Renewables in Operation or Construction	7	676	629,428	1.9%
On-Site Renewables Planned	3	0	0	0.0%
On-Site Renewables Totals	10	676	629,428	1.9%
Department-Wide Total Energy Use (kWh equivalent)	-	-	33,212,624	
Off-Site Renewable Totals	0	0	0	0.0%
Off-Site Renewables Planned	0	0	0	0.0%

Status	Number of Sites	Capacity (kW)	2024 Power Generation (kWh)	Percent of Total Annual Power Use
Off-Site Renewables Combined Current & Planned	0	0	0	0.0%
Current Combined On-Site and Off-Site Renewable Energy	**10**	**676**	**629,428**	**0**
Additional Planned On-Site and Off-Site Renewables	3	0	0	0.0%

Reporting Narrative for Table 3.8: On-Site and Off-Site Renewable Energy

DMV has been a statewide leader in renewable energy integration, delivering the first Zero Net Energy (ZNE) state office building in California with the Fresno field office in 2014, followed by the Grass Valley field office in 2018. Both buildings are equipped with on-site solar arrays that fully offset modeled energy use.

Building on these successes, DMV has expanded its renewable portfolio by installing rooftop photovoltaic systems at facilities such as the Sacramento Headquarters East Building and deploying solar-powered EV ARC charging units at several offices to support clean transportation and facility resiliency.

While DMV continues to evaluate opportunities for broader renewable adoption, challenges remain. Most field offices are relatively small, single-story facilities that limit the scale of solar installations, and off-site renewable procurement requires alignment with budgetary and contractual requirements at the state level.

Planning Narrative for Table 3.8, for all Existing Building Renewable Energy

DMV is driving forward with five additional ZNE field office projects—Inglewood, Santa Maria, Delano, Reedley, and San Francisco—all designed with on-site renewable generation to fully meet projected energy loads. These projects will expand renewable integration across the portfolio and move DMV closer to statewide energy and climate mandates.

Future efforts will include:

- Incorporating solar arrays into all major renovations and replacements, in line with EO B-18-12 and the California Green Building Code.

- Exploring Power Purchase Agreements (PPAs) at sites with available land to enable larger-scale distributed generation.
- Working with DGS to assess off-site renewable options, consistent with SAM §1815.31, to help the department qualify future facilities as ZNE portfolio buildings.

In accordance with SB 1020, DMV will also adopt a phased approach to achieve the State's requirement of 100% renewable electricity purchases by 2035. This will be accomplished by expanding ZNE facilities, leveraging PPAs, and aligning future procurement with state renewable power contracts.

Monitoring-Based Commissioning (MBCx)

Table 3.9: Current & Potential MBCx Projects

Facility	Building Name	Floor Area (sq. ft.)	MBCx Capable, Difficult, or No EMS	MBCx Projected To Start Date	MBCx Projected Cost ($ If Known)
12190	Delano	10,718	Capable	2026	NO DATA
*	Inglewood	15,644	Capable	*	NO DATA
12316	Reedley	13,701	Capable	2025	NO DATA
11881	Santa Maria	13,342	Capable	2025	NO DATA
*	San Francisco	19,000	Capable	*	NO DATA
Totals		**72,405**			**$ -**

Reporting Narrative Instructions for Table 3.9: MBCx Status of Existing Buildings

DMV continues to incorporate Monitoring-Based Commissioning (MBCx) capabilities into its portfolio through new projects and renovations. The HQ East Building, renovated in 2012, is already equipped with a modern Energy Management System (EMS) that supports HVAC scheduling, lighting controls, and demand response. This system demonstrates the value of advanced controls by improving comfort, optimizing HVAC operation, and reducing unnecessary energy use.

While MBCx is not yet fully deployed across the department, benefits observed at EMS-equipped facilities highlight its potential to enhance building performance and reduce operating costs. The main challenges to broader adoption are tied to DMV's older facilities: most are over 40 years old, rely on outdated mechanical systems, and cannot support MBCx without major

upgrades. Retrofitting these sites would require extensive mechanical replacements and prolonged office closures, which would significantly disrupt DMV's ability to serve customers.

Despite these obstacles, DMV is laying a strong foundation for future expansion by ensuring that all new construction and renovation projects include EMS platforms designed to support MBCx practices.

Planning Narrative for Table 3.9: MBCx Status of Buildings

DMV's strategy is to implement MBCx primarily through its new field office replacement projects and major headquarters renovations. The five replacement projects—Delano (2026), Reedley (2025), Santa Maria (2025), Inglewood, and San Francisco—are all designed with EMS platforms that will allow MBCx practices to begin upon project completion.

At the headquarters level, the planned HQ West full renovation and HQ South modernization in the mid-term and long- term, respectively, will replace obsolete HVAC and control systems with modern EMS technology, making both facilities fully MBCx-capable. DMV will also integrate staff training into post-installation commissioning to ensure building operators are equipped to maximize system performance.

For projects currently under design or construction, DMV will coordinate with the DGS Office of Sustainability to confirm MBCx implementation timelines and ensure alignment with SAM §1815.3. Where system readiness is still being evaluated, DMV will collect and analyze building data during project development to establish appropriate implementation dates.

By embedding MBCx capability in all new projects and pairing it with operational training, DMV is ensuring compliance with state policy, improving building performance, and supporting California's energy reduction and climate goals.

Building Controls

Reporting on EMS/BMS/Controls Building Capability

Table 3.10: Building Controls

Equipment Controls	% of Buildings Controlled Remotely Offsite	% of Buildings with Controls Onsite	% of Total Buildings
Lighting	7%		7%
HVAC: EMS/BMS	7%		7%
HVAC: Smart Thermostats	7%		7%
Other: _____			

Reporting on EMS/BMS/Controls Building Capability

DMV has integrated advanced building controls into a portion of its portfolio, though most facilities remain without these systems. Roughly 7% of the department's 241 buildings—primarily its LEED-certified facilities—are equipped with lighting controls, HVAC EMS/BMS platforms, and smart thermostats. These controls allow for automated scheduling, more precise operation of HVAC systems, and the ability to reduce energy loads during demand response events.

Older field offices, many of which were constructed more than 40 years ago, generally lack the infrastructure to support modern controls without major upgrades. Retrofitting these smaller buildings with EMS/BMS platforms would require significant mechanical and electrical work, which is often not feasible outside of a full renovation. Where controls have been installed measurable benefits have already been observed in the form of reduced energy waste and improved comfort for staff and customers.

Planning Narrative for Table 3.10: EMS/BMS/Controls Building Capability

Looking forward, DMV's approach is to expand control capability through new construction and modernization projects identified in the 5-Year Infrastructure Plan. Upcoming field office replacements in Delano, Reedley, Santa Maria, Inglewood, and San Francisco are all being designed with EMS/BMS systems and advanced HVAC controls, ensuring they are equipped to support Monitoring-Based Commissioning (MBCx) and automated energy management from the outset.

Major campus improvements will also play a role. Planned renovations of HQ West and HQ South will replace outdated equipment with modern controls, transforming two of DMV's largest, highest energy-use facilities into fully capable smart buildings. DMV also plans to embed smart thermostats and lighting

controls into additional renovation projects, ensuring alignment with SAM §1815.3 requirements for buildings over 5,000 square feet.
Beyond major projects, DMV will continue working with the DGS Office of Sustainability to explore opportunities for layering additional control technology into HVAC lifecycle replacement projects and expanding remote monitoring tools.

Energy Reduction Strategies - Best Management Practices (BMPs)

Planning Narrative for Energy Reduction Strategies in Department Buildings Best Management Practices (BMPs)

DMV will continue to apply best management practices (BMPs) across its building portfolio to reduce energy use and improve efficiency. The department's plan integrates BMPs into all new construction, major renovations, and targeted retrofits of existing facilities.

For new and replacement field offices, DMV will implement BMPs through designs that exceed Title 24 by at least 15% and meet Zero Net Energy (ZNE) requirements. Standard measures include LED lighting, advanced daylighting design, high-efficiency HVAC systems with EMS/BMS controls, improved insulation and cool roofing, and building envelopes designed to minimize heat transfer.

For major renovations, such as the planned HQ West and HQ South projects, DMV is planning to install modern mechanical systems and controls that support MBCx, optimize HVAC scheduling, and enable demand response participation. These renovations will also include roof and envelope improvements to further reduce energy loads.

For existing facilities not scheduled for replacement, DMV will pursue BMPs through ongoing maintenance cycles and targeted retrofits. These efforts will focus on LED upgrades, smart thermostats, programmable HVAC controls, roof insulation improvements during re-roofing projects, and evaluating solar PV installations where site conditions allow.

Challenges to expanding BMPs include the age and condition of much of DMV's building portfolio, with more than half of state-owned facilities built before 1980. Many of these smaller field offices have undersized or outdated HVAC systems that cannot support EMS/BMS controls without full system replacement. Retrofitting is costly and can require lengthy office closures, which

would disrupt customer service delivery. DMV also faces resource limitations in funding large-scale retrofits outside of capital projects.

Timeframes are aligned with DMV's 5-Year Infrastructure Plan, which anticipates multiple renovations and replacements over the next several years. Each of these projects will embed BMPs as part of standard design and construction. For smaller retrofits, DMV will continue integrating BMPs into its regular facility maintenance program.

CHAPTER 4 - DECARBONIZATION

Department Mission and Decarbonization Efforts

DMV delivers licensing, registration, driver safety, investigations, and customer service across a large, dispersed portfolio that includes both state-owned and leased facilities. The DMV occupies 241 facilities and sites statewide, including 169 field offices and 10 headquarters facilities; ownership is mixed (state-owned, Department of Transportation–owned, and private leases). DMV's decarbonization planning prioritizes DMV-owned buildings, where the department has direct control over capital projects and building systems. Leased facilities are included for situational awareness, but major mechanical replacements and electrification in most leased spaces are typically led by the owner; DMV's investments emphasize owned assets for faster, controllable emissions reductions.

DMV's stationary energy use is driven by office operations at field offices and headquarters. Most sites use natural gas for space heating and/or domestic hot water, while electricity serves cooling, ventilation, lighting, and plug/process loads. Within the portfolio, the Sacramento Headquarters campus is served by a central utility plant (CUP) that produces steam for space heating and domestic hot water across multiple buildings. Offices are predominantly conditioned by packaged rooftop units (RTUs); a subset have hydronic hot-water (HHW) boilers or split systems, and most buildings use gas tank-type water heaters.

The equipment most responsible for Scope 1 emissions are the CUP steam boilers at headquarters and the natural-gas heating sections of RTUs and water heaters in field offices. DMV's decarbonization pathways center on (1) electrifying central and distributed heating (e.g., air-to-water heat pumps and heat-pump RTUs), (2) targeted energy-efficiency measures (e.g., retro-commissioning and LED), and (3) aligning projects with capital planning, deferred maintenance, and the 5-Year Infrastructure Plan to sequence work with equipment end-of-life.

For the Sacramento HQ CUP specifically, DMV and partners are evaluating centralized, nodal, and fully distributed electrification options (e.g., electric steam, heat-recovery chillers with heat pumps, and distributed heat-pump RTUs). Distributed and nodal options would decentralize heating away from the steam plant; if such a pathway is selected, the existing boiler-plant building could be retired from steam service and potentially repurposed.

To meet SB 1203's requirement to achieve net-zero Scope 1 and 2 emissions from state operations by 2035—DMV is concentrating near/mid-term

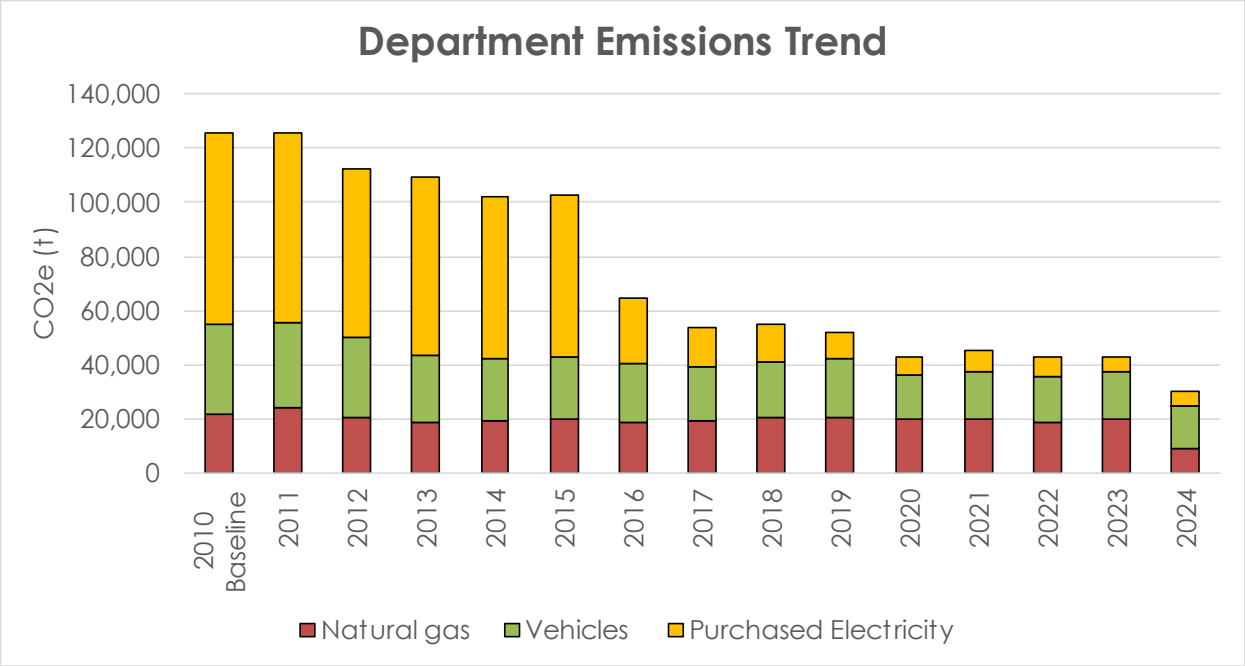
electrification and efficiency investments in DMV-owned buildings while coordinating with landlords to pursue feasible improvements in leased sites.

Greenhouse Gas Emissions

Table 4.1: GHG Emissions since 2010 (Metric Tons)

Emissions Source	Natural Gas	Vehicles	Purchased Electricity	
2010 Baseline	21,556	33,588	70,272	
2011	23,962	31,380	70,225	125,567
2012	20,587	29,461	62,340	
2013	18,516	25,251	65,778	109,545
2014	19,233	23,165	59,956	
2015	19,741	22,954	59,870	102,565
2016	18,996	21,460	24,234	
2017	19,210	19,901	14,570	53,681
2018	20,361	20,533	13,956	
2019	20,841	21,533	9,717	52,091
2020	19,906	16,214	6,938	
2021	20,231	17,264	7,622	45,117
2022	18,662	16,871	7,196	
2023	20,136	17,517	5,220	42,873
2024	9,013	15,941	5,155	
Percent Change since Baseline	**-58%**	**-50%**	**-90%**	**-76%**

Graph 4.1: GHG Emissions since 2010



Department's Decarbonization Approach

DMV will decarbonize its building portfolio by sequencing efficiency measures before equipment replacement, then electrifying space and water heating, with Scope 2 addressed via feasible onsite generation and procurement of carbon-free electricity to meet the 2035 requirement; this follows the central-plant strategy guidance to reduce loads first, transition from steam to hydronic where applicable, and prioritize heat recovery, and aligns with SB 1203 and the state's clean-electricity mandates under SB 1020/SB 100.

Project development uses existing DMV/Glumac data and benchmarking to select representative facilities and measures, establish unitized metrics and costs, extrapolate across the portfolio, and bundle work with the 5-Year Infrastructure Plan, Deferred Maintenance, or Energy Savings Performance Contracts (ESPCs) where appropriate.

Campus-scale strategy at Sacramento HQ evaluates centralized, nodal, and fully distributed electrification options—ranging from heat-recovery chillers paired with heat pumps to distributed air-to-water heat pumps or heat-pump RTUs—using the existing CUP as the baseline for comparison and phasing.

Field-office strategy replaces gas-furnace RTUs with high-performance heat-pump RTUs and converts unitized gas DHW to heat-pump water heaters (air-to-

water or hybrid) or, where appropriate, instantaneous electric resistance units, reflecting the prevailing packaged HVAC and tank-type DHW equipment mix at DMV sites.

Load-reduction measures—including LED lighting with controls and retro-commissioning—precede major electrification to correct control faults, optimize sequences, and reduce heating/cooling demand for right-sized heat-pump installations.

Implementation emphasizes assets under DMV's direct control while coordinating with landlords at leased sites, with prioritization based on GHG impact, readiness, renovation timing, and delivery pathway.

Existing Conditions Assessment

Portfolio emissions are driven by space heating and domestic hot water. At the Sacramento Headquarters campus, a steam/chilled-water Central Utility Plant (CUP) constructed in 2011 serves four buildings (763,785 sf) with 30,600 MBH of heating and 1,500 tons of cooling; recent CUP consumption and emissions are reported at 231,800 therms of natural gas, 613,500 kWh of electricity, and 1,351 metric tons CO_2e. The existing plant comprises three 10,206-MBH steam boilers (2011) and two 750-ton chillers; typical setpoints are ~45°F for chilled water and ~130°F for hot water. The CUP produces steam for space heating and domestic hot water (DHW) (with an on-site cogeneration plant to meet DHW needs), and many terminal units are beyond expected life, indicating near-term retrofit needs.

Across owned offices outside the HQ campus, heating is predominantly provided by combustion-based equipment (e.g., natural-gas furnaces integrated into packaged rooftop units or hydronic boilers), and domestic hot water is commonly produced by gas tank-type or instantaneous heaters; these patterns underpin the recommended electrification measures (heat-pump RTUs, air-to-water heat pumps, hybrid or split HP water heaters).

Current mitigation practices emphasize retro-commissioning—correcting schedules, economizers, sensor calibration, and sequence faults—and LED lighting upgrades with integrated controls; typical savings ranges cited for RCx span 10–40% across heating/cooling/fan end uses, and LED projects can cut lighting energy up to ~60% versus fluorescent.

Carbon Inventory Worksheet

A Carbon Inventory Worksheet has been compiled for DMV-owned facilities.

Owned Building Inventory

Table 4.1 Baseline Building Inventory, Top 10 Carbon Emitting Buildings – Owned Facilities

Building Name	Building Type	Square Footage	Fossil Fuel Consuming Equipment	Total Building Emissions (MTCO2e)
Sacramento HQ East	General Office	518,364	Central Plant NG Central WH	752.36
Sacramento HQ West	General Office	201,473	Central Plant NG Central WH	625.57
Sacramento HQ CUP	Utility	6,339	NG Steam Boiler	549.73
San Diego	Field Office	15,467	NG RTU NG Unitized WH	213.79
San Francisco	Field Office	23,247	NG HHW Boiler NG Unitized WH	158.48
Newhall	Field Office	6,829	NG RTU NG Unitized WH	131.29
Sacramento HQ South	General Office	37,609	Central Plant NG Central WH	116.78
Redding	General Office	24,000	NG Unit Heater NG Unitized WH	104.60
Chula Vista	Field Office	13,384	NG RTU NG Unitized WH	95.61
Oakland Claremont	Field Office	28,822	NG HHW Boiler NG Unitized WH	94.82

Central Utility Plant and Energy Intensive Operations Inventory

Table 4.2: Central Utility Plant Inventory

Existing Plant Type	Property Name	Connected Building Count	Natural Gas Consumption (Therms)	Fuel Oil Consumption (kBtu)	Total Carbon Emissions (CO2e)
Steam/CHW	Sacramento HQ	4	231,200	0	1,592

Decarbonization Measures

Building Electrification Measures

Building electrification focuses on replacing natural-gas space and water heating with heat-pump technologies. For Sacramento HQ, the recommended pathway is "Hot Water—Distributed AWHPS or RTUS," with phased installation of building-level air-to-water heat pumps by equipment end-of-life and retirement of boilers/chillers; the case study shows 206,000 therms NG savings and 836 $MTCO_2e$ reduction.

