



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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*Memorandum*

TO: Planning Committee

DATE: July 2, 2009

FR: Executive Director

W.I.:

RE: Bay Area 2009 Clean Air Plan: Draft Transportation Control Measures (TCMs)

As discussed at your May 2009 meeting, the Bay Area Air Quality Management District (BAAQMD), in partnership with MTC and the Association of Bay Area Governments (ABAG), is preparing the Bay Area 2009 Clean Air Plan (CAP) to attain State ozone emission standards in accordance with the California Clean Air Act (CCAA). Unlike past air plans, the 2009 CAP is intended to serve as a multi-pollutant plan that identifies a strategy to reduce emissions of pollutants that form ground-level ozone as well as particulate, toxic air contaminant, and greenhouse gases emissions. The 2009 CAP will include (1) estimates of current and future emissions; (2) a control strategy that identifies all feasible stationary and area source measures, mobile source programs and transportation control measures (TCMs) to reduce these emissions; and (3) measures to reduce transport of air pollutants to downwind regions.

**Proposed State Transportation Control Measures**

State TCMs are strategies to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. Each TCM takes into account technological, social, environmental, energy and economic factors to ensure feasibility in implementation and emission reductions.

The BAAQMD is required to adopt, implement and enforce the control strategy that is included in an adopted CAP. However, the State requirements afford greater flexibility than does Federal law to modify the control strategy, allowing the BAAQMD to alter control measures as needed when it conducts its triennial update to the CAP. There are no TIP lapses or freezes if State conformity standards are not met or if TCMs are not fully implemented. Furthermore, Federal TCMs in an approved State Implementation Plan (SIP) must show timely implementation before conformity determinations on a long-range plan or Transportation Improvement Program can be made. Should a Federal TCM need to be augmented or replaced, a rigorous TCM substitution process must be undertaken, involving a number of steps including documentation to describe the TCM and why a substitution is needed, and state air agency and U.S. EPA concurrence is then needed.

MTC staff, in collaboration with the BAAQMD and ABAG staff, takes the lead role in developing the TCMs. Staff has reviewed the original State TCMs from the 2005 Ozone Strategy. We propose to carry forward a majority of these TCMs, with some modifications, as well as add new TCMs to reflect policy and investment commitments made in the Transportation 2035 Plan. Staff is proposing 17 TCMs that aim to improve transit service, improve system efficiency, encourage sustainable travel behavior,

support focused growth, and implement pricing strategies. Each TCM narrative that is contained in **Attachment A** includes the following components:

- purpose, description and background context;
- specific implementation actions and costs for analysis years 2012 and 2020;
- quantified emission reductions, emission trade-offs and co-benefits, and cost-effectiveness in terms of cost per ton of ozone precursor reduced;
- potential implementing agencies; and
- method for monitoring the implementation progress of each TCM.

MTC and BAAQMD staffs are working together to calculate the emission reduction estimates and cost-effectiveness for each TCM. Further, BAAQMD staff will apply a multi-pollutant evaluation method that will estimate the health and climate protection benefits as well as the benefit-cost ratios for each TCM, stationary and area source, and mobile source control measure identified in the CAP. The results of these analyses will be included in the Draft Control Strategy for the 2009 CAP that the BAAQMD expects to release in late July 2009 for public review.

### **Recommendation**

MTC staff recommends that this Committee approve releasing these Draft TCMs as described for public review in Attachment A so that MTC and Air District staffs can move forward with the emission analyses and air quality cost-effectiveness assessments. This Committee will continue its review and discussion of the 2009 CAP, and TCMs in particular, later this fall before the 2009 CAP is adopted by the BAAQMD in December 2009.

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Steve Heminger

SH:AN/LB

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