Across offices, measures replace natural-gas RTUs with high-performance heat-pump RTUs and swap unitized gas water heaters for heat-pump water heaters (hybrid or air-to-water), per the DMV electrification measure list and recommendations.

Implementation includes "electric-ready" preparation: validate available electrical capacity with the serving utility and allocate space for heat-pump equipment before end-of-life changeouts.

Table 4.3: Building Electrification Measure Summary

Project Type	Project Count	Fossil Fuel Savings (kBtu)	Electricity Savings (kWh)	Emissions Savings (MTCO2e)	Utility Cost Impact ($)
HVAC HP RTU	77	16,504,300	-1,674,738	544.58	-$184,849
HVAC AWHP	11	5,338,500	-562,756	171.98	-$79,579
DWH AWHP WH	2	1,008,400	-75,717	38.54	-$5,802
HVAC Infrared Heater	3	996,700	-119,194	29.31	-$16,437
DHW Hybrid HP WH	90	1,126,600	-84,597	43.06	-$4,038
HVAC Split System	2	222,800	-22,605	7.35	-$3,212
DHW Instant ER WH	2	17,600	-4,317	0.08	-$1,085

CUP Electrification Options

Table 4.4: CUP Measure Summary

Property Name	Recommended Strategy	Fossil Fuel Savings (kBtu)	Electricity Savings (kWh)	Emissions Savings (MTCO2e)	Utility Cost Impact ($)
Sacramento HQ Campus	Hot Water Distributed AWHPS and NG RTU's	21	1,289,500	836	$108,500

Building Energy Efficiency Measures

Energy efficiency measures for DMV focus on two program types in Glumac's Measure Summary: LED lighting upgrades and retro-commissioning (RCx).

LED projects convert fluorescent to LED and add controls where feasible; guidance is to trial retrofit kits at smaller buildings and pursue full fixture replacements with integrated controls during major renovations.

RCx addresses operational and control faults to cut loads: align HVAC/lighting schedules with current use, optimize outside air and economizers, prevent simultaneous heating/cooling, reset duct static and supply-air temperatures, calibrate sensors, review sequences of operation, and reset heating-hot-water supply temperatures; typical potential savings are 10–40% on heating, cooling, and fan end uses.

Program guidance places efficiency ahead of major electrification to reduce heating loads and recommends bundling full controls upgrades with planned renovations.

Table 4.5: Energy Efficiency Measure Summary

Project Type	Project Count	Fossil Fuel Savings (kBtu)	Electricity Savings (kWh)	Emissions Savings (MTCO2e)	Utility Cost Impact ($)
Lighting LED	60	N/A	1,393,230	80	$403,924
RCx	10	327,800	407,725	98	$136,516

Decarbonization Action Plan

DMV can achieve net-zero operational emissions for buildings by 2035 through a four-part strategy: energy efficiency, electrification of in-building systems, on-site renewables where feasible, and procurement of carbon-free electricity; this plan follows the DGS Roadmap structure and SB 1203 requirements.

Short-term (0–5 years) focuses on load reduction and "electric-ready" preparation: complete LED retrofits with controls, perform retro-commissioning to correct schedules, economizers, and sequences, validate electrical capacity with the serving utility, and reserve roof/land space for heat-pump equipment; begin pilot replacements at end-of-life sites for heat-pump RTUs and heat-pump water heaters.

Mid-term (5–10 years) scales electrification: replace gas furnace RTUs with high-performance heat-pump RTUs across priority offices, convert hydronic heating to air-to-water heat pumps where applicable, and execute the selected headquarters pathway (centralized, nodal, or distributed) to transition from steam to hot-water/heat-pump service; align rollouts with remaining useful life and planned renovations.

Long-term (>10 years) completes remaining electrification sites, sustains performance through monitoring-based commissioning, and maintains Scope 2 neutrality via on-site generation where suitable.

Challenges include electrical service constraints at some sites, roof/ground space for outdoor heat-pump units, aligning with capital projects and staffing, and annual budget approvals that gate delivery; the action plan therefore prioritizes DMV-owned facilities and bundles measures with the 5-Year Infrastructure Plan and Deferred Maintenance where possible.

Implementation will use representative buildings to establish unit costs, bundle similar scopes for efficient procurement, and select the delivery path—capital, deferred maintenance, or Energy Savings Performance Contracts (ESPCs)—that best fits schedule and funding.

Decarbonization Action Plan Implementation

Implementation prioritizes projects that deliver the most emissions reduction per dollar and can be executed with minimal disruption: end-of-life replacements first, followed by sites already in design or renovation, then remaining candidates. Readiness factors include verified electrical capacity, roof/yard space for heat-pump equipment, curb/structural checks, controls integration, and permitting.

Delivery methods will be selected per scope: capital outlay for large replacements, deferred maintenance for like-for-like end-of-life swaps, and Energy Savings Performance Contracts (ESPCs) where bundling efficiency and electrification can accelerate delivery. DMV can apply operations-driven phasing, bundling work by region and timing activities to maintain operational capacity and public service continuity. All schedules are conditioned on available funding and tied to the 5-Year Infrastructure Plan.

Table 4.6: Decarbonization Strategy Summary

Project Type	Project Count	Emissions Savings (MTCO2e)	Timeline
Lighting LED	60	80	Short Term: to be completed during renovations and pending budget allocation
RCx	10	98	Short Term: to be completed during renovations and pending budget allocation
Heat Pump Roof Top Unit	77	544.58	Mid Term: Complete all projects near anticipated end-of-life or during renovations.
Air to Water Heat Pump	11	171.98	Mid Term: Complete all projects near anticipated end-of-life or during renovations.

Project Type	Project Count	Emissions Savings (MTCO2e)	Timeline
Domestic Hot Water Heat Pump Water Heater	2	38.54	Mid Term: Pending Sac. HQ Decarbonization and HQ West Renovation plans/approval.
Infrared Heater	3	29.31	Mid Term: Complete all projects near anticipated end-of-life or during renovations.
Domestic Hot Water Hybrid Heat Pump Water Heater	90	43.06	Mid Term: Complete all projects near anticipated end-of-life or during renovations.
HVAC Split System	2	7.35	Mid Term: Complete both projects near anticipated end-of-life or during renovations.
Domestic Hot Water, Instant Electric Resistance Water Heater	2	.08	Mid Term: Complete both projects near anticipated end-of-life or during renovations.
Air to Water Heat Pump	12	212	Mid Term: Complete all projects near anticipated end-of-life or during renovations.

Note: Short Term: by 2030, Mid Term: by 2035, Long Term: by 2040. Schedules are contingent on annual appropriations and approvals by the Department of Finance and the Legislature. Inclusion in the 5-Year Infrastructure Plan does not guarantee funding; timelines may advance or stall depending on budget approval outcomes and project delivery constraints.

Pilot and Priority Projects

DMV will launch a focused set of "learn-by-doing" pilots in the initial pilot window to de-risk portfolio electrification. The emphasis is on heat-pump technologies—heat-pump rooftop units (HPRTUs) at representative field offices (e.g., San Diego, Newhall, Hayward, Chula Vista, Santa Rosa) and air-to-water heat pumps (AWHPs) at more complex sites (e.g., San Francisco, Oakland)—plus retro-commissioning at the Sacramento HQ campus (HQ East/HQ West) to harvest low-cost savings and tune central systems for later fuel-switching. HQ

East is an existing LEED-certified facility, making it a strong candidate for documenting commissioning benefits against a known baseline, while HQ East/West have different system vintages and controls needs that support a staged approach.

Prioritization follows DMV's capital planning and sustainability lenses, with choices guided by facility need and program delivery, and augmented by decarbonization factors such as emissions-reduction potential, equipment end-of-life, constructability (electrical/roof/structural readiness), and ability to phase work to maintain customer service. This approach aligns with DMV's 5-Year Infrastructure Plan framework and broader sustainability policies.

Proposed phasing:
• Overall decarbonization: progress in waves—pilot → early scale-up → remaining conversions—staged with capital planning cycles, lease renewals, and equipment life. Authorization/funding ultimately proceed through the Governor's Budget and the Legislature.
• HPRTUs: standardize via pilots, then replicate where sites are most ready (load profiles, panels/roof, service continuity). Further waves align with end-of-life replacements rather than fixed dates.
• AWHPs: prove integration at a few complex hydronic sites first, then expand as central-plant and controls needs are clarified through commissioning.
• Domestic hot water electrification: pursue straightforward HPWH swaps at field offices as opportunities arise; campus-scale DHW conversions are queued with larger renovations rather than on a fixed calendar.
• RCx/MBCx and controls: use commissioning early to stabilize operations and inform designs; incorporate monitoring-based commissioning where required by SAM 1815.3.

DMV's prior delivery of high-performance projects—including ZNE field offices at Fresno (first in state) and Grass Valley—provides design/construction lessons to inform pilot scopes, specifications, and bid packages before scaling.

Table 4.7: Pilot and Priority Projects for Initial Implementation

Project	Description	Timeline
Install heat pump rooftop unit at San Diego	Identified as the Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Short Term
Install heat pump rooftop unit at Newhall	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-	Short Term

Project	Description	Timeline
	year plan, funding has not been appropriated.	
Install air-to-water heat pump at San Francisco	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Short Term
Retro-Commissioning of the Sacramento HQ East	Identified as a Top Emission Saving priority project. HQ East was certified LEED Silver in 2013. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Mid Term
Install air-to-water heat pump at Oakland	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Short Term
Install heat pump rooftop unit at Hayward.	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Short Term
Install domestic hot water, air-to-water heat pump water heater at Sacramento HQ South	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Long Term
Retro-Commissioning of Sacramento HQ West	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Mid Term
Install heat pump rooftop unit at Chula Vista	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Short Term
Install heat pump rooftop unit at Santa Rosa.	Identified as a Top Emission Saving priority project. Recommended inclusion in the 5-year plan, funding has not been appropriated.	Short Term

Project Funding and Incentives

The DMV's approach is to align each decarbonization measure with a plausible funding or incentive pathway. When equipment reaches end of useful life, we expect to "like-for-better" replace with efficient, all-electric options. Where available, we'll pair these with utility rebates from the investor-owned utilities (IOUs)—Pacific Gas and Electric Company (PG&E), Southern California Edison (SCE), and San Diego Gas & Electric (SDG&E)—and, to fortify the departments cash flow, 0% on-bill financing (OBF) that lets the public-sector repay eligible upgrades on the monthly utility bill.

For bundled scopes with verifiable savings, we will consider Energy Savings Performance Contracting (ESPC) via the DGS Office of Sustainability (OS)—specifically its Energy Savings Program that supports state departments in delivering efficiency and electrification projects in existing facilities. ESPC can package design, construction, and performance guarantees in a single contract.

Larger central-plant or multi-system conversions (such as replacing gas boilers with air-to-water heat pumps) are more likely to proceed as capital outlay, phased alongside other facility work identified in the multi-year plan. Monitoring-based commissioning (MBCx) should be maintained, with implementation support available from DGS-OS—a complementary investment that protects and verifies savings. For on-site renewables and storage, we'll use the DGS Clean Energy team's Power Purchase Agreement (PPA) or Site License Agreement (SLA) model when it is cost effective, avoiding up-front capital while standardizing terms.

The DMV will also monitor/evaluate "elective pay" (also called "direct pay") for eligible federal clean-energy tax credits under the Inflation Reduction Act (IRA), which permits state and local governments to receive a payment equal to the value of certain credits. With the July 4, 2025, enactment of H.R. 1—the 'One Big Beautiful Bill Act'—which rescinds unobligated Inflation Reduction Act funds and accelerates the phase-out or repeal of several clean-energy tax credits, the DMV now views federal incentives as uncertain and higher-risk.

For new construction or major renovations, we'll leverage the California Energy Design Assistance (CEDA) program (available in IOU territories), which provides complimentary decarbonization analysis and may offer incentives tied to modeled savings.

In public-power territories, we'll pursue local utility incentives. For example, the Sacramento Municipal Utility District (SMUD) offers commercial electrification

rebates through Complete Energy Solutions (CES)—including heat-pump HVAC and heat-pump water heater incentives—and the Los Angeles Department of Water and Power (LADWP) lists electrification measures and incentives under programs such as Zero by Design and BOSS (Business Offerings for Sustainable Solutions). Availability and amounts vary by year.

The DMV will prioritize projects with the largest emissions and risk-reduction potential; those that can "ride along" with planned lifecycle renewals; and those with favorable incentive windows. Schedules will remain dynamic and may shift with asset condition, construction readiness, service-territory programs, and operational constraints.

CHAPTER 5 - WATER EFFICIENCY AND CONSERVATION

Department Mission and Water Use

The Department of Motor Vehicles (DMV) operates approximately 100 state-owned field offices, regional centers, and its Sacramento headquarters campus, totaling about 1.6 million gross square feet. This report covers DMV-owned facilities only and excludes leased sites or properties managed by DGS or CHP.

Water use at DMV facilities is primarily for restrooms, breakrooms, and a cafeteria at headquarters. Landscaping is minimal and generally limited to perimeter shrubs and small shaded areas. DMV does not maintain turf grass at its properties and, during droughts, has reduced irrigation to focus on preserving trees and large shrubs. At the Concord Field Office, DMV connected to recycled water infrastructure for irrigation.

DMV facilities do not operate vehicle wash stations, construction dust suppression, or other significant water-using processes. All water is purchased from municipal or regional suppliers; DMV does not use wells or surface water sources.

Although opportunities for large reductions are limited compared to land- or industrial-intensive agencies, DMV has achieved sustained savings through low-flow fixtures, irrigation cutbacks, drought-tolerant landscaping, and CALGreen/LEED standards in new construction.

Reporting on Total Purchased Water

Table 5.1: Total Purchased Water

Purchased Water	2023 Quantity (Gallons)	2024 Quantity (Gallons)	2023 Cost ($/yr.)	2024Cost ($/ yr.)
Potable	37,534,220	38,720,420	No data	No data
Recycled Water	No data	No data	No data	No data

Reporting Narrative on Table 5.1: Total Purchased Water

In 2023, DMV-owned facilities used approximately 37.5 million gallons of potable water, increasing slightly to 38.7 million gallons in 2024. Recycled water use is not separately tracked, though the Concord Field Office is connected to the Contra Costa Sanitation District's reclaimed water system for irrigation.

Consistent with Executive Orders and statewide water conservation mandates, DMV has implemented multiple efficiency measures across its facilities. At the Sacramento headquarters Central Utility Plant (CUP), pumps installed in 2016 allow cooling towers to hold higher levels of dissolved solids, reducing blowdown frequency and saving about 1 million gallons of water annually. New and replacement field offices, such as Delano and Reedley, are being constructed with drought-tolerant landscaping and high-efficiency plumbing fixtures.

DMV also promotes conservation through staff and customer outreach, including the "Use Water Wisely" campaign, and incorporates conservation requirements into construction specifications, such as low-flow faucets and toilets, on-demand water heaters, and rainwater collection systems.

During the 2021 drought emergency, DMV reduced irrigation at facilities statewide to the minimum necessary to preserve trees and shrubs. However, many irrigation systems are in poor condition due to years of non-use during past droughts, and significant repairs or replacements are anticipated. These will be addressed through DMV's 5-Year Maintenance Plan and upcoming capital outlay field office replacement projects.

Planning Narrative on Table 5.1: Total Purchased Water

DMV will continue applying routine water conservation strategies across its portfolio, including installing high-efficiency plumbing fixtures in new construction, using drought-tolerant landscaping, limiting irrigation during drought conditions, and exploring opportunities for recycled water connections where available.

Reporting on Properties with Largest Purchased Water Use per Capita per Day.

Table 5.2: Properties with Purchased Largest Water Use Per Capita

Building Name	Area (sq. ft.)	Ave. Daily Building Occupants	Total 2024 Gallons	Total 2024 Irrigation in Gallons (if known)	Gallons per Capita/ Day
Sacramento HQ East	371,709	2,202	7,858,600	N/A	10
Long Beach	12,129	39	1,107,700	N/A	78
Sacramento	30,692	38	1,090,900	N/A	79
Bellflower	13,547	53	945,200	N/A	49
Yuba City	10,391	29	923,400	N/A	87

Building Name	Area (sq. ft.)	Ave. Daily Building Occupants	Total 2024 Gallons	Total 2024 Irrigation in Gallons (if known)	Gallons per Capita/ Day
Total for Buildings in This Table	438,468	2,361	11,925,800	N/A	14
Total for All Department Buildings	1,633,833	8,213	38,775,920		13
% of Totals	27%	24%	31%		107%

*Daily building occupants' column represents DMV staff only.

Reporting Narrative on Table 5.2: Properties with Largest Water Use Per Capita

DMV field offices and headquarters buildings serve both employees and large numbers of customers daily. Occupancy counts fluctuate widely due to public traffic, telework, and rotating staff schedules. Several factors also contribute to the relatively high-water use at the facilities listed in Table 5.2:

- High customer volumes at large field offices and the Sacramento headquarters increase restroom and domestic water demand.
- Irrigation is not sub metered, so outdoor water use cannot be separated from indoor consumption.
- Deferred irrigation repairs from prior droughts have led to inefficiencies in some systems.

Extraordinary circumstances also affect consumption. During the 2021 drought emergency, DMV suspended most irrigation but resumed limited watering afterward to preserve trees and shrubs. Some irrigation systems have deteriorated due to long periods of non-use and need upgrades, which DMV is addressing through its 5-Year Maintenance Plan and capital outlay field office replacement program.

Planning Narrative on Table 5.2: Properties with Largest Water Use Per Capita

Because per-capita water use calculations are not valid for DMV's public-serving facilities, the department instead manages water efficiency through facility-level strategies. DMV will continue to focus on fixture retrofits, drought-tolerant landscaping, irrigation system repairs, and incorporation of CALGreen water conservation standards in new construction. This ensures efficiency improvements are realized regardless of variable customer traffic or occupancy.

Reporting on Properties with Largest Landscape Area Irrigated with Purchased Water

Table 5.3: Properties with Largest Landscape Area Irrigated with Purchased Water

Facility Name	Landscape Area (ft2)
NO DATA	
Total Landscaping area for Facilities in This Table	
Total Landscaping for All Department Facilities	
% of Totals that is large landscape	

Reporting Narrative on Table 5.3: Properties with Largest Landscape Area Using Purchased Water

NO TURF GRASS

Planning Narrative on Table 5.3: Properties with Largest Landscape Area Irrigated with Purchased Water

NO TURF GRASS

Reporting on the Department's Purchased Water Use Trends from 2010 to Present

Table 5.4: Department-Wide Purchased Water Use Trends

Year	Total Occupancy /year	Total Amount Used (Gallons/year)	Percent Change From 2010 Baseline	Per capita Gallons per person per day
Baseline Year 2010	No Data	59,383,700		N/A
2018	No Data	27,756,000	-53%	N/A
2019	No Data	28,025,400	-53%	N/A
2020	No Data	25,624,300	-57%	N/A
2021	No Data	36,553,400	-38%	N/A
2022	No Data	39,456,800	-34%	N/A
2023	9691	37,634,600	-37%	11
2024	8213	38,775,920	-35%	13
2024 Goal		**21,780,655**	**-63%**	

Reporting Narrative on Table 5.4: Purchased Water Use Trends from 2010 to Present

DMV has already exceeded the 20% reduction goal from the 2010 baseline and the 25% reduction target for 2020 based on the 2013 baseline. These accomplishments reflect more than a decade of integrating water conservation into DMV facility design, operations, and maintenance.

Since 2010, DMV has continually specified water-efficient technologies in both owned and leased space designs. New field offices are constructed to CALGreen standards, incorporating low-flow fixtures, waterless urinals, and drought-tolerant landscaping. In 2014, DMV became one of the first state departments to connect a facility to a local recycled water system when the Concord Field Office was linked to the Contra Costa Sanitation District reclaimed water infrastructure. At the Sacramento headquarters Central Utility Plant (CUP), upgrades in 2016 allowed cooling towers to operate with higher dissolved solids, reducing blowdown and saving approximately one million gallons annually.

Water use totals have fluctuated with statewide drought conditions. During drought emergencies, DMV suspended new plantings, reduced irrigation to the bare minimum needed to preserve trees and shrubs, and curtailed nonessential water use such as window washing. As restrictions lifted, limited irrigation resumed to prevent the permanent loss of shade trees and critical plantings, resulting in slight increases in water use in recent years. The greatest ongoing challenge is aged irrigation systems at many facilities that deteriorated after long periods of non-use. DMV is addressing these through its 5-Year Maintenance Plan and capital outlay replacement program.

Planning Narrative on Table 5.4: Purchased Water Use Trends from 2010 to Present

DMV will continue to reduce purchased water use through both capital outlay projects and ongoing maintenance. Recently completed projects at Reedley and Santa Maria demonstrate this approach, incorporating CALGreen standards, efficient plumbing fixtures, and drought-tolerant landscaping. Future projects at Inglewood and Delano will follow the same model.

To ensure ongoing conservation and align with statewide reduction goals, DMV will prioritize:

- Install high-efficiency fixtures and appliances in all new construction and renovations.

- Expand drought-tolerant landscaping and reduce irrigation through weather-based controllers.
- Identify and repair leaks through regular inspections and maintenance.
- Conduct staff awareness campaigns on water-saving practices.

Additional efforts include upgrading aging irrigation systems, pursuing recycled water connections where feasible, and exploring on-site retention and reuse systems. These measures are integrated into DMV's 5-Year Maintenance Plan and capital outlay program, ensuring water conservation remains embedded in both day-to-day operations and long-term planning.

Reporting on Table 5.5 Total Purchased Water Reductions from 2010 to Present

Table 5.5: Total Purchased Water Reductions Achieved in Gallons

2010 Baseline totals (Gallons)	2023 Totals (Gallons)	2024 Totals (Gallons)
59,383,700	37,634,600	38,775,920
+ or -Gallons Compared to Baseline Year	-21,749,100	-20,607,780
Department- Wide Reduction as a % from 2010 baseline	-37%	-35%

Reporting Narrative on Table 5.5: Purchased Water Use Trends from 2010 to Present

MANDATED WATER REDUCTION GOALS ACHIEVED

Planning Narrative on Table 5.5: Purchased Water Use Trends from 2010 to Present

MANDATED WATER REDUCTION GOALS ACHIEVED

Department Indoor Water Use

Fixtures and Water Using Appliances Needs Inventories

Reporting on Building Indoor Water Fixtures and Water Using Appliances Needs

Table 5.6: Building Indoor Water Fixtures and Water Using Appliances Needs Inventories Summary

# of toilets to be replaced	# of urinals to be replaced	# of faucet aerators to be replaced	# of showerheads to be replaced *	# of clothes washers to be replaced	# of garbage disposals to be replaced.	# of pre-rinse valves to be replaced
NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA	NO DATA

Reporting Narrative on Table 5.6: Indoor Building Water Fixtures and Water Using Appliances Needs

Preliminary field reviews at DMV-owned facilities (ranging from 3 to 60 years old, with an average age of 41 years) confirmed that most buildings already have aerators and low-flow fixtures installed. At a few older locations, existing plumbing infrastructure (e.g., insufficient pipe slope) prevents successful operation of low-flow fixtures.

A complete inventory of fixtures and appliances has not been conducted due to limited staff and fiscal resources and the low likelihood of finding substantial additional savings beyond the preliminary reviews. As a result, Table 5.6 remains unpopulated.

Responsibility for assessing fixture and appliance needs rests with DMV's Facilities Operations Branch, which coordinates field inspections and integrates findings into the 5-Year Maintenance Plan.

Planning Narrative on Table 5.6: Indoor Building Water Fixtures and Water Using Appliances Needs

DMV continues to pursue opportunities to install water-saving measures in state-owned facilities and ensures all new field offices are designed to CALGreen standards. For existing buildings, fixture upgrades will be prioritized within capital projects or major renovations.

For the data gaps in Table 5.6, DMV will work with the Facilities Operations Branch to expand future inspections during scheduled maintenance visits. If needed, DMV may consider supplemental water audits conducted by staff in coordination with local utilities or DGS.

DMV does not maintain a standalone equipment purchasing plan; however, conservation fixtures and appliances are procured as part of ongoing renovation, repair, and new construction projects. The next steps include continued integration of fixture upgrades into the 5-Year Maintenance Plan to ensure all opportunities are addressed over time.

Water Conservation and Water Efficiency Projects for Purchased Water

Reporting on Current Indoor Water Efficiency Projects 2020- Present

Table 5.7: Summary of Current Indoor Water Efficiency Projects Completed 2020-Present or In Progress

Completed Projects per Year	Water Saved (Gallons/yr.)	Number of Indoor Water Efficiency Projects Completed	Cost Savings per Year
NO CURRENT PROJECTS			
2023			
2024			

Reporting Narrative on Table 5.7 Current Indoor Water Efficiency Projects 2020-Present

NO COMPLETED PROJECTS

Planning for Future Indoor Water Efficiency for the Next 5 Years- Building Priority Projects

Planning Outline PO5:a: Building Indoor Water Efficiency Priority Projects for the Next 5 Years

Building Name	Type of Project	Est Water Savings	Est. Start Date
NO PROJECTS PLANNED			

Planning Narrative for PO5a: Future Indoor Water Efficiency - Building Priority Projects

NO PROJECTS PLANNED

General Water Management

Reporting Narrative on General Water Management BMP

DMV promotes efficient water use through general water management practices at its owned facilities. These include monitoring facility operations, integrating conservation into maintenance routines, and educating staff on efficient practices. Oversight is provided by the Facilities Operations Branch, which ensures that general water management BMPs are implemented consistently as part of ongoing facility operations.

Planning Narrative on General Water Management BMP

General water management practices are already integrated into DMV operations and will continue to be applied consistently across all owned facilities. Through routine inspections, maintenance, and ongoing use of Energy Star Portfolio Manager for water tracking, DMV will sustain and build upon these practices to ensure alignment with statewide water efficiency goals.

Leak Detection and Repair

Reporting Narrative on Leak Detection and Repair BMP

DMV's Regional Construction Maintenance Supervisors and Stationary Engineering staff routinely visit field offices for repair and maintenance projects. During these visits, they conduct visual leak detection surveys on indoor fixtures and review landscape irrigation systems. These inspections have helped identify and repair leaks, as well as highlight opportunities to install additional low-flow fixtures where the plumbing infrastructure supports their operation. The Facilities Operations Branch also supports water efficiency by sending statewide reminders to staff on water conservation practices in restrooms, breakrooms, and other daily operations.

Planning Narrative on Leak Detection and Repair BMP

DMV will continue to embed leak detection and repair into its scheduled inspections, maintenance routines, and 5-Year Maintenance Plan. By pairing these practices with employee outreach and conservation reminders, the department ensures that water efficiency remains a core part of facility operations and will continue to support statewide water conservation goals.

Kitchen Water Conservation

Reporting Narrative on Kitchen Water Conservation BMPs, Fixtures

DMV has limited kitchen facilities, with food service provided only at the Sacramento Headquarters East Building. Kitchen water conservation practices

there are maintained through DGS oversight and contracted maintenance staff, who ensure equipment operates efficiently and fixtures are repaired or replaced as needed. Field offices do not have kitchens, so kitchen BMPs are not applicable beyond the headquarters cafeteria.

Planning Narrative on Kitchen Water Conservation BMPs, Fixtures

DMV will continue to rely on DGS contracts and maintenance oversight to ensure water conservation BMPs are applied at the Sacramento HQ East cafeteria.

Laundry Facilities Water Conservation

Reporting Narrative on Laundry Facilities Water Conservation BMPS

NO LAUNDRY FACILITIES

Planning Narrative on Laundry Facilities Water Conservation BMPS

NO LAUNDRY FACILITIES

Department Total Nonpurchased Water Excluding Water Reuse or Recycling

Reporting on Total Nonpurchased Water Excluding Water Reuse or Recycling

Table 5.8: Department-Wide Nonpurchased Water Use

Year	Groundwater Basin(s) Name	Number of Domestic or Irrigation Wells	Groundwater Use in Gallons	Surface Water Use in Gallons	Total (Gallons/ Year)
Baseline Year 2020	NON-PURCHASED WATER NOT USED.				
2023					
2024					

Reporting Narrative for Table 5.8: Nonpurchased Water Excluding Water Reuse or Recycling

NON-PURCHASED WATER NOT USED.

Planning Narrative on Table 5.8: Nonpurchased Water Excluding Water Reuse or Recycling

NON-PURCHASED WATER NOT USED.

Reporting Narrative for Nonpurchased Water Use Trends Excluding Water Reuse or Recycling

NON-PURCHASED WATER NOT USED.

Planning Narrative on Nonpurchased Water Unavailability.

NON-PURCHASED WATER NOT USED.

Department Water Energy Nexus Reporting

Reporting on Annual Amount of Boiler Makeup Water Used

Table 5.9: Annual Amount of Boiler Makeup Water Used

Boiler Water Use	Year 2023	
Amount of Water Used for Makeup (Gallons)	430,000	
Amount of Water Currently Reused. (Gallons)	0	0
Remaining additional water suitable for other purposes (Gallons)	No data	
Totals for all Facilities	430,000	385,000

Reporting Narrative on Table 5.9: Boiler Water Reuse Opportunities

Most DMV-owned facilities do not operate boilers; heating and cooling is typically provided by smaller HVAC systems. The exception is the Sacramento Headquarters Central Utility Plant (CUP), which includes boilers operated and maintained by DGS staff.

At present, boiler water at the CUP is not reused. While chemical treatment has been added to reduce blowdown frequency and save approximately one million gallons of makeup water annually, there are no current systems in place to capture or repurpose discharge water. The potential for reuse is limited by water quality concerns, as dissolved solids and treatment chemicals make the water unsuitable for direct reuse without additional treatment.

Planning Narrative on Table 5.9: Boiler Water Reuse Opportunities

DMV does not have a plan to reuse boiler water currently. The department will continue focusing on efficiency measures such as optimizing cycles of concentration and monitoring chemical treatment at the CUP through its 5-Year Maintenance Plan and coordination with DGS facility staff.

Reporting Narrative for Boiler Efficiency

DMV has made progress improving boiler operations at its Sacramento Headquarters Central Utility Plant, but maximum efficiency has not yet been achieved. Opportunities remain to further reduce water use, though barriers include the high cost of advanced treatment technologies and water quality limitations.

Planning Narrative for Boiler Efficiency

DMV will continue optimizing boiler performance through its 5-Year Maintenance Plan and coordination with DGS facility staff. Future opportunities, such as evaluating blowdown water treatment for reuse, will be considered if they become more practical and cost-effective. This approach ensures DMV maintains efficient operations today while keeping options open for additional improvements.

Reporting on Cooling Towers' Water Use

Table 5.10: Cooling Tower Water Use

Cooling Tower Water Use	Year 2023	Year 2024
Amount of Water Used for Make-up (Gallons)	2,200,000 (est.)	1,800,000 (est.)

Reporting Narrative on Table 5.10: Cooling Tower Water Use.

Cooling towers are used only at the Sacramento Headquarters Central Utility Plant (CUP), which supports the HVAC systems for the East and West buildings. DMV's statewide field offices do not have cooling towers, as they rely on small, packaged HVAC systems.

At the CUP, conservation measures have been implemented to reduce blowdown frequency and save water. Variations in water demand are primarily tied to seasonal cooling loads and occupancy levels.

Planning Narrative on Table 5.10: Cooling Tower Water Use.

DMV will continue working with DGS to monitor cooling tower performance at the Sacramento CUP. As part of the 5-Year Maintenance Plan, DMV will review opportunities for more detailed data collection through submeters and continue optimizing cycles of concentration through chemical treatment. These steps will ensure CUP cooling tower water use remains efficient and aligned with statewide conservation goals.

Reporting Narrative on Cooling Tower Water Reuse.

Cooling tower discharge water is not reused.

Planning Narrative on Cooling Tower Water reuse.

DMV will continue to review reuse options with DGS and consider treatment or capture methods if they become cost-effective.

Reporting Narrative on Cooling Tower Efficiency

Cooling tower operations at DMV facilities are managed efficiently, with conservation measures in place to minimize blowdown and reduce water demand. While opportunities for further improvement exist, current practices support reliable and responsible system performance.

Planning Narrative for Cooling Tower Efficiency

DMV will continue to work with DGS to maintain efficient cooling tower operations and explore practical upgrades through the 5-Year Maintenance Plan. This approach ensures steady progress toward greater water efficiency while sustaining current savings.

Reporting on Boiler Needs Inventories Summary

Table 5.11: Summary of 2024 Boiler Needs Inventory

Number of meters to purchase and install	Water Treatment to Install, Repair, or Upgrade	Other
NO BOILER WATER TREATMENT NEEDS		
Totals		

Reporting Narrative on Table 5.11: Boiler Needs

NO BOILER WATER TREATMENT NEEDS.

Planning Narrative on Table 5.11: Boiler Needs

NO BOILER WATER TREATMENT NEEDS.

Reporting on Cooling Systems Equipment Needs Inventory Summary

Table 5.12: Summary of 2024 Cooling System Needs Inventory

Equipment Needed	Equipment Totals for all Facilities
Meters	NO COOLING SYSTEMS NEEDS
Water Treatment	
Other	

Reporting Narrative for Table 5.12: Cooling Systems Needs

NO COOLING SYSTEMS NEEDS

Planning Narrative for Table 5.12: Cooling Systems Needs

NO COOLING SYSTEMS NEEDS

Reporting on Efficiency Projects for Boilers and Cooling Systems 2020-Present

Table 5.13: Summary of Efficiency Projects for Boilers and Cooling Systems

Project Type	Water Saved (Gallons/yr.)	Number of Completed Projects	Number of Projects in Progress
2022	NO CURRENT PROJECTS		
2023			
2024			

Reporting Narrative on Table 5.13: Efficiency Projects for Boilers and Cooling Systems

NO CURRENT PROJECTS

Reporting Narrative for BMPs for Building Boilers and Cooling Systems

As indicated previously, the DMV CUP at the Sacramento headquarters campus is operated and maintained by DGS/FMD staff who follow Best Management Practices (BMP) including, but not limited to:

- Routine inspections and maintenance checking steam traps and steam lines for leaks.
- Repairing leaks and replace faulty steam traps as soon as problems are identified.

- Boiler tuning though an authorized service provider.
- Insulating steam and condensate return piping, and central storage tanks.
- A water treatment specialist is under contract to prevent system scale and corrosion and to optimize cycles of concentration. Water treatment programs include regularly scheduled checks of boiler water chemistry.
- Routine inspections and maintenance programs for condensate pumps.
- Performing scheduled inspections of both the water side and fire side of the boilers. Cleaning the tube surfaces or replacing tubes, as needed, to ensure optimal heat transfer thereby maximizing system energy efficiency.
- Adjusting boiler and cooling tower blowdown rate to maintain TDS at levels recommended by manufacturers' specifications. Utilizing chemical treatment to minimize the use of blowdown water.
- Shutting off water-cooled air conditioning units when not needed and maximizing the use of economizers.

Planning Narrative for BMPs for Building Boilers and Cooling Systems

BUILDING BOILERS AND COOLING SYSTEMS BMPS ACHIEVED

Department Outdoor Water Use:

Reporting on Outdoor Irrigation Hardware Inventory

Table 5.14: Summary of 2024 Outdoor Irrigation Hardware Needs Inventory

Irrigation Hardware Type	Total Hardware Needed
Separate meters or sub-meters	NO DATA
Irrigation controllers required with weather or soil moisture adjustment and flow sensing capabilities	NO DATA
Backflow Prevention **devices**	NO DATA
Flow sensors to be purchased and installed	NO DATA
Automatic rain shut-off devices	NO DATA
New pressure regulators	NO DATA
New hydrozone**(s)**	NO DATA
New valves	NO DATA
Filter assemblies	NO DATA
Drip irrigation emitters	NO DATA
Booster pumps	NO DATA
Rotary nozzles or other high efficiency nozzles	NO DATA

Reporting Narrative for Table 5.14: Outdoor Irrigation Hardware Needs

DMV's 100 field offices have diverse irrigation infrastructure, and while a full hardware survey has not yet been completed, water-saving practices are already in place. At the Sacramento Headquarters campus, DGS has overseen targeted irrigation upgrades as funding has allowed. Across the portfolio, field offices conserve water through adjustments to irrigation schedules and reduced watering during drought conditions, demonstrating an ability to manage outdoor water use efficiently without uniform hardware improvements.

Planning Narrative for Table 5.14: Outdoor Irrigation Hardware Needs

DMV will continue to emphasize efficient outdoor water management in partnership with DGS, ensuring that irrigation practices remain aligned with statewide conservation goals.

Reporting on Outdoor Irrigation Hardware Water Efficiency Projects

Table 5.15: Summary of Outdoor Hardware Water Efficiency Projects Completed 2020 -Present or In Progress

Year Funded	Water Saved (Gallons/yr.)	Completed Hardware Water Efficiency Projects	Hardware Water Efficiency Projects in Progress
2022	NO CURRENT PROJECTS		
2023			
2024			

Planning Narrative for Table 5.15: Irrigation Hardware Water Efficiency Projects

DMV has not undertaken irrigation hardware efficiency projects during the 2020–2024 reporting period. No upgrades have been identified or completed, and therefore no projects are currently planned within the next five years. Future needs will be reviewed as part of the 5-Year Maintenance Plan process, and if irrigation hardware priorities are identified, DMV will evaluate options and timelines to develop a project plan.

Reporting Narrative on Irrigation Hardware Maintenance BMPs

At DMV's Sacramento Headquarters campus, DGS/FMD staff oversee irrigation BMPs, ensuring required devices such as check valves, timers, and shut-off nozzles are in place and maintained. At field offices, private landscaping contractors are contractually required to implement BMPs, including leak detection and timely repairs.

Planning Narrative on Irrigation Hardware Maintenance BMPS

DMV will continue enforcing contractor compliance and DGS/FMD oversight while enhancing monitoring by integrating irrigation performance tracking into facility maintenance. Planned capital outlay and renovation projects will incorporate modern, water-efficient technologies to align irrigation BMPs with evolving state sustainability standards.

Reporting on Living Landscape Inventory

Table 5.16: All Facilities With > 500 sq. ft. of Living Landscape Inventory

Facilities with Landscape >500 Sq.	Total Turf (sq. ft.)	Number Of Historic Sites or Memorials	MWELO Landscape Area (sq. ft.)	Climate Appropriate Landscape Area (sq. ft.) e	Groundwater Basin Nam	Irrigation Source is Groundwater (Yes or No)	Irrigation source is Surface Water (Yes or No)	Irrigation source is Re-use or Recycled Water
Sac. HQ East	0	0	0	17,499	Sacramento Valley-North American	YES	YES	
Fresno	0	0	7,574	0	San Joaquin Valley-Kings	YES	YES	
Concord		0	0	16,701	Clayton Valley	NO	YES	
San Ysidro	0	0	17,455	0	Tijuana River Valley	NO	YES	
Temecula	0	0	0	10,932	Temecula Valley	YES	YES	

Reporting Narrative on Table 5.16: Living Landscape Inventory

DMV has not yet completed a formal Living Landscape Inventory of its 100 state-owned facilities. As reflected in Table 5.16, selected sites such as headquarters and newer field offices (e.g., Fresno, Grass Valley, San Ysidro, Sacramento La Mancha) have minimal turf, with landscapes primarily limited to small planting areas and trees. Most DMV field offices are compact facilities, generally under 15,000 gross square feet, with large surface parking areas and only modest landscaping.

Although DMV does not currently maintain large turf areas, future capital outlay and major renovation projects will continue to evaluate opportunities for climate-appropriate landscapes and urban forest elements. These considerations will be balanced with requirements for Zero Net Energy compliance, solar performance, site safety, and long-term maintenance.

Reporting on Living Landscape Upgrades for the Next 5 Years

Planning Outline PO5:b: Planned Projects for Living Landscape Upgrades for the Next 5 Years

Landscape >500Sq. ft.) Facility Name	Replace Turf (Sq. ft.)	MWELO landscape area Upgrade (sq. ft.)	Climate appropriate landscape Upgrade area (sq. ft.)	Date for Achieving Upgrades
NO PLANNED LIVING LANDSCAPE UPGRADES				

Planning Narrative on PO5.b Living Landscape Upgrades for the Next 5 Years

DMV will continue to incorporate Model Water Efficient Landscape Ordinance (MWELO)-compliant and climate-appropriate landscaping into all new construction and major renovation projects. Over the next five years, capital outlay projects at sites such as Inglewood, Delano, Santa Maria, Oxnard, and Reedley are planned to include drought-tolerant plantings, water-efficient irrigation systems, and soil amendments that improve water retention.

These upgrades support compliance with MWELO standards, reduce long-term irrigation demand, and align with state sustainability requirements. Integration of urban forest elements will be evaluated case by case, balancing tree canopy benefits with solar energy generation, site security, and maintenance considerations.

Planning Narrative for Remaining non MWELO Compliant Living Landscape Upgrades

The Department of Motor Vehicles (DMV) ensures that all landscaping at its facilities, including new construction and site renovations, complies with MWELO. Most DMV design packages are created by DGS and provide a list of suggested plants for landscaping and specs for irrigation.

Reporting on Living Landscape Water Efficiency Projects 2020 – Present

Table 5.17: Summary of Completed Living Landscaping Water Efficiency Projects

Year Funded	Est Annual Water Savings (Gallons)	Sum of MWELO Landscape installed (sq. ft.)	Sum of Climate Appropriate Landscape Installed (sq. ft.)
2022	NO CURRENT PROJECTS		
2023			
2024			

Reporting Narrative on Living Landscape BMPs

During California's historic multi-year drought, the DMV—working in coordination with the Department of General Services (DGS)—followed state policy directives to prioritize the health and preservation of trees, large shrubs, and significant plant resources, while reducing water usage for non-essential landscape plants and turf areas. This approach contributed to substantial water savings statewide.

As part of its Best Management Practices (BMPs), DMV implements the following measures:

- Plant Prioritization: Landscape plants are evaluated and prioritized by value to focus water use where most beneficial.
- Irrigation Reduction: Timers are adjusted to provide only minimal water needed for survival.
- Leak Detection & Repair: Irrigation systems are regularly inspected, and leaks are repaired immediately.
- Watering Schedule: Irrigation is scheduled at night or in the early morning to reduce evaporation.
- Sprinkler Adjustments: Systems are programmed to prevent overspray and runoff.

Planning Narrative on Living Landscape BMPs

New DMV capital outlay projects are being designed and constructed with permanent water-saving features, including:

- On-site water retention systems
- First flush systems and bioswales
- Moisture sensors and high-efficiency irrigation
- Native and drought-tolerant plant species
- Compost incorporation into soil and planting beds to improve water retention

Reporting on Large Living Landscape Inventory (>20,000 sq. ft.)

Table 5.18: Large Landscape Inventory (>20,000 sq. ft.) and the Required Associated Landscape Water Budget Schedule

Name of Facility Sites/Locations with > 20,000 sq. ft. of Landscaping	Landscape Area per Facility (Sq. Ft.)	Water Budget per Facility (Gallons)	EPA WaterSense or Irrigation Association Certified Staff per Facility
LANDSCAPES			

Reporting on Achieving Large Living Landscape Requirements (>20,000 sq. ft.)

The DMV has minimal landscaping at its field office locations, with no large contiguous landscaped areas that would require a landscape water budget management plan. The largest DMV property is the headquarters campus, where all landscaping activities are managed by the Department of General Services (DGS).

Planning Outline PO5:c: Achieving Large Living Landscape Area Requirements (>20,000 sq. ft.)

Facility Name	Landscaping sq. ft. to be upgraded to MWELO standards	Water Budget per Facility (Gallons)	Ground Water Basin	# of staff Needing EPA WaterSense certification	Date for Achieving
NO LARGE LANDSCAPES					

Planning Narrative on PO5.c: Achieving Large Living Landscape Requirements (>20,000 sq. ft.)

NO LARGE LANDSCAPES

Critically Overdrafted Groundwater Basins and Water Shortage Contingency Plans

Reporting on Buildings in Critically Overdrafted Groundwater Basins

Table 5.19: Buildings in Designated Critically Overdrafted Groundwater Basins

Building Name	Basin Name	Amount of water Used 2023 (Gallons)	Amount of water Used 2024 (Gallons
Arvin	San Joaquin Valley	203,400	169,300
Bakersfield	San Joaquin Valley	194,600	172,900
Capitola	Santa Cruz Mid-County	80,800	90,100
Fresno	San Joaquin Valley	369,700	532,500
Hanford	San Joaquin Valley	497,100	504,200
Merced	San Joaquin Valley	118,200	120,000
Oxnard	Santa Clara River Valley	204,100	177,000
Visalia	San Joaquin Valley	259,700	246,300
Watsonville	Corralitos	100,980	56,100

Reporting on Buildings with Urban Water Shortage Contingency Plans

Table 5.20: Buildings with Urban Water Shortage Contingency Plans

Building Name	Name of Water Supplier with Urban Water Shortage Contingency Plans	Year of Publication or Update
Arleta	Los Angeles Dept. Water & Power	2020
Arvin	Arvin CSD	2021
Bakersfield	California Water Service	2021
Bell Gardens	Liberty Utilities	2022
Bellflower	Bellflower Somerset Mutual Water Co.	2021
Capitola	Soquel Creek Water District	2020
Carmichael	Carmichael Water District	2021
Chula Vista	Sweetwater Authority	2021

Building Name	Name of Water Supplier with Urban Water Shortage Contingency Plans	Year of Publication or Update
Compton	City of Compton	2022
Concord	Contra Costa Water District	2022
Corte Madera	Marin Water	2024
Costa Mesa	Mesa Water District	2021
Culver City	Golden State Water	2022
Daly City	California Water Service	2021
Davis	City of Davis	2022
Sacramento HQ East	City of Sacramento	2021
Sacramento HQ West	City of Sacramento	2021
El Cajon	Helix Water District	2021
El Centro	City of El Centro	2021
El Cerrito	East Bay Muni. Utility Dist.	2020
Fremont	Alameda County Water Dist.	2021
Fresno	City of Fresno	2021
Fullerton	City of Fullerton	2021
Glendale	City of Glendale	2021
Grass Valley	Nevada Irrigation Dist.	2021
Hanford	City of Hanford	2021
Hawthorne	Golden State Water	2022

Building Name	Name of Water Supplier with Urban Water Shortage Contingency Plans	Year of Publication or Update
Hayward	Hayward Water System	2021
Hemet	Eastern Municipal Water Dist.	2021
Hollister	City of Hollister	2021
Hollywood	Los Angeles Dept. Water & Power	2020
Indio	Indio Water Authority	2021
Inglewood	City of Inglewood	2021
Lincoln Park	Los Angeles Dept. Water & Power	2020
Long Beach	City of Long Beach	2021
Los Angeles	Los Angeles Dept. Water & Power	2020
Los Gatos	San Jose Water	2021
Merced	City of Merced	2021
Modesto	City of Modesto	2021
Montebello	Montebello Land and Water Co.	2021
Mountain View	City of Mountain View	2021
Napa	City of Napa	2021
Newhall	Santa Clarita Valley Water	2021

Building Name	Name of Water Supplier with Urban Water Shortage Contingency Plans	Year of Publication or Update
Norco	City of Norco	2021
Oakland Coliseum	East Bay Muni. Utility Dist.	2020
Oakland Claremont	East Bay Muni. Utility Dist.	2020
Oceanside	City of Oceanside	2021
Oroville	California Water Service	2021
Oxnard	City of Oxnard	2021
Pasadena	American Water	2021
Placerville	El Dorado Irrigation District	2021
Pleasanton	City of Pleasanton	2021
Pomona	City of Pomona	2021
Redding Regional	City of Redding	2021
Redlands	City of Redlands	2021
Redwood City	City of Redwood City	2021
Riverside	Riverside Public Utilities	2021
Sacramento Broadway	City of Sacramento	2021
Sacramento La Mancha	City of Sacramento	2021
Salinas	California Water Service	2021
San Bernardino	City of San Bernardino	2021
San Diego Clairmont	City of San Diego	2021

Building Name	Name of Water Supplier with Urban Water Shortage Contingency Plans	Year of Publication or Update
San Diego Normal	City of San Diego	2021
San Francisco	San Francisco Water Dept.	2021
San Jose	San Jose Water Co.	2021
San Mateo	California Water Service	2021
San Pedro	Los Angeles Dept. Water & Power	2020
San Ysidro	City of San Diego	2021
Santa Ana	City of Santa Ana	2021
Santa Barbara	City of Santa Barbara	2021
Santa Clara	City of Santa Clara	2021
Santa Maria	City of Santa Maria	2021
Santa Monica	City of Santa Monica	2021
Santa Rosa	City of Santa Rosa	2021
Santa Teresa	San Jose Water Co.	2021
Seaside	American Water	2021
Temecula	Rancho California Water Dist.	2021
Thousand Oaks	City of Thousand Oaks	2021
Torrance	City of Torrance	2021
Turlock	City of Turlock	2021

Building Name	Name of Water Supplier with Urban Water Shortage Contingency Plans	Year of Publication or Update
Vallejo	Vallejo Water Dept.	2021
Van Nuys	Los Angeles Dept. Water & Power	2020
Ventura	Ventura Water	2021
Victorville	City of Victorville	2021
Visalia	California Water Service	2021
Watsonville	City of Watsonville	2021
West Covina	Suburban Water Systems	2021
Westminster	City of Westminster	2021
Whittier	Suburban Water Systems	2021
Winnetka	Los Angeles Dept. Water & Power	2020
Yuba City	Yuba City Water Dept.	2021

Reporting Narrative for Table 5.20: Urban Water Shortage Contingency Plans

DMV facilities across California are served by a wide range of urban water suppliers, all of which maintain Urban Water Management Plans (UWMPs) that include Water Shortage Contingency Plans (WSCPs). DMV is aware of its suppliers' contingency plans and tracks their publication dates to ensure alignment with state requirements. The most recent updates for DMV suppliers range from 2020 to 2024, consistent with the 2020 UWMP cycle.

The impact of these contingency plans on DMV operations is minimal. Most DMV offices are customer service facilities, where critical functions depend primarily on reliable indoor water supply for restrooms, staff areas, and limited HVAC systems. These functions are not water-intensive, and DMV's conservation

practices—including low-flow fixtures, drought-tolerant landscaping, and reduced irrigation—help ensure compliance with supplier-mandated reductions.

No DMV building houses mission-critical functions that would be significantly disrupted by temporary reductions in water use. DMV headquarters facilities in Sacramento, which are the largest in the portfolio, can adjust operations under supplier drought restrictions without impairing essential services.

Department's Urban Water Shortage Contingency Plan

Reporting Narrative for Department's Contingency Plan

URBAN WATER SHORTAGE CONTINGENCY PLAN ACHIEVED

Planning Narrative on Department's Contingency Plan

URBAN WATER SHORTAGE CONTINGENCY PLAN ACHIEVED

Chapter 6 – FACILITIES' CONSTRUCTION AND OPERATIONS

Department Mission and Facilities Construction

DMV's mission is delivered face-to-face at public field offices, so facility design focuses on safe, fast customer flow and durable, easy-to-maintain spaces. The Field Office Workflow Analysis Project (FOWAP) studied real office traffic and recommended layout improvements now built into new projects to move visitors through lobbies more efficiently.

New facilities follow CALGreen and state policy to meet or exceed LEED Silver and pursue Zero Net Energy (ZNE) wherever feasible, aligning construction with executive orders and the State's Green Building Action Plan. Examples include the Fresno (2014) and Grass Valley (2018) ZNE offices, and additional ZNE field offices now in design. While Executive Order B-18-12 set LEED Silver as the minimum for state projects, SB 416 now requires LEED Gold or higher for projects ≥10,000 ft² whose schematic design begins on or after January 1, 2024—a change that takes effect in the 2027 Roadmap.

All new buildings include building energy management systems (EMS/EMCS) to support monitoring-based commissioning (MBCx), which is required by statewide policy for efficient operations. In parallel, DMV and DGS ensure that construction and alteration projects achieve at least LEED Silver performance standards.

Customer service also relies on right-sizing typical field offices—generally small, single-story buildings with surface parking—making on-site solar and ZNE design practical through roof or carport arrays. EV charging (EVSE) is integrated into all proposed facilities for employees and the public, consistent with CALGreen.

Water-efficient design is standard. Projects are built to CALGreen with low-flow fixtures, drought-tolerant landscaping, recycled-water connections where available (e.g., Concord), and other conservation features.

To lower costs and improve access, guiding principles encourage co-location with community partners when feasible, using existing local infrastructure to streamline delivery of services.

Department Mission and Facilities Operations

Operations focus on comfort, safety, uptime, and resource efficiency. New buildings' energy management systems run HVAC to use "free cooling" when outdoor conditions allow, maintain state-mandated temperature ranges, and limit equipment during off-hours; LED lighting and controls reduce electricity use.

All new buildings come with EMS/EMCS; most older field offices do not have modern EMS and are difficult to retrofit without full HVAC replacement. As a result, DMV adds EMS when older offices undergo major mechanical upgrades and prioritizes MBCx in new facilities.

ZNE operations are expanding across the portfolio as new facilities open and on-site solar grows, with DMV recognized as a leader among state agencies for integrating energy and resource conservation into day-to-day operations.

Water management relies on routine leak checks, fixture upgrades when feasible, and landscape watering reductions, supported by tracking in ENERGY STAR Portfolio Manager.

Waste handling protects sensitive materials and diverts recyclables. Confidential documents and accountable items (e.g., plates, stickers, permits) are stored securely and destroyed or recycled through controlled processes, standard recycling covers paper, cardboard, plastics, metals, and printer cartridges, with organics collection at HQ and local procedures for field sites.

EV charging is operated in sync with fleet electrification and employee/public access policies, with additional sites coming online from the 5-year infrastructure plan.

New Building LEED Certification

Table 6.1: New Building Construction since July 1, 2012

Facility Name	LEED Certification Type & Level Achieved	Commissioning Performed (Y/N)
Rancho Cucamonga	Certified	Y
El Monte	Silver	Y
Lodi	Silver	Y
West Hollywood	Silver	Y
Sacramento HQ East	Silver	Y

Roseville	Silver	Y
Fontana	Silver	Y
Fresno CDTC	Silver	Y
Fresno	Gold	Y
San Marcos Rancheros	Silver	Y
Lancaster	Silver	Y
Palm Desert	Silver	Y
Grass Valley	Silver	Y
Inglewood	Silver or Gold & ZNE	To be performed
Delano	Silver or Gold & ZNE	To be performed
Santa Maria	Silver or Gold & ZNE	To be performed
San Diego Normal	Silver or Gold & ZNE	To be performed
Reedley	Silver or Gold & ZNE	In progress

Reporting Narrative for Table 6.1: New Building Construction since July 1, 2021

DMV's capital projects are delivered under Department of General Services (DGS) Real Estate Services Division (RESD) oversight, which embeds current code and sustainability policy into designs, specifications, and construction administration. This ensures each facility is built to the required performance standards and verified through DGS project management and inspection.

Consistent with California policy, new and major renovation projects have pursued at least LEED Silver; commissioning is required in addition to meeting CALGreen measures. For DMV projects over 5,000 square feet, commissioning is performed after construction, with the department's practice of scheduling the final commissioning review during the warranty period roughly one year after opening. This aligns with LEED Enhanced Commissioning's 10-month post-substantial-completion operational review to confirm systems perform as intended.

Planning Narrative for Table 6.1: New Building Construction since July 1, 2012

Design and construction proceed under the Department of General Services (DGS) Real Estate Services Division (RESD), which embeds current code and sustainability policy in contracts and verifies compliance.

Projects already in design continue under the current framework: facilities 10,000 square feet or larger are delivered to LEED Silver or higher; facilities smaller than 10,000 square feet meet CALGreen Tier 1; and projects larger than 5,000 square feet include commissioning after construction, with the final commissioning review held during the post-occupancy warranty period (about one year after opening).

To protect occupant health and comfort, contract documents apply Indoor Environmental Quality (IEQ) requirements from CALGreen Part 11, including the use of materials that meet volatile organic compound (VOC) content limits (adhesives, sealants, caulks, paints and coatings, including aerosols) and VOC emission limits for finished products (carpet systems, composite wood, resilient flooring, insulation, and acoustic ceilings/wall panels).

Looking ahead, SB 416 raises the minimum to LEED Gold or higher for projects 10,000 square feet or larger whose schematic design begins on or after January 1, 2024; this will appear in departmental reporting as those projects complete. Where feasible, design teams will also continue to target Zero Net Energy (ZNE) and design to exceed Title 24 by at least 15%, consistent with statewide policy and prior DMV practice.

LEED for Existing Buildings Operations and Maintenance

Table 6.2: Large Building LEED Certification for Existing Buildings

Number of exist. buildings >50,000 sq. ft. requiring LEED-EB Certification	Number of Existing buildings > 50,000 sq. ft. LEED-EB Certified	Percentage of Existing Buildings > 50,000 sq. ft. that have achieved LEED-EB	% Certified in past 3 years
2	0	0%	0

Reporting Narrative for Table 6.2: Large Building LEED Certification

DMV has two headquarters buildings over 50,000 square feet: HQ East (~565,000 GSF) and HQ West (~264,500 GSF). HQ East holds a prior LEED certification under new-construction/renovation criteria; HQ West is not LEED-certified. Neither East nor West currently carries LEED EBOM. The two EBOM hurdles are (1) the ENERGY STAR® 75 prerequisite (to the maximum extent cost-effective) and (12) twelve months of building-level energy data. Because the 2011 central utility plant (CUP) serves multiple HQ buildings and was not equipped with building-level

sub-metering, DMV does not isolate a full year of energy use for each building. Also, HQ West's age and systems has made the ENERGY STAR prerequisite infeasible without major renovation. HQ West is currently under renovation and is expected to achieve LEED-EB certification by 2029/30.

Planning Narrative for Table 6.2: Large Building LEED Certification

To enable LEED for Existing Buildings: Operations & Maintenance (LEED EBOM) certification at HQ East, the next headquarters capital project will install building-level sub-meters so the department can collect the 12 months of energy data that EBOM requires. Once metering is in place, DMV will pursue EBOM for HQ East and then maintain the three-year re-certification cycle; ongoing efficiency work—such as the LED lighting retrofit already completed at HQ East and HQ West—will continue to support the ENERGY STAR performance requirement.

Achieving EBOM at HQ West will require a major renovation or replacement to address aging systems and meet the ENERGY STAR 75 prerequisite, as identified during the earlier program review.

Modernizing the headquarters heating and cooling system is also planned through a Central Utility Plant (CUP) decarbonization effort. The recommended approach is a distributed air-to-water heat-pump design that is modeled to deliver significant energy-use reductions without requiring an electrical service upgrade, consistent with the campus's estimated 11,500 kVA capacity; detailed scope and phasing will appear in the Decarbonization chapter.

Indoor Environmental Quality (IEQ)

Daylighting and Views in New Construction

Reporting Narrative for Daylighting and Views in New Construction

Recent new-build designs follow the State's two daylighting requirements: (1) provide a direct line of sight to the outdoors via vision glazing whose visible portion is between 2.5 and 6.5 feet above the finished floor in at least 90% of regularly occupied areas; and (2) use toplighting and sidelighting strategies with light shelves, reflective interior surfaces, glare control, and photosensor controls where feasible.

Planning Narrative for Daylighting and Views in New Construction

Going forward, design teams will document the 2.5–6.5 feet above the finished floor sightline glazing requirement during schematic design and evaluate toplighting/sidelighting options; by design development, drawings will specify light shelves, interior reflectance targets, glare mitigation, and photosensor zoning. Commissioning will tune daylight sensors and shades after occupancy to ensure intended performance, coordinated through the State capital project process.

CALGreen Tier 1 Indoor Environmental Quality Measures

Reporting Narrative for CALGreen Tier 1 Indoor Environmental Quality Measures

INDOOR ENVIRONMENTAL QUALITY, CALGREEN MEASURES ACHIEVED

Planning Narrative for CALGreen Tier 1 Indoor Environmental Quality Measures

INDOOR ENVIRONMENTAL QUALITY, CALGREEN MEASURES ACHIEVED

IEQ-New Buildings and Renovation Measures

Reporting Narrative for IEQ-New Buildings and Renovation Measures

IEQ-NEW BUILDINGS AND RENOVATION MEASURES ACHIEVED

Planning Narrative for IEQ-New Buildings and Renovation Measures

IEQ-NEW BUILDINGS AND RENOVATION MEASURES ACHIEVED

Furnishing Standards

Reporting Narrative for Compliance with Furnishing Standards

FURNISHING STANDARDS ACHIEVED

Planning Narrative for Compliance with Furnishing Standards

FURNISHING STANDARDS ACHIEVED

Green Seal Cleaning Products

Reporting Narrative on Using Green Seal Cleaning Products

GREEN CLEANING PRODUCTS STANDARDS ACHIEVED

Planning Narrative on Using Green Seal Cleaning Products

GREEN CLEANING PRODUCTS STANDARDS ACHIEVED

Cleaning Procedures – Various Standards

Reporting Narrative for Cleaning Procedures – Various Standards

CLEANING PROCEDURES STANDARDS ACHIEVED

Planning Narrative for Cleaning Procedures – Various Standards

CLEANING PROCEDURES STANDARDS ACHIEVED

Cleaning Procedures – Title 8, Section 3362

Reporting Narrative for Cleaning Procedures TITLE 8 SECTION 3362

TITLE 8 SECTION 3362 CLEANING PROCEDURES STANDARDS ACHIEVED

Planning Narrative for Cleaning Procedures TITLE 8 SECTION 3362

TITLE 8 SECTION 3362 CLEANING PROCEDURES STANDARDS ACHIEVED

HVAC Operation Requirements

Reporting Narrative for HVAC Operations

Under Title 8, Section 5142, DMV Facilities maintain and operate HVAC systems to provide at least the outdoor air required by the building code in effect at permit issuance, operate systems during working hours with only the allowed exceptions, and keep records that substantiate outdoor-air rates when provided by infiltration or non-mechanical means. Through equipment specifications and energy management systems, the department ensures minimum outdoor-air delivery; DGS/RESD oversight and DMV Stationary Engineers manage ongoing operation, repairs, and preventive maintenance.

Annual inspections are performed and documented, including verification of minimum outdoor airflows using handheld instruments, confirmation that filters are replaced per manufacturer intervals with a minimum MERV 11 rating, checks that outdoor dampers/actuators/linkages operate properly, inspections of accessible heat-exchanger surfaces for fouling and microbial growth with corrective action as needed, and maintenance of cooling towers with chemical treatment records and retrofits to avoid visible plumes within 25 feet of any air intake.

At present, two items are not yet uniform statewide: a single computerized preventive-maintenance platform and a daily pre-occupancy purge sequence (one hour of outside air at three air changes or at the Title 24 Section 120.1(c)2 minimum), largely due to legacy controls at older and some leased sites.

Planning Narrative for HVAC Operations

The plan is to complete a phased rollout of a computerized maintenance management system as equipment inventories and control standards are unified, and to program a one-hour pre-opening purge at sites with modern EMS/BMS while adding timers or low-cost controllers at legacy locations and negotiating purge language into lease renewals where landlords control schedules. These actions build on the department's expanding use of energy management systems and economizers (especially at HQ East, which has advanced controls not present at the older West building) and will be verified through commissioning and routine operational reviews.

HVAC Inspection Requirements

Planning Narrative for HVAC Inspection Requirements

HVAC INSPECTION REQUIREMENTS ACHIEVED

Integrated Pest Management (IPM)

DMV requires contract language that ensures department staff and contracted pest management companies follow an integrated pest management (IPM) strategy focusing on long-term prevention of pest problems through monitoring for pest presence, improving sanitation, and using physical barriers and other nonchemical practices. With over 250 offices statewide, the DMV uses private pest control service providers, which are required to comply with governmental mandated regulations, related to pest control management.

Table 6.3: Self-Managed Pest Control

Self-Managed Pest Control	Y/N	Is there an IPM plan? (Y/N)
Does your department self-manage pest control for any and or all Department buildings and the associated building landscapes?	NO SELF-MANAGED PEST CONTROL	

Self-Managed Pest Control	Y/N	Is there an IPM plan? (Y/N)
Does your department self-manage pest control for any and or all Department mission-related infrastructure including, but not limited to, highway medians and shoulders, levees, reservoirs, canals, campgrounds and recreation areas?	NO SELF-MANAGED PEST CONTROL	

Reporting Narrative for Table 6.3: Self-Managed Pest Control

NO SELF-MANAGED PEST CONTROL

Planning Narrative for Table 6.3 Self-Managed Pest Control

NO SELF-MANAGED PEST CONTROL

Table 6.4: External Pest Control Contracts

External Pest Control Contract	Y/N	Is there an IPM plan? (Y/N)	Contract Renewal Date
Does your department externally contract pest control for any and or all Department buildings and the associated building landscapes? List all pest control contracts below. Add extra lines as required.	Yes	Yes	
Building Pest Control Contracts			
EagleShield Pest Control, Inc.	Yes	Yes	7/31/2027
Mary's Pest Control, Inc.	Yes	Yes	7/31/2027
Allguard Termite and Pest Control	Yes	Yes	7/31/2027
Does your department externally contract pest control for any and or all Department mission-related	No	N/A	

External Pest Control Contract	Y/N	Is there an IPM plan? (Y/N)	Contract Renewal Date
infrastructure including, but not limited to, highway medians and shoulders, levees, reservoirs, canals, campgrounds and recreation areas? List all pest control contracts below. Add extra lines as required.			
Infrastructure Pest Control Contracts			
N/A			

Reporting Narrative for Table 6.4: Pest Management Contracts

INTERGRATED PEST MANAGEMENT REQUIREMENTS ACHIEVED

Planning Narrative for Table 6.4 Pest Management Contracts

INTERGRATED PEST MANAGEMENT REQUIREMENTS ACHIEVED

Table 6.5: Top 5 Department Pests Requiring Pest Control

Pest Name (common)	Pest Control Method(s)
Ants	Sanitation, sealing entry points, landscape trimming, baits (gel/granular) placed away from public access; escalate to targeted treatments only if IPM steps fail.
Cockroaches	Deep cleaning and clutter reduction, crack-and-crevice sealing, sticky monitoring traps, insect growth regulators, gel baits; limited spot insecticide only if needed.
Rodents	Exterior sanitation and dumpster management, door sweeps and exclusion (seal penetrations), snap traps and multi-catch stations;

Pest Name (common)	Pest Control Method(s)
	exterior, tamper-resistant bait stations only if nonchemical controls are insufficient.
Flies	Routine drain cleaning and biofilm removal, moisture control and refuse management, traps; targeted larvicide for drains if needed after sanitation.
Wasps	Remove attractants near entries and dumpsters, seal eaves/voids, physical nest removal by licensed vendor; targeted dust/spray only when a public-safety risk remains.

Reporting Narrative for Table 6.5: Top 5 Department Pests Requiring Pest Control

Ants and cockroaches are frequent in customer-serving buildings with break rooms, food waste, and heavy foot traffic; they create sanitation complaints and can affect public perception of facility cleanliness.

Rodents present health and property risks and are attracted to dumpsters and loading docks and can enter through gaps at doors and utility penetrations.

Small flies originate in wet drains and refuse areas and are a persistent nuisance in restrooms and kitchens.

Wasps and yellowjackets are a safety concern at public entries, queue areas, and outdoor work zones because of sting risk.

These pest pressures are typical for high-use office/retail-style facilities and are addressed under our Integrated Pest Management (IPM) practice that prioritizes prevention, monitoring, sanitation, and physical barriers; when nonchemical methods are not enough, the program allows a cautious, tiered use of pesticides (least-hazard first).

Planning Narrative for Table 6.5 Top 5 Department Pests Requiring Pest Control

For ants, we start with food-source control, entry sealing, and landscape trimming. When large exterior colonies or seasonal surges overwhelm these steps, we add baiting to reach the nest; spot treatments are reserved for persistent trails in sensitive areas.

For cockroaches, deep cleaning, harborage removal, traps, and growth regulators come first; gel baits are added if monitoring shows ongoing activity, and only then are limited crack-and-crevice insecticides considered.

For rodents, sanitation, exclusion, and traps are baseline; if activity persists due to recurring ingress from surrounding properties or structural constraints, exterior tamper-resistant bait stations may be deployed under license and labeling to reduce risk to people and wildlife.

For small flies, routine drain maintenance and moisture control are primary; if breeding continues in concealed plumbing after cleaning, targeted drain biocides/larvicides are used.

For wasps/yellowjackets, removing attractants and sealing voids are first steps; active nests in public areas that pose safety risks are treated and removed by licensed professionals. All actions follow our IPM hierarchy and contract language that requires vendors to use prevention, monitoring, and nonchemical controls first, escalating to chemicals only as a last resort.

Fossil Fuel Landscaping Equipment Replacement with Low Emitting Landscaping Equipment

Reporting Narrative for Replacing Fossil Fuel Landscaping Equipment

NO FOSSIL FUEL LANDSCAPING EQUIPMENT

Landscaping at DMV facilities is maintained through a combination of Department of General Services (DGS) services, third-party landscaping service contracts, and building lease agreements, depending on site ownership and management structure. For state-owned facilities, landscaping is typically maintained by DGS-managed service contracts or DGS crews. At leased facilities, landscaping responsibilities are generally addressed through the building lease agreement, with services provided by the property owner or their contracted landscaping vendor.

Planning Narrative for Replacing Fossil Fuel Landscaping Equipment

NO FOSSIL FUEL LANDSCAPING EQUIPMENT USAGE

Location Efficiency

Smart Location Score for New Leases after January 1, 2020

Table 6.6: Smart Location Score for New Leases after January 1, 2020

Facility name	Smart Location Calculator Score
Brawley	72
Clearlake	54
Eureka	98
Fresno CC/DSO/INV	37
Murrieta Express	29
Oxnard Express	19
Pleasanton Stoneridge Temporary	17
Sacramento HQ White Rock	9
Salida INV/DSO	17
Salinas CDTC	12
San Andreas	47
South San Francisco DSO/INV/OL	59
Van Nuys INV/OL	76
Woodland	91
Average	46
Baseline	NO DATA
% change from Baseline	N/A

Reporting Narrative for Table 6.6: Smart Location Score after January 1, 2020

DMV follows the State's location-efficiency guidance set forth by the Green Building Action Plan (GBAP) and applies it to all leases. To improve location efficiency, DMV prioritizes higher-scoring candidate sites within each market when they meet program needs; when a lower-scoring site is necessary, DMV documents the rationale and implements practical travel-reduction measures such as telework where permitted and bicycle amenities where feasible. For the 10% improvement target, DMV will use the current Table 6.6 average as the working baseline for the next leasing cycle and seek an average at least 10% higher across newly executed leases; DMV's Leasing team, in coordination with DGS Real Estate Services, is responsible for running and filing Smart Location Calculator checks for each transaction.

Planning Narrative for Table 6.6: Smart Location Score after January 1, 2020

For locations with lower Smart Location scores, DMV will continue favoring higher-scoring options where feasible within each region, and perform Smart Location Calculator checks during market surveys; where program constraints lead to a lower-scoring choice, DMV will apply practical travel-reduction measures and track outcomes after move-in. Ahead of each renewal, the leasing team reviews regional Smart Location scores to identify the best available sites that meet program needs and are a feasible option.

Current (non-expired) Leases Prior to 2020 - Lowest Smart Location Score

Table 6.7: Current (non-expired) Leases Prior to 2020 - Lowest Smart Location Score

Facility name	Smart Location Calculator Score	Lease Renewal Date
Commerce	1	12/31/2030
Fall River Mills	2	10/31/2028
Gardena	2	11/30/2036
Tracy	3	12/31/2031
Fairfield	4	4/30/2028
Barstow	6	7/31/2026
Sacramento HQ Warehouse	6	11/30/2030
San Bernardino IBC/DSO	6	11/30/2034
Orange	7	6/30/2032
Rancho Cordova	9	6/30/2032

Reporting Narrative on Table 6.7: Current (non-expired) Leases Prior to 2020 - Lowest Smart Location Score

Renewal decisions will follow the standard DGS Real Estate Services Division (RESD) process. In markets with limited transit, pedestrian, or bicycle access—key drivers of the State's location-efficiency score—meaningful improvement may not be possible until more transit-served location space becomes available within the service area.

Planning Narrative on Table 6.7: Current (non-expired) Leases Prior to 2020 - Lowest Smart Location Score

As individual renewals approach, DMV will use the Smart Location Calculator to inform site recommendations and align decisions with State location-efficiency guidance and the DGS RESD leasing process; where relocation to a higher-scoring site is not feasible, DMV will document the basis for the decision within that process.

CHAPTER 7 - WASTE MANAGEMENT AND RECYCLING

Department Mission and Waste Management and Recycling

The Department of Motor Vehicles (DMV) is committed to environmental stewardship through responsible recycling and waste reduction practices. The DMV's Recycling and Waste Management Policy is in the Administrative Policy Manual, section 4.610. The procedures help reduce waste, protect documents containing confidential information, and increase recycling by using the specified methods for each material.

The DMV has a designated waste and recycling coordinator responsible for submitting the annual State Agency Reporting Center (SARC) Report to CalRecycle, creating an integrated waste management plan, and promoting recycling programs for both headquarters and field offices.

The top five waste types generated within the department are paper, plastic, cardboard, glass, and aluminum. With over 200 public offices, implementing consistent waste reduction and recycling practices pose challenges. Effective and continuous communication between the departmental coordinator and the divisional coordinators is essential to the success of these efforts.

Waste and Recycling Programs

Designated Waste and Recycle Coordinator and Program Basics

Reporting Narrative on Designated Waste and Recycle Coordinator and Program Basics

The DMV has a comprehensive Recycling and Disposal program with specific instructions for each of the materials listed below.

Beverage Containers: includes aluminum, plastic and glass beverage containers with CA redemption value (CRV).

- Headquarters: Black containers labeled "Recycle" are located near vending machines on each floor.
- Field Locations: Staff contact their respective Divisional Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations.

Mixed Plastic: includes bottles with no CRV, jugs, containers, and all number plastics.

- Headquarters: Mixed plastic bins are located in the recycle rooms.
    - Building East: floors 2-6.
    - Building West: north and south ends of the hall.
- Field Locations: Staff contact their respective Divisional Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations.

Metal Recycling: incudes tin, steel cans, and small scraps.

- Headquarters: Metal recycle bins are located on the loading docks of both Buildings East and West. There are locked bins for license plate recycling located on the third and fourth floors of Building East.
- Field Locations: Staff contact their respective Divisional Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations.

Corrugated Cardboard Boxes: includes moving boxes, paper boxes, and shipping boxes.

- Headquarters: Cardboard recycle containers are located in the recycle rooms.
    - Building East: floors 2-6.
    - Building West: north and south ends of the hall.
- Field Locations: Staff contact their respective Divisional Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations.

Non-Confidential White Paper: includes white paper with or without print and white envelopes.

- Headquarters: Plastic blue bins labeled “white paper only” are located within all work areas.
- Field Locations: Staff contact their respective Divisional Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations.

Mixed and Colored Paper: includes various recyclable paper items (Post-It notes, envelopes with plastic windows, newspaper, cardstock, colored paper, and small non-corrugated boxes) utilizing one container.

- Headquarters: Large round blue containers labeled “Mixed Colored Paper” are located within all work areas.
- Field Locations: Staff contact their respective Divisional Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations.

The DMV has over 200 public offices statewide, each with its own janitorial contract and recycling services based on local availability. Due to space limitations, some locations may not be able to accommodate designated recycling bins. However, all facilities are equipped with appropriate disposal containers to support proper recycling practices.

The DMV Recycling Coordinator and Divisional Recycling Representatives routinely check containers to ensure proper signage, assess container condition, and identify items disposed of incorrectly.

Planning Narrative on Designated Waste and Recycle Coordinator and Program Basics

DESIGNATED WASTE, RECYCLE COORDINATOR, AND PROGRAM BASICS ACHIEVED.

SARC Report

Table 7.1: State Agency Reporting Center (SARC) Report on Total Waste per Capita

Per Capita Disposal Rate	2023	2024	Total Waste 2023	Total Waste 2024	% Change from 2022/2024
	3.15	3.35	6,193.70 tons	5,724.05 tons	Decrease of 7.6%

Reporting Narrative on Table 7.1: SARC Report on Total Waste per Capita

In 2024, DMV supported 8,213 employees statewide while maintaining a waste disposal rate of just 3.35 pounds per capita per day. The Department continues to strengthen its recycling and organics diversion programs, with an active organics recycling contract at Headquarters and exemptions applied to field offices where program implementation is not feasible.

Planning Narrative on Table 7.1: SARC Report on Total Waste per Capita

PER CAPITA DISPOSAL RATE ACHIEVED

Recycling Program and Practices

Reporting Narrative on Recycling Program and Practices

DMV effectively recycles materials generated in its offices by using strategically placed white paper recycling containers (blue bins) and confidential bins. Confidential materials are transported to the State Records Center for shredding and proper disposal of the shredded contents.

Recycling is in place for the following materials:

- Aluminum Cans
- Glass
- Plastic #1 (PET, water bottles)
- Plastic #2 (HDPE, milk jugs)
- Plastics (#3-7)
- Cardboard
- Newspaper
- Office paper (white)
- Office paper (mixed)
- Confidential shredded paper
- Copier/toner cartridges
- Rendering

Planning Narrative on Recycling Program and Practices

RECYCLING PRACTICES ACHIEVED

Organics Recycling

Reporting Narrative on Organic Recycling Program and Practices

At the DMV Headquarters, green bins labeled "Food Waste Only" are located in the cafeteria to support organics recycling. Employees are instructed to place all food scraps (food, bones, peels, coffee grounds, and tea bags) into these bins. All non-compostable items, including containers, plates, and utensils, should be discarded in regular trash bins.

The green bins are relatively small and are serviced twice a week. Collected food waste is transferred into trucks for proper disposal. In cases where the bins are contaminated with non-food items, janitorial staff are instructed to dispose contents as regular trash to prevent compromising the organics stream.

The DMV Recycling Coordinator is responsible for this program and regularly communicates with employees via email updates and cafeteria signage to

ensure ongoing awareness and participation. Organics recycling has become routine at DMV Headquarters and there are no current challenges.

At the DMV field locations, staff contact their respective Recycling Representative as needed to obtain information regarding current recycling procedures and service providers for specific field locations. Most of the DMV's approximately 200 field office have an approved CalRecycle Organic Waiver on file.

The DMV actively supports Green Procurement through the following initiatives:

- Implementation of a Recycled Content Product (RCP) procurement policy
- Staff training on procurement practices related to RCP/EPP policies
- Inclusion of RCP/EPP and/or SABRC requirements language in all procurement contracts for products/materials

Planning Narrative on Organic Recycling Program and Practices

ORGANIC RECYCLING REQUIREMENTS ACHIEVED

Edible Food Recover Program

Table 7.2: Edible Food Recovery Program Elements

Building Name	Cafeteria >5,000 sq. ft. (Enter sq. ft.)	Cafeteria +250 Seats (Enter number of seats)	Cafeteria Open in 2023?	Cafeteria Open in 2024?	Food Recovery Agreement (Yes, No or Unknown)
Sacramento HQ East	3537	217	Yes	Yes	No

Reporting Narrative on Table 7.2: Edible Food Recovery Program Elements

NO EDIBLE FOOD RECOVERY PROGRAM REQUIRED

HQ East's cafeteria is below the square footage and seat threshold for this table. As it is the only food service program for the DMV, it has been entered for reference.

Planning Narrative on Table 7.2: Edible Food Recovery Program

NO EDIBLE FOOD RECOVERY PROGRAM REQUIRED

Food Service Items Program

Table 7.3: Food Service Concessionaire Items Program Elements

Building Name	Prepared Food Service Operations Type	Food Service Packaging Meets Requirements	Process in Place for selecting Food Services that meet Packaging Requirements
Sacramento HQ East	Cafeterias	Yes	Yes

Reporting Narrative on Table 7.3: Food Service Items Program

Currently, the DMV has no facilities that meet the cafeteria size and seating requirements. The cafeteria uses paper and polypropylene containers for serving foods and drinks, having transitioned away from Styrofoam products in favor of more sustainable and recyclable alternatives.

Planning Narrative on Table 7.3: Food Service Items Program

FOOD SERVICE ITEMS PROGRAM ACHIEVED

Hazardous Waste Materials

Reporting on Hazardous Waste Materials

Table 7.4: Hazardous Waste Materials

Department -Wide Hazardous Material Name	Department Total Hazardous Material Amount (lbs.)
Blanket wash waste, including: • Color wash #1 • Color wash #2 • Gum • Tower Universal fountain concentrate #306	(Unit: 50- or 55-gallon drums) Estimated use: 1 to 3 drums annually or about (50 to 150 pounds).
Cotton pads that may contain: • Grease • Ink • MSDS Black ink Various cleaning solvents	(Unit: 50- or 55-gallon drums) Estimated use: 1 to 3 drums annually or about (50 to 150 pounds).

Department -Wide Hazardous Material Name	Department Total Hazardous Material Amount (lbs.)
Tower Products Restorkleen	(Unit: 50- or 55-gallon drums) Estimated use: 1 to 3 drums annually or about (50 to 150 pounds).
Universal Waste Aerosol Cans, including: Nonempty aerosol cans, which may contain hazardous materials	(Unit: 50- or 55-gallon drums) Estimated use: 1 to 3 drums annually or about (50 to 150 pounds).
Waste material, including: • Ink cans • Rubber gloves Wypall wipes	(Unit: 50- or 55-gallon drums) Estimated use: 1 to 3 drums annually or about (50 to 150 pounds).
Waste Batteries, Alkaline, Lithium, NiCad & NiMH	(Unit: 50- or 55-gallon drums) Estimated use: 1 to 3 drums annually or about (150 to 250 pounds in total).

Reporting Narrative for Table 7.4: Hazardous Waste Materials

At DMV Headquarters and adjunct facilities, several units, including print and mail operations, manage chemical/hazardous waste products. These units are provided required training and are kept informed of updates to ensure compliance with safety and environmental standard. Staff are instructed to contact the Administrative Services Division Recycling Program and/or the Operations Division Management Support Section for a list of recyclable chemical and hazardous waste items and proper disposal procedures. The DMV faces no significant challenges in handling waste products. Disposal is often handled by contracted vendors in accordance with established agreements and regulations.

Planning Narrative for Table 7.4: Hazardous Waste Materials

For Headquarters, select units handle chemical/ hazardous waste products. Staff in these areas receive necessary training and are regularly updated with the latest safety and regulatory. Staff are instructed to contact the OPS Management Support Section for a current list of recyclable chemical and hazardous waste items, and information on proper disposal.

Used cartridges include inkjet, toner, laser, copier, and fax cartridges, drum units, and fusers. Many suppliers offer a "take back" policy and will include a prepaid return label inside the packaging of new cartridges. The DMV has placed clearly

labeled collection bins in the work areas with instructions for proper cartridge recycling.

Batteries: alkaline, lithium, nickel-cadmium, and nickel-metal hydride. Including AAA, AA, C, D, button cell, 9-volt, and all others, both rechargeable and single-use. Instructions for preparing batteries for recycling are posted near copier stations and in shared office areas. Clearly labeled battery recycling bins are available in the lobbies of buildings East and West.

The DMV does not handle other hazardous materials such as used oil, auto paint, or antifreeze.

Universal Waste Program

Reporting on Department-Wide Universal Waste Materials

Table 7.5: Reporting on Department- Wide Universal Waste Materials

Category	Universal Waste Contract in Place YES or NO
Electronic Waste	No
Batteries	Yes
CRTS	No
CRT glass	No
Lamps	Yes
Mercury Wastes	No
Non-empty aerosol cans	Yes
PV modules	No

Reporting Narrative for Table 7.5: Department-Wide Universal Waste Materials

DMV does not generate significant quantities of electronic waste, CRTS, CRT glass, mercury wastes, or PV modules. As a result, there is no current need for a Universal Waste Contract and there are no plans to implement one at this time.

At Headquarters, select units handle chemical/ hazardous waste products. Staff in these areas receive necessary training and are regularly updated with the latest safety and regulatory. Staff are instructed to contact the OPS Management Support Section for a current list of recyclable chemical and hazardous waste items, and information on proper disposal.

Used cartridges include inkjet, toner, laser, copier, and fax cartridges, drum units, and fusers. Many suppliers offer a "take back" policy and will include a prepaid return label inside the packaging of new cartridges. The DMV has placed clearly

labeled collection bins in the work areas with instructions for proper cartridge recycling.

Batteries (alkaline, lithium, nickel-cadmium, and nickel-metal hydride) includes AAA, AA, C, D, button cell, 9-volt, and all others, both rechargeable and single use. There are instructions to prepare batteries for recycling at copier stations and communal areas with-in the office. In addition, there are bins labeled for battery recycling in the lobby of buildings East and West. The DMV does not handle other hazardous materials such as used oil, auto paint and antifreeze.

Material Exchange Programs

Reporting Narrative on Department-Wide Material Exchange

Surplus materials are regularly directed to nonprofit and school donation programs, reused internally through property reutilization, or transferred to DGS for surplus management. These established efforts ensure that DMV resources are responsibly managed, support community needs, and align with the State's sustainability goals.

Planning Narrative on Department-Wide Material Exchange

MATERIALS EXCHANGE PROGRAM IN PLACE

Waste Prevention Program

Reporting Narrative on Department-Wide Waste Prevention

DMV has implemented a wide range of waste prevention strategies. Customer transactions and forms are increasingly completed online, reducing paper use and in-person visits. Staff training materials have been provided in electronic format since 2020. Internally, the Department prioritizes electronic storage and communication, limiting binders and filing cabinets except where hard copies are required by statute. Bulletin boards and the intranet reduce paper memos, and staff are directed to use double-sided printing when necessary. DMV also reuses office furniture, equipment, supplies, boxes, and cloth rags to extend product lifecycles and prevent waste.

Regulatory mandates requiring physical records remain a challenge, but DMV continues to maximize digital alternatives to minimize waste and support statewide sustainability goals.

Planning Narrative on Department-Wide Waste Prevention

DMV Headquarters has recycling stations and signage throughout the campus. The department Recycling Coordinator puts up displays in the lobbies and offers recycling training. The department has ten divisions, each division has as assigned recycling coordinator. Periodic recycling emails are sent to all department employees, as new information comes out, policy or code changes.

Reuse Program

Reporting Narrative for Department-Wide Material Reuse

DMV operates an internal reuse program centered on a dedicated surplus area at the Sacramento HQ West loading dock—available to Divisional Facilities Coordinators for redeploying usable items—and ongoing program-to-program coordination outside HQ (email/Teams) during remodels, closures, and relocations to re-home materials.

Planning Narrative for Department-Wide Material Reuse

The DMV will continue the demonstrated practices of HQ West surplus staging and inter-program coordination during moves and closures and will document outcomes under existing procedures. To strengthen reuse efforts, the Recycling Program Coordinator is actively researching strategies and networking with other state departments to identify effective practices; findings will be shared with divisional coordinators for local implementation

Employee Waste and Recycling Training and Education

Reporting Narrative for Employee Waste and Recycle Training and Education

DMV provides employees with training and education to support waste reduction, reuse, recycling, composting, and green purchasing. Recycling receptacles are distributed throughout buildings and marked with clear signage to guide proper use, consistent with AB 2812 requirements. Employees receive periodic email communications on recycling practices for both office and home use. At headquarters, the Recycling Coordinator maintains a lobby display illustrating common disposal errors and the correct receptacles. Monthly bin audits are conducted, with findings shared directly with divisions to reinforce compliance.

Training and education tools include dedicated recycling staff, clear signage, web-based resources, brochures and flyers, and participation in outreach such as environmental fairs. The adequacy and condition of receptacles, signage,

and training are reviewed annually, and no deficiencies were identified in the most recent review.

Planning Narrative for Employee Waste and Recycle Training and Education

EMPLOYEE TRAINING AND EDUCATION ACHIEVED

Chapter 8 - PROCUREMENT

Department Mission and Procurement

The Department of Motor Vehicles operates one of the largest and most widely distributed facility networks in the State of California, consisting of nearly 250 field offices, industry service centers, contact centers, and administrative sites. These facilities are heavily customer-facing, requiring a continuous supply of office materials, IT equipment, facility maintenance services, and fleet support resources. DMV's procurement activities are directly shaped by the department's responsibility to deliver services efficiently to millions of residents while complying with state sustainability mandates.

DMV utilizes Environmentally Preferable Purchasing (EPP) by aligning procurement with Department of General Services (DGS) green contracts and internal waste and recycling procedures. Procurement staff are trained to prioritize products with recycled content, reduced toxicity, and higher energy efficiency. This ensures that everyday commodities such as paper, cleaning products, and IT equipment meet sustainability standards while supporting departmental operations statewide.

Top 5 EPP Commodities

1. Office paper and envelopes with high recycled content.
2. Toner and printer cartridges with take-back/recycling vendor programs.
3. ENERGY STAR® and EPEAT-certified IT hardware.
4. Custodial and cleaning supplies certified under Green Seal or equivalent programs.
5. Office furniture and modular systems designed for reuse and low emissions.

Because DMV facilities are geographically dispersed, product availability and vendor capacity vary regionally. Certain mission-critical items — such as driver license stock, license plates, and registration materials — are subject to strict security and statutory controls, which limits opportunities for substitution with EPP products.

DMV actively participates in the State Agency Buy Recycled Campaign (SABRC) by tracking and reporting its recycled content purchasing in mandated categories. The department incorporates SABRC-compliant products in paper, plastics, and metals wherever possible, and has established recycling and waste diversion programs across its facilities to complement these purchases.

Top 5 SABRC Categories

1. Paper products (copy paper, envelopes, folders).
2. Plastic products (bins, containers, recycled office supplies).
3. Metals (recycled-content steel in equipment and shelving, license plate recycling).
4. Tires (retread and recycled-content tires for fleet vehicles).
5. Lubricating oils

While DMV strives to maximize recycled-content purchasing, several constraints impact compliance opportunities:

- Antifreeze: Recycled antifreeze is not available; however, DMV encourages the use of non-toxic alternatives such as propylene glycol.
- Glass: Recycled glass for windshield and window replacements is not available; purchases in this category relate to facility and fleet window replacements.
- Lubricating Oil: While many vendors pick up and re-refine used oil, re-refined oil changes are extremely difficult to obtain due to limited statewide availability.
- Paint: No vendors currently provide recycled-content paint suitable for DMV vehicle accident repairs.
- Plastics: Most of DMV's plastic purchases are toner cartridges through the mandatory statewide contract, which contain no recycled content. DMV mitigates this limitation by participating in cartridge take-back programs that return used plastics to the supply chain.
- Tires: Retread tires remain in limited supply. For example, CalRecycle lists only one statewide retailer, which is not feasible for DMV's dispersed investigative staff located throughout the state.

Security and durability requirements sometimes limit DMV's flexibility in substituting recycled-content materials. For example, accountable materials such as license plates and decals must meet statutory and operational performance standards. Additionally, older DMV facilities may have structural limitations that restrict the use of certain SABRC-compliant products, particularly in flooring, roofing, or major equipment replacements.

Environmentally Preferable Purchasing (EPP)

Reporting Narrative for Measure and Report Progress on EPP Spend

The Department of Motor Vehicles (DMV) has adopted strategies to increase EPP spend by leveraging Department of General Services (DGS) green contracts and internal recycling and waste reduction procedures. DMV identifies the top commodities with the greatest potential to "green" — paper products, toner cartridges, IT equipment, cleaning products, and office furniture — and prioritizes purchasing these through EPP-compliant sources.

In 2023, DMV non-IT buyers attended DGS training on Environmentally Preferable Purchasing. The training covered the benefits of EPP products, best practices for including sustainability requirements in solicitations, and the importance of accurate recording in the State Contract and Procurement Registration System (SCPRS).

Notification of bidders is achieved through standard procurement documents and contract specifications:

- Construction contracts include California Green Building Code and LEED-aligned criteria for new DMV facilities and renovations.
- Service and transportation agreements include requirements for the use of recycled-content and environmentally preferable cleaning and maintenance products.
- Commodity purchases are made through DGS Leveraged Procurement Agreements (LPAs) that have EPP designations.
- Grants and interagency agreements carry language supporting the purchase of environmentally preferable products where applicable.
- Architecture and Engineering contracts incorporate specifications for sustainable materials such as recycled-content flooring and low-emission building products.

Measurement, monitoring, and oversight are performed through DMV's use of LPAs classified as EPP, with purchase data captured in SCPRS as required by the State Contracting Manual (SCM), Vol. 2. DMV does not currently conduct independent EPP reporting but does monitor and report State Agency Buy Recycled Campaign (SABRC) compliance.

Tracking in SCPRS is achieved by recording all LPA purchases with EPP ratings and entering recycled-content information into SCPRS for SABRC categories, ensuring DMV's environmentally preferable purchases are reflected in statewide reporting.

Planning Narrative for Measure and Report Progress on EPP Spend

California law does not impose a specific "spend requirement" for environmentally preferable purchasing (EPP) items. Instead, the state directs agencies to prioritize EPP whenever feasible, supports them through statewide contracts and the Buying Green Guide, and provides training to buyers to ensure informed procurement decisions. This framework allows DMV the flexibility to steadily expand its sustainable purchasing practices while remaining compliant with statewide policy.

DMV management will review the requirements of the EPP program and determine the department's direction by the end of December 2025.

Goods and Services Categories with the Greatest Potential to Green:

Reporting on Goods and Services Categories with the Greatest Potential to Green

DMV tracks purchasing of paint, pavement surfacing, and paper products as categories with high potential for environmentally preferable purchasing (EPP). These commodities are monitored under the State Agency Buy Recycled Campaign (SABRC), which requires annual reporting of recycled-content procurement.

For paper products, DMV supports recycled content purchasing by maintaining statewide recycling and diversion practices. The department's Waste Management and Recycling Procedures require all offices to segregate and recycle white, mixed, and colored paper, which reduces landfill disposal and ensures alignment with SABRC requirements.

Procurement of paint and pavement surfacing materials is coordinated with the Department of General Services (DGS), which sets specifications for low-VOC coatings and recycled-content paving materials. DMV relies on these contracts to ensure compliance with state EPP standards.

Through these measures, DMV is documenting spend in SABRC reports and ensuring that existing procurement processes support the purchase of compliant goods where available.

Planning Narrative on Goods and Services with the Greatest Potential to Green

DMV will expand its EPP efforts for paint, pavement surfacing, and paper products by establishing internal targets and strengthening purchasing

oversight. By December 2025, management will review statewide EPP requirements and set percentage goals for each commodity.

Planned actions include:

- Working with DGS to ensure all future paint and pavement surfacing purchases are made through contracts with EPP specifications.
- Increasing the purchase of recycled-content paper products to build on DMV's recycling infrastructure and meet SABRC thresholds.
- Expanding staff training on EPP requirements so commodity buyers understand how to prioritize compliant goods.
- Tracking spend data more closely in the Facility Data Sheet to measure progress toward future targets.

By embedding these steps into procurement planning, DMV will steadily increase the percentage of EPP spend in these categories and align purchasing with statewide sustainability goals.

EPP BMPs

Reporting Narrative for EPP BMPS

DMV reduces environmental impacts in purchasing decisions by seeking to prioritize recycled-content goods, energy-efficient products, and SABRC-compliant categories when feasible. In facilities-related procurements, DMV incorporates environmentally preferable materials for renovations and operations, such as recycled-content paper and Green Seal-certified janitorial products when available through statewide contracts.

To ensure contractors comply with EPP and SABRC requirements in service contracts, DMV includes sustainability language in solicitation documents. By signing or accepting the contract or purchase order, vendors agree to these requirements, which cover the use of recycled-content or environmentally preferable goods as applicable.

Planning Narrative for EPP BMPs

The DMV follows all regulations and standards established by the Department of General Services (DGS) and California state law, including Title 24 building energy standards and the California Green Building Standards Code (CALGreen). These frameworks guide DMV in embedding sustainability, energy

efficiency, and environmentally preferable practices into procurement, construction, and facility operations.

Reporting on EPP Training and Outreach

Table 8.1: 2024 EPP Basic Training Completions

CalHR Classification	Total Number of Staff	EPP Basic Training Completion	Percent Trained	2025 EPP Training Goal
AGPA	13	13	100	100
IT Associate	3	3	100	100
IT Specialist	7	7	100	100
SSA	2	2	100	100

Table 8.2: 2024 EPP Executive Training Completions for Executive Members

Executive Member	Title	Date Completed
NO BUYERS HAVE COMPLETED TRAINING		

Reporting Narrative on Tables 8.2-3: EPP Training and Education

DMV is committed to strengthening its EPP program by ensuring all buyers complete California Procurement and Contracting Academy (CalPCA) training in 2025, with completions tracked internally. DMV promotes EPP by including sustainability language in solicitations, ensuring vendors understand state requirements, while statewide contracts reinforce supplier accountability.

Training completions will be tracked internally so requisitioners, buyers, approvers, and program managers have the knowledge to apply EPP best practices. DMV does not directly train suppliers but ensures compliance through statewide contracts and solicitation requirements. Desktop manuals provide staff with EPP guidance, reinforcing sustainable procurement as an ongoing priority.

Planning Narrative on Tables 8.2-3: EPP Training and Education

All DMV buyers will complete CalPCA EPP training by December 2025.

Reporting on State Agency Buy Recycled Campaign (SABRC), and Reducing Impacts

Reporting on SABRC Progress

Table 8.3: State Agency Buy Recycled Campaign (SABRC) FY 22/24 Performance

Product Category	SABRC Reportable Dollars	SABRC Compliant Dollars	% SABRC Compliant
75% Total Purchase Requirement			
Building Finishes	0	0	0
Carpet	0	0	0
Erosion Control Products	0	0	0
Glass Products	$8,436.33	0	0
Lubricating Oils	$26,795.57	0	0
Metal Products	$156.086.29	$153,548.29	98.37%
Paper Products	0	0	0
Pavement Surfacing	0	0	0
Plastic Products	$369,651.00	$104,732.09	28.33%
Printing and Writing Paper	$562,625.37	$421,994.26	75%
Soil Amendments and Soil Toppings	0	0	0
Textiles	0	0	0
Tire Derived Products	0	0	0
50% Total Purchase Requirement			
Antifreeze	$281.73	0	0
Paint	$6,607.70	0	0
Tires	$26,409.34	0	0

Reporting Narrative for Table 8.4: Measure and Report SABRC Progress

DMV demonstrated strong performance in FY 23/24, achieving 98.37% compliance in metal products and meeting the 75% threshold for printing and writing paper. While several categories did not meet compliance, DMV is committed to continuous improvement and is actively working with CalRecycle and Facilities Operations to expand recycled-content procurement.

Unique circumstances limited progress in certain categories: recycled antifreeze is not available; windshield replacements cannot use recycled glass; re-refined oil changes are difficult to source statewide; recycled paint is not offered for vehicle repairs; toner cartridges from mandatory contracts lack recycled

content, though DMV participates in cartridge return programs; and retread tires have limited statewide availability.

Planning Narrative for Table 8.4: Measure and Report SABRC Progress

DMV will continue to pursue recycled-content products wherever feasible and work with CalRecycle and Facilities Operations to expand compliance in categories with market limitations. To support this, all procurement officers will complete the required SABRC training by December 2025, ensuring staff are fully equipped to meet statutory goals.

Strategies include leveraging statewide contracts, improving internal tracking of recycled-content purchases, and engaging suppliers to identify alternatives for harder-to-source products such as recycled antifreeze, glass, lubricating oils, paint, plastics, and retread tires. DMV will also monitor industry developments to adopt recycled-content solutions as they become available.

DMV's most recent annual SABRC performance report is available at: https://calrecycle.ca.gov/buyrecycled/stateagency/status/

Reducing Impacts

Reporting Narrative for Reducing Impacts

DMV reduces the environmental impacts of purchasing by including language in solicitation documents that requires vendors to provide environmentally preferable products and comply with SABRC standards, consistent with Public Contract Code requirements.

To ensure goods and services meet state purchasing standards, DMV makes use of Department of General Services (DGS) leveraged procurement agreements (LPAs) and resources from the DGS *Buying Green* website, which provide access to products and services that meet sustainability specifications.

CHAPTER 9 - FUNDING OPPORTUNITIES

Funding Opportunity Climate Change Adaptation

Table 9.1: Climate Change Priority Projects

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
Victorville	Electrification- replace HVAC with Heat pump, roof top unit	BCP	Pending Budget Allocation	N/A
Riverside	Electrification – replace HVAC with Domestic Hot Water Hybrid Heat Pump Water Heater	BCP	Pending Budget Allocation	N/A
San Bernardino	Electrification – replace HVAC with Domestic Hot Water Hybrid Heat Pump Water Heater	BCP	Pending Budget Allocation	N/A
Redlands	Electrification – replace HVAC with Domestic Hot Water Hybrid Heat Pump Water Heater	BCP	Pending Budget Allocation	N/A
Norco	Electrification – replace HVAC with Domestic Hot Water Hybrid Heat Pump Water Heater	BCP	Pending Budget Allocation	N/A

Funding Opportunities for ZEVs and EV Infrastructure

Table 9.2: EV Priority Projects

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
Bell Gardens	Public Charging (Sitelogiq)	EVSE Special Funding	2026	2027
Fullerton	Public Charging (Sitelogiq)	EVSE Special Funding	2026	2027
Pomona	Public Charging (Sitelogiq)	EVSE Special Funding	2026	2027
Riverside	Public Charging (Sitelogiq)	EVSE Special Funding	2026	2027
HQ Campus	Public Charging (Sitelogiq)	EVSE Special Funding	2026	2027

Funding Opportunities for Building Energy Conservation and Efficiency

Table 9.3: Building Energy Conservation and Efficiency Priority Projects

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
Headquarters Campus	Central Utility Plant (CUP) Electrification	BCP	Pending Budget Allocation	
Redding	LED lighting retrofit	BCP	Pending Budget Allocation	
San Diego Normal	LED lighting retrofit	BCP	Pending Budget Allocation	
San Francisco	LED lighting retrofit	BCP	Pending Budget Allocation	
Chula Vista	LED lighting retrofit	BCP		

Funding Opportunities for Decarbonization

Table 9.4: Funding Opportunities for Decarbonization

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
Headquarters Campus	RCx	BCP	Pending Budget Allocation	
Redding	RCx	BCP	Pending Budget Allocation	
San Francisco	RCx	BCP	Pending Budget Allocation	
Fresno	RCx	BCP	Pending Budget Allocation	
Los Angeles	RCx	BCP	Pending Budget Allocation	

Funding Opportunities for Water Conservation and Efficiency

Table 9.5: Water Conservation and Efficiency Priority Projects

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
Headquarters Campus	CUP Electrification	BCP	Pending Budget Allocation	

Funding Opportunities for Facilities Construction and Maintenance

Table 9.6: Sustainable Operations Priorities

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
EVSE equipped buildings	Visitor EV Charging Policy	Existing Overhead	2/1/2026	6/1/2026

Funding Opportunities for Waste Management and Recycling

Table 9.7: Waste Management and Recycling Priorities

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
NO PRIORITIES				

Funding Opportunities for Procurement

Table 9.8: Procurement Priorities

Building Name	Project	Funding Source	Est. Begin Date	Est. Completion Date
NO PRIORITIES				

Full Life Cycle Cost Accounting

Reporting on Life Cycle Cost Accounting

DMV follows State policy and industry best practices for life cycle cost accounting (LCCA). In line with EO B-30-15 project alternatives are compared using recognized guidance (e.g., NIST Handbook 135/BLCC, ASTM E917, ISO 15686-5) and the capital needs outlined in the DMV 5-Year Infrastructure Plan. When a project doesn't have a full LCCA on record, we still report scope, schedule, and costs in the 5-Year Plan and note LCCA for future decisions.

Planning for Implementing Life Cycle Cost Accounting

DMV will keep using LCCA for decisions by making clear when it happens in a project (e.g., alternatives analysis and pre-design), basing methods on NIST HB-135/BLCC, ASTM E917, and ISO 15686-5, and filing results with the project record so they're easy to reference in future Roadmaps.

APPENDIX A – SUSTAINABILITY LEADERSHIP

Steve Gordon, Executive Director

Robert Crockett, Deputy Director, Administrative Services Division

Sjon Woodlyn, Chief, Facilities Operations Branch

Hannah Lovrin, Assistant Branch Chief, Facilities Operations Branch

Kelly Piceno, Departmental Construction & Maintenance Supervisor

Sharnel Crowder, Space & Infrastructure Planning & Policy Section

Emily Parmelee, Infrastructure, Personnel & Policy Section Manager

Richard Combs, Sustainable Energy Coordinator (AGPA)

APPENDIX B - SUSTAINABILITY MILESTONES & TIMELINE

2012 – Executive Order B-18-12 & B-16-12 Issued
New % Renovated Buildings Exceed T-24 by 15%

2013- Begin Water Benchmarking (2010 Baseline)

2015- LEED-EB Certif. For All Existing Buildings >50,000 SQ. FT.
Reduce Water Use By 10%
10% of Fleet LDV Purchases ZEV

2016- Reduce Water Use 25% From 2103 to Feb 28, 2016

2017- 100% of New & Renovated Buildings ZNE Beginning Design After 10/2017.

2018- 20% Energy Use Reduction (2003 Baseline)

2020- Reduce Water By 20%
25% of Fleet LDV Purchases ZEV

2025- 50% of Existing Buildings ZNE

2035- Zero Emissions From State Operations

APPENDIX C – ACRONYMS

Customize to include organizations and acronyms within your specific department

ACRONYM	DEFINTION
AB	Assembly Bill
ADR	Automated Demand Response
AMB	Asset Management Branch (at DGS)
BEV	Battery Electric Vehicle
BMP	Best Management Practices
CA	California
CALGREEN	California Green Building Code (Title 24, Part 11)
CEC	California Energy Commission
CRT	Cathode Ray Tube
DGS	Department Of General Services
DWR	Department Of Water Resources
EPD	Environmental Product Declarations
EHT	Extreme Heat Threshold
EMS	Energy Management System (Aka EMCS)
EMCS	Energy Management Control System (Aka EMS)
EO	Executive Order
EPP	Environmentally Preferable Purchasing
ESCO	Energy Service Company
ESPM	Energy Star Portfolio Manager
ETS	Enterprise Technology Solutions (A Division At DGS)
EUI	Energy Use Intensity (Source Kbtu/Sq. Ft.)
EVSE	Electric Vehicle Supply Equipment (Charging Equipment)
FMD	Facilities Management Division (A Division At DGS)
GCM	Global Circulation Model
GHG	Greenhouse Gas

GHGe	Greenhouse Gas Emissions
GSP	Groundwater Sustainability Plan
HD	Heavy Duty Vehicles
IEQ	Indoor Environmental Quality
kBTU	Thousand British Thermal Units (Unit of Energy)
LCM	The Landscape Coefficient Method
LD	Light Duty Vehicles
LEED	Leadership In Energy and Environmental Design
MAWA	Maximum Applied Water Allowance
MD	Medium Duty Vehicles
MM	Management Memo
MPG	Miles per Gallon
MWELO	Model Water Efficient Landscape Ordinance
OBAS	Office Of Business and Acquisition Services (At DGS)
OBF	On-Bill Financing
OFAM	Office Of Fleet and Asset Management (At DGS)
OS	Office Of Sustainability (At DGS)
PHEV	Plug-in Hybrid Electric Vehicle
PMDB	Project Management and Development Branch (At DGS)
PPA	Power Purchase Agreement
PUE	Power Usage Effectiveness
PV	Photovoltaic Vehicles
RCP	Representative Concentration Pathway
SABRC	State Agency Buy Recycled Campaign
SAM	State Administrative Manual
SB	Senate Bill
SCM	State Contracting Manual

SGA	Sustainable Groundwater Agency
SGMA	Sustainable Groundwater Management Act
SUV	Sport Utility Vehicle
WMC	Water Management Coordinator
VHSP(s)	Vehicle Home Storage Permits
WUCOLS	Water Use Classifications of Landscape Species
ZEV	Zero-Emission Vehicle
ZNE	Zero Net Energy

APPENDIX D - GLOSSARY

Backflow - is the undesirable reversal of the flow of water or mixtures of water and other undesirable substances from any source (such as used water, industrial fluids, gasses, or any substance other than the intended potable water) into the distribution pipes of the potable water system.

Backflow Prevention Device – a device that prevents contaminants from entering the potable water system in the event of back pressure or back siphonage.

Blowdown, Boilers - is the periodic or continuous removal of water from a boiler to remove accumulated dissolved solids and/or sludge. Proper control of blowdown is critical to boiler operation. Insufficient blowdown may lead to deposits or carryover. Excessive blowdown wastes water, energy, and chemicals.

Blowdown, Cooling Towers – Is the water discharged to remove high mineral content system water, impurities, and sediment.

Building Best Management Practices (BMPs) - are ongoing actions that establish and maintain building water use efficiency. BMPs can be continuously updated based on need and tailored to fit the facility depending on occupancy and specific operations.

Compost – Compost is the product resulting from the controlled biological decomposition of organic material from a feedstock into a stable, humus-like product that has many environmental benefits. Composting is a natural process that is managed to optimize the conditions for decomposing microbes to thrive. This generally involves providing air and moisture, and achieving sufficient temperatures to ensure weed seeds, invasive pests, and pathogens are destroyed. A wide range of material (feedstock) may be composted, such as yard trimmings, wood chips, vegetable scraps, paper products, manures and biosolids. Compost may be applied to the top of the soil or incorporated into the soil (tilling).

Cooling Degree Day (CDD) - is defined as the number of degrees by which a daily average temperature exceeds a reference temperature. The reference temperature is also typically 65 degrees Fahrenheit, and different utilities and planning entities sometimes use different reference temperatures. The reference temperature loosely represents an average

daily temperature below which space cooling (e.g., air conditioning) is not needed.

Critically Overdrafted - a condition in which significantly more water has been taken out of a groundwater basin than has been put in, either by natural recharge or by recharging basins. Critical overdraft leads to various undesirable conditions such as ground subsidence and saltwater intrusion.

Ecosystem Services - are the direct and indirect contributions of ecosystems to human well-being. They support directly or indirectly our survival and quality of life. Ecosystem services can be categorized in four main types:

- Provisioning services are the products obtained from ecosystems such as food, fresh water, wood, fiber, genetic resources, and medicines.
- Regulating services are the benefits obtained from the regulation of ecosystem processes such as climate regulation, natural hazard regulation, water purification and waste management, pollination, or pest control.
- Habitat services provide living places for all species and maintain the viability of gene-pools.
- Cultural services include non-material benefits such as spiritual enrichment, intellectual development, recreation, and aesthetic values.

Erosion Control Product – includes products such as compost filter socks, compost blankets and hydraulic mulch.

Environmental Product Declarations (EPD) - third-party verified reports that detail a product's impacts on the environment. The International Standards Organization (ISO) 14025 defines EPDs as a Type III declaration that "quantifies environmental information on the life cycle of a product to enable comparisons between products fulfilling the same function." EPDs can be product-specific, factory-specific, or industry-wide.

Grass Cycling - refers to an aerobic (requires air) method of handling grass clippings by leaving them on the lawn when mowing. Because grass consists largely of water (80% or more), contains little lignin, and has high nitrogen content, grass clippings easily break down during an aerobic process. Grass cycling returns the decomposed clippings to the soil within one to two weeks acting primarily as a fertilizer supplement and, to a

much smaller degree, mulch. Grass cycling can provide 15 to 20% or more of a lawn's yearly nitrogen requirements

Heating Degree Day (HDD) - is defined as the number of degrees by which a daily average temperature is below a reference temperature (i.e., a proxy for when heat would be needed). The reference temperature is typically 65 degrees Fahrenheit, although different utilities and planning entities sometimes use different reference temperatures. The reference temperature loosely represents an average daily temperature *above which* space heating is not needed. The average temperature is represented by the average of the maximum and minimum daily temperature.

Hydrozone – is a portion of a landscaped area having plants with similar water needs that are served by one irrigation valve or set of valves with the same schedule.

Landscape Coefficient Method (LCM) - describes a method of estimating irrigation needs of landscape plantings in California. It is intended as a guide for landscape professionals.

Landscape Water Budget - is the calculated irrigation requirement of a landscape based on landscape area, local climate factors, specific plant requirements and the irrigation system performance.

Lifecycle Cost Accounting - includes initial investment costs, as well as lifetime operation and maintenance costs under changing climate conditions, including changing average conditions and increases in extreme events. It may involve applying non-market evaluation methods such as travel cost, avoided costs or contingent valuation to capture hard to quantify benefits and costs

Makeup Water - Makeup water, or the water replacing evaporated or leaked water from the boiler, is first drawn from its source, whether raw water, city water, city-treated effluent, in-plant wastewater recycle (cooling tower blowdown recycle), well water, or any other surface water source.

Model Water Efficient Landscape Ordinance (MWELO)) - The Water Conservation in Landscaping Act was signed into law on September 29, 1990. The premise was that landscape design, installation, and maintenance can and should be water efficient. Some of the provisions specified in the statute included plant selection and groupings of plants based on water

needs and climatic, geological, or topographical conditions, efficient irrigation systems, practices that foster long term water conservation and routine repair and maintenance of irrigation systems. The latest update to MWELO was in 2015. MWELO applies to all state agencies' landscaping.

Mulch – Mulch is a soil topping consisting of a layer of material applied on top of soil. Examples of material that can be used as mulch include wood chips, grass clippings, leaves, straw, cardboard, newspaper, rocks, and even shredded tires. Benefits of applying mulch include reducing erosion and weeds and increasing water retention and soil vitality. Whenever possible, look for mulch that has been through a sanitization process to kill weed seeds and pests.

Natural infrastructure - is the "*preservation or restoration of ecological systems or the utilization of engineered systems that use ecological processes to increase resiliency to climate change, manage other environmental hazards, or both. This may include, but need not be limited to, flood plain and wetlands restoration or preservation, combining levees with restored natural systems to reduce flood risk, and urban tree planting to mitigate high heat days*" (Public Resource Code Section 71154(c)(3)).

Nonpurchased Water – is water that a department uses that does not come from a 3rd party supplier. It may be water from domestic wells owned by the department or water that is taken from a river, lake, canal, or other source and used by the department. The water may be returned to source after use.

Trickle Flow – A device that allows users to reduce flow to a trickle while using soap and shampoo. When the device is switched off, the flow is reinstated with the temperature and pressure resumes to previous settings.

Soil Amendments and Soil Toppings - Soil amendments Include adding ingredients such as sulfur, or sand to change the original soil, soil conditioner for potting or plant mix, Soil toppings include organic materials used for water conservation; organic materials such as biosolids or other comparable substitutes such as livestock, horse, or other animal manure, food residues or fish processing byproducts; mechanical breakdown of materials.

Sprinkler system backflow prevention devices – are devices to prevent contaminants from entering water supplies. These devices connect to the

sprinkler system and are an important safety feature. They are required by the California Plumbing Code.

Submeter- a metering device installed to measure water use in a specific area or for a specific purpose. Also known as dedicated meters, landscape submeters are effective for separating landscape water use from interior water use, evaluating the landscape water budget and for leak detection within the irrigation system.

Urban Heat Islands - are areas with localized spikes in temperature, which impact human health, increase pollution, and increase energy demand. Urban heat islands occur during the hot summer months in areas with higher percentages of impervious surface and less vegetation. This is likely in areas with large parking lots, dense development, and lower tree density and shading. Urban heat islands can be mitigated (i.e., reduced) through tree planting and other greening measures, cool roofs (e.g., lighter roofing materials that reflect light), cooler pavements, and other measures.

Water Budget - A landscape water budget is the calculated irrigation requirement of a landscape based on landscape area, local climate factors, specific plant requirements and the irrigation system performance.

Water Energy Nexus - Water and energy are often managed separately despite the important links between the two. 12 percent of California's energy use is related to water use with nearly 10 percent being used at the end water use. Water is used in the production of nearly every major energy source. Likewise, energy is used in multiple ways and at multiple steps in water delivery and treatment systems as well as wastewater collection and treatment.

Water Shortage Contingency Plans - Each urban water purveyor serving more than 3,000 connections or 3,000 acre-feet of water annually must have an Urban Water Shortage Contingency Plan (Water Shortage Plan) which details how a community would react to a reduction in water supply of up to 50% for droughts lasting up to three years.

Water Use Classification of Landscape Species (WUCOLS)-. WUCOLS are used to help determine water budgets and irrigation schedules. Use this link to access the necessary information for your landscaping needs. WUCOLS Plant Search Database (ucdavis.edu)

Zero Energy Buildings - A zero-energy building is "an energy-efficient building where, on a source energy basis, the actual annual delivered energy is less than or equal to the on-site renewable exported energy". Department of Energy (DOE), September 2015.

APPENDIX F – SUSTAINABILITY STATUTORY REQUIREMENTS, EXECUTIVE ORDERS, AND MANAGEMENT MEMOS REFERENCES

The following legislative actions, executive orders, State Administrative Manual (SAM) Management Memos, resources, and guidance documents provide the sustainability criteria, requirements, and targets tracked and reported herein.

Recent Legislative Actions

Several pieces of legislation were signed in 2023 that codified several elements of the executive orders, or provided further requirements included in the policies. These include the following:

Senate Bill (SB) 416 (Laird, 2023)**:** Requires all new building and major renovation projects larger than 10,000 gross square feet undertaken by state agencies, and for which the project schematic design documents are initiated by the state agency on or after January 1, 2024, to obtain the Leadership in Energy and Environmental Design or "LEED" Gold or higher certification, except as provided. Requires the state agency to obtain LEED Silver certification if the state agency concerned makes a finding that achieving LEED Gold conflicts with critical operational or security requirements, is demonstrably cost ineffective, or conflicts with California Building Code requirements. Authorizes certification to an alternative equivalent or higher rating system or standard, if any, only when approved by the Director of General Services.

Senate Bill SB 837 (Archuleta, 2023): The State Energy Resources Conservation and Development Commission as of January 1, 2024, shall consider revising the definition of "conditioned space, indirectly" for purposes of those regulations to include sealed and unvented attics, where the space is enclosed by the primary thermal and air barrier and directly adjoining conditioned space.

Assembly Bill (AB) 43 (Holden, 2023): Authorizes the state board to establish an embodied carbon trading system. Authorizes the state board to integrate the embodied carbon trading system into the framework for measuring the average carbon intensity of the materials used in the construction of new buildings, as described above, on or before December 31, 2026, and to implement the system on and after January 1, 2029. Authorizes the state board to adopt rules and regulations for the credit allocation approach, the anticipated carbon price in the scheme, and trading periods. Requires the state board to periodically review and update its emission reporting and compliance standard requirements, as necessary.

Other Significant Legislative Actions

- **Assembly Bill (AB) 661** (Bennet, 2022): Requires a state agency, if fitness and quality are equal, to purchase recycled products instead of nonrecycled products whenever recycled products are available at no more than 10% greater total cost than nonrecycled products, and specified circumstances exist. Requires the Department of Resources Recycling and Recovery, in concurrence with the DGS and in consultation with impacted agencies, to update a list of products and minimum recycled content percentages, as determined to be appropriate, commencing January 1, 2026, and every 3 years thereafter. Requires the Department of Resources Recycling and Recovery to report a state agency that does not meet SABRC purchasing requirements in each product category to the DGS. The bill would require all state agency procurement and contracting officers, or their designees, to participate in mandatory annual training, as prescribed, conducted by the Department of Resources Recycling and Recovery. The bill would require the DGS and the Prison Industry Authority to prioritize the use of recycled content products.
- **Senate Bill (SB) 1020** (2022): -*Clean Energy, Jobs, and Affordability Act of 2022*. States that eligible renewable energy resources and zero-carbon resources supply 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% of all retail sales of electricity to California end-use customers by December 31, 2040, 100% of all retail sales of electricity to California end-use customers by December 31, 2045, and 100% of electricity procured to serve all state agencies by December 31, 2035, as specified.
  - **Assembly Bill (AB) 2446** (Holden, 2022): Require the Air Resources Board, by July 1, 2025, to develop, in consultation with specified stakeholders, a framework for measuring and then reducing the average carbon intensity of the materials used in the construction of new buildings, including those for residential uses. The bill would require the framework to include a comprehensive strategy for the state's building sector to achieve a 40% net reduction in greenhouse gas emissions of building materials, as determined from a baseline calculated using a certain 2026 report, if that report is adequate, or as specified. The bill would require the strategy to achieve this target as soon as possible, but no later than December 31, 2035, with an interim target of 20% net reduction by December 31, 2030.
- **Senate Bill SB 1203 (**Becker, 2021): Requires the Department of General Services, in consultation with the state board, and to the extent feasible, to publish, on its internet website or other publicly available location, an inventory of the greenhouse gas emissions of state agencies for the prior calendar year, on or before July 1, 2024, and annually thereafter until the goal has been achieved. Requires DGS to develop and publish a plan, on or

before January 1, 2026, that describes required actions and investments for achieving net-zero emissions of greenhouse gases and an estimate of the costs associated with the planned actions and ensure that the required actions and investments are incorporated into the sustainability roadmaps of all state agencies. Requires the department to update the plan beginning June 30, 2028, and every 2 years thereafter until the goal has been achieved. Requires that, subject to an appropriation by the Legislature, the department to provide information, training, coordination, best practices, and other technical assistance to state agencies to help those state agencies implement the required actions and investments. Requires state agencies to incorporate the required actions and investments into their future budget proposals, as provided. Requires the department, beginning December 31, 2027, and biennially thereafter until the achievement of the above stated goal, to report to the Legislature on progress toward achieving that goal, as provided.

- **Senate Bill SB 1335** (Allen, 2018): Enacts the Sustainable Packaging for the State of California Act of 2018, which would prohibit a food service facility located in a state-owned facility, operating on or acting as a concessionaire on state property, or under contract to provide food service to a state agency from dispensing prepared food using a type of food service packaging unless the type of food service packaging is on a list that CalRecycle publishes and maintains on its Internet Web site that contains types of approved food service packaging that are reusable, recyclable, or compostable.
- **Assembly Bill (AB) 739** (Chau, 2017): Requires, beginning December 31, 2025, at least 15% of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more purchased by the department and other state entities for the state fleet to be zero emission, and beginning December 31, 2030, at least 30% of those vehicles to be zero emission. The bill would require, if the department finds, in a public hearing on or after December 31, 2026, that it cannot meet the needs of the state while meeting this requirement, the department to disclose this finding at the hearing and to the Legislature.
- **Assembly Bill (AB) 2800** (Quirk, 2016): Requires state agencies to take the current and future impacts of climate change into planning, designing, building, operating, maintaining, and investing in state infrastructure. CNRA will establish a Climate-Safe Infrastructure Working Group to determine how to integrate climate change impacts into state infrastructure engineering. (Public Resources Code Section 71155)

- **Assembly Bill AB 2812** (Gordon, 2016): Provide adequate receptacles, signage, education, staffing, and arrange for recycling services. Report annually on how each of these is being implemented

- **Senate Bill** SB 1383 (Lara, 2016): 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020, a 75 percent reduction by 2025, and 20 percent of currently disposed edible food is recovered for human consumption by 2025.
    - Agencies already in compliance with AB 1826 may need to further expand their organic waste recycling service to comply with the new requirements
    - Jan. 1, 2024, Tier 2 Commercial Edible food Generators will be required to donate edible food to a recovery organization.
- **Assembly Bill (AB) 1482** (Gordon, 2015): Requires that the California Natural Resources Agency (CNRA) update the state's adaptation strategy safeguarding California every three years. Directs state agencies to promote climate adaptation in planning decisions and ensure that state investments consider climate change impacts, as well as the use of natural systems and natural infrastructure. (Public Resources Code Section 71153)
- **Senate Bill (SB) 246** (Wieckowski, 2015): Established the Integrated Climate Adaptation and Resiliency Program within the Governor's Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. (Public Resources Code Section 71354)
- **Assembly Bill AB 1826** (Chesbro, 2014): Implement mandatory commercial organics recycling program (if meet threshold). Report annually on organics recycling program.
- **Assembly Bill AB 2583** (Blumenfield, 2012): **Public Resources Code §25722.8**: Statute requires reducing consumption of petroleum products by the state fleet compared to a 2003 baseline. Mandates a 10 percent reduction or displacement by Jan. 1, 2012, and a 20 percent reduction or displacement by Jan. 1, 2020.
- **Assembly Bill AB 341** (Chesbro, 2011): Implement mandatory commercial recycling program (if meet threshold). Report annually on recycling program.
- **Senate Bill SB 1106** (Lowenthal, 2005): Have at least one designated waste management coordinator. Report annually on how your designated waste and recycling coordinator meets the requirement.
- **Assembly Bill AB 75** (Strom-Marting,1999): Implement an integrated waste management program and achieve 50 percent disposal reduction target. State Agencies report annually on waste management program.

- **Assembly Bill (AB) 4**: Passed in 1989. The State Agency Buy Recycled Campaign (SABRC) statutes are in Public Contract Code Section 12153-12217. The intent of SABRC is to stimulate markets for materials diverted by California local government and agencies. It requires state agencies to purchase enough recycled-content products to meet annual targets, report on purchases of recycled and nonrecycled products, and submit plans for meeting the annual goals for purchasing recycled-content products.

Executive Orders

The governor issued the following executive order relevant to chapters of this roadmap:

- **Executive Order B-16-12**

  EO B-16-12 directs state agencies to integrate zero-emission vehicles (ZEVs) into the state vehicle fleet. It also directs state agencies to develop the infrastructure to support increased public and private sector use of ZEVs. Specifically, it directs state agencies replacing fleet vehicles to replace at least 10 percent with ZEVs, and by 2020 to ensure at least 25 percent of replacement fleet vehicles are ZEVs.

- **Executive Order B-18-12**

  EO B-18-12 and the companion *Green Building Action Plan* require state agencies to reduce the environmental impacts of state operations by reducing greenhouse gas emissions, managing energy and water use, improving indoor air quality, generating on-site renewable energy when feasible, implementing environmentally preferable purchasing, and developing the infrastructure for electric vehicle charging stations at state facilities. The Green Building Action Plan also established two oversight groups – the staff-level Sustainability Working Group and the executive-level Sustainability Task Force – to ensure these measures are met. Agencies annually report current energy and water use into the Energy Star Portfolio Manager (ESPM).

- **Executive Order B-29-15**

  EO B-29-15 directs state agencies to take actions in response to the ongoing drought and to the state of emergency due to severe drought conditions proclaimed on January 17, 2014. Governor Brown directed numerous state agencies to develop new programs and regulations to mitigate the effects of the drought and required increased enforcement of water waste statewide. Agencies were instructed to reduce potable urban water use by 25 percent between 2013 and February 28, 2016.

- **Executive Order B-30-15**

In 2015, the governor issued EO B-30-15, which declared climate change to be a "threat to the well-being, public health, natural resources, economy and environment of California." It established a new interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 and reaffirms California's intent to reduce GHG emissions to 80 percent below 1990 levels by 2050. To support these goals, this order requires numerous state agencies to develop plans and programs to reduce emissions. It also directs state agencies to take climate change into account in their planning and investment decisions and employ life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. State agencies are directed to prioritize investments that both build climate preparedness and reduce GHG emissions; prioritize natural infrastructure; and protect the state's most vulnerable populations.

Executive Order B-37-16

- The Department of Water Resources (Department) shall work with the Water Board to develop new water use targets as part of a permanent framework for urban water agencies. These new water use targets shall build upon the existing state law requirements that the state achieve a 20% reduction in urban water usage by 2020. (Senate Bill No. 7 (7th Extraordinary Session, 2009-2010).) These water-use targets shall be customized to the unique conditions of each water agency, shall generate more statewide water conservation than existing requirements, and shall be based on strengthened standards for:
    a. Indoor residential per capita water use.
    b. Outdoor irrigation, in a manner that incorporates landscape area, local climate, and new satellite imagery data.
    c. Commercial, industrial, and institutional water use; and
    d. Water lost through leaks.

2. The Department shall strengthen requirements for urban Water Shortage Contingency Plans, which urban water agencies are required to maintain. These updated requirements shall include adequate actions to respond to droughts lasting at least five years, as well as more frequent and severe periods of drought. While remaining customized according to local conditions, the updated requirements shall also create common statewide standards so that these plans can be quickly utilized during this and any future droughts.

State Administrative Manual & Management Memos

The following section of the State Administrative Manual (SAM), and associated Management Memos (MMs) currently impose sustainability requirements on the department under the governor's executive authority:

- **SAM Chapter 1800**: Energy and Sustainability
- **SAM Chapter 1900**
- **SAM Chapter 4100**
- **SAM Chapter 3600, Section 3627**
- **MM 15-03**: Minimum Fuel Economy Standards Policy
- **MM 16-07**: Zero-Emission Vehicle Purchasing and EVSE Infrastructure Requirements

State-wide Action Plans

- **2016 Zero-Emission Vehicle Action Plan**

  The plan establishes a goal to provide electric vehicle charging to 5 percent of state-owned parking spaces by 2022. It also advances the ZEV procurement target to 50 percent of light-duty vehicles by 2025.
- **Safeguarding California Implementation Action Plans:**

Directed under EO B-30-15, the Implementation Action Plans outline the steps that will be taken in each sector to reduce risks from climate change.

- **AB 32 Scoping Plan**: The scoping plan assumes widespread electrification of the transportation sector as a critical component of every scenario that leads to the mandated 40 percent reduction in GHG by 2030 and 80 percent reduction by 2035.

State Resources and Guidance Documents

California has invested significant resources in understanding the risks of climate change, water efficiency, strategic growth, and state actions available to respond to and reduce these risks. These include the following:

- **Safeguarding California**: The state's climate adaptation strategy organized by sector. Each sector identifies risks from climate change and actions to reduce those risks.
- **Planning and Investing for a Resilient California**: Prepared under direction of EO B-30-15, this document provides a framework for state agencies to integrate climate change into planning and investment, including guidance on data selection and analytical approach.

- **California's Climate Change Assessments**: California has completed three comprehensive assessments of climate change impacts on California. Each assessment has included development of projections of climate impacts on a scale that is relevant to state planning (i.e., downscaled climate projections). These data are available through **Cal-Adapt**, an online data visualization and access tool.
- **Water Use Reduction Guidelines and Criteria**: Issued by the California Department of Water Resources February 28, 2013, pursuant to Executive Order B-18-12. Each applicable agency was required to take actions to reduce water use in facilities and landscapes that are operated by the state, including owned, funded, or leased facilities. State-operated facilities are defined as facilities where the agency has direct control of the buildings' function, maintenance, and repair. For leased facilities, the Green Building Action Plan directed at that time that new and renegotiated leases include provisions for water conservation, reporting water use, and installation of sub-meters to the extent possible and economically feasible.
- **Strategic Growth Council (SGC) Resolution on Location Efficiency:** Location efficiency refers to the greenhouse gas emissions arising from the transportation choices of employees and visitors to a building as determined by the Smart Location Calculator. Adopted on December 6, 2016, the resolution directs members of the SGC to achieve a 10 percent improvement in the Smart Location Score of new leases compared to the average score of leased facilities in 2016.
- **EDP Compliance Guide** Environmental Product Declarations (EPD) are third-party verified reports that detail a product's impacts on the environment.

Tables of Applicable Statutory Requirements, Executive Orders and SAM and Management Memos

Table F-1 Statutory Requirements, Executive Orders, Management Memos, and the State Administrative Manual and the Applicable Roadmap Chapters

Legislation, Executive Orders, & Management Memos	Year Enacted	Climate Adaptation	ZEV	Energy	Decarb	Water	Facilities	Waste	Procurement
SB 32	2015	X			X				
SB 246	2015	X							
SB 416	2023						X		
SB 837	2023						X		
SB 1016	2008						X		
SB 1020	2022	X		X	X				
SB 1106	2005							X	
SB 1168	2014					X			
SB 1203	2021	X			X				
SB 1319	2014					X			
SB 1335	2018							X	
AB 32	2006	X	X		X				
AB 43	2023	X			X				
AB 75	1999							X	
AB 197	2016	X			X				
AB 262	2017								X
AB 341	2011						X	X	
AB 498	2002								X
AB 661	2022							X	
AB 739	2017		X						
AB 939	2021							X	
AB 1343	2010							X	
AB 1482	2015	X							
AB 1739	2014					X			
AB 1826	2014							X	
AB 2396	2016						X	X	
AB 2446	2022				X				
AB 2800	2016	X							
AB 2812	2016						X		
EO B-16-12	2012		X				X		
EO B-18-12	2015		X	X		X	X		
EO B-29-15	2015					X			

Legislation, Executive Orders, & Management Memos	Year Enacted	Climate Adaptation	ZEV	Energy	Decarb	Water	Facilities	Waste	Procurement
EO B-30-15	2015	**X**	**X**	**X**			**X**		
EO B-37-16	2016					**X**			
MM 15-03:	2015		**X**						
MM 16-07	2016		**X**						
Public Resources Code 25722.8	2001		**X**						

Table F-2 Action Plans, and State Resources and Guidance Documents and the Applicable Roadmap Chapters

Action Plans, and State Resources and Guidance Documents	Year	Climate Adaptation	ZEV	Energy	Decarb	Water	Facilities	Waste	Procurement
2016 ZEV Action Plan	2016		X						
Cal-Adapt website		X							
California's 4th Climate Change Assessment	2018	X							
Planning and Investing for a Resilient California	2018	X							
Safeguarding California	2014	X							

Action Plans, and State Resources and Guidance Documents	Year	Climate Adaptation	ZEV	Energy	Decarb	Water	Facilities	Waste	Procurement

APPENDIX G LIST OF TABLES AND GRAPHS