



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee

DATE: March 5, 2010

FR: Executive Director

W. I.

RE: Draft Bay Area 2010 Clean Air Plan

Overview

The Bay Area Air Quality Management District (BAAQMD), in partnership with the regional agencies, will soon be releasing its Draft Bay Area 2010 Clean Air Plan (CAP). The CAP represents a comprehensive plan to improve the Bay Area's air quality and protect public health. The purpose of the CAP is twofold: (1) update the Bay Area's state ozone plan to comply with the California Clean Air Act, and (2) address multiple pollutants to protect public health and the climate. Four categories of pollutants are addressed in the CAP: ground-level ozone and its precursors (reactive organic compounds and nitrogen oxides); particulate matter; key air toxics; and key greenhouse gases. The 2010 CAP addresses state ozone planning requirements only; it is not a State Implementation Plan (SIP) document and does not respond to federal air quality planning requirements.

The 2010 CAP builds on the Transportation 2035 Plan adopted by the Commission in April 2009, and includes the same greenhouse gas reduction performance objectives to protect the climate. The key feature of the CAP is an integrated control strategy featuring 55 control measures in five categories, including:

- 18 measures to reduce emissions from stationary and area sources such as manufacturing facilities, refineries, cement kilns, glass furnaces, printing equipment, etc.;
- 10 mobile source measures that reduce emissions by accelerating the replacement of older, dirtier vehicles and equipment and promoting the use of the cleanest, most fuel-efficient vehicles and equipment;
- 17 transportation control measures to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions;
- 6 land use and local impact measures designed to promote mixed-use, compact development to reduce motor vehicle travel and emissions and to ensure a focused growth pattern that protects people from exposure to air pollution from stationary and mobile sources of emissions; and
- 4 energy and climate measures to promote energy efficiency and renewable energy and to mitigate urban heat island effects, in order to reduce emissions of greenhouse gases and protect the climate.

The control strategy seeks to maximize co-benefits from control measures that reduce ozone precursors, and proposes additional measures that specifically focus on reducing particulate matter, air toxics, and greenhouse gases.

Stationary source measures in the 2010 CAP will be developed and adopted through the BAAQMD's rule development process. All other control measures will be implemented via a variety of mechanisms, including partnerships, grants and incentives, public outreach and education, developing guidance documents for local agencies, etc. The implementation actions for each control measure are specified in the "Implementation Actions" section of the control measures descriptions. Progress on the control measures are reported on an annual basis; should progress on any measure be impeded for any reason, there is opportunity to re-evaluate the measure(s) and/or their implementation actions as part of the next CAP update.

Transportation Control Measures

MTC, ABAG, and BAAQMD collaborated on the proposed Transportation Control Measures for the CAP. These were developed by reviewing the 2005 Ozone Strategy measures, and modifying and expanding them based on new investment and policy decisions and public input. In particular, the Transportation Control Measures have been updated to reflect the policy and investment strategies from the Transportation 2035 Plan and emphasize the importance of land use and pricing measures as key long-term strategies to reduce motor vehicle use and achieve regional objectives.

The Transportation Control Measures are organized into five categories:

- Improve Transit Services
- Improve System Efficiency
- Encourage Sustainable Travel Behavior
- Support Focused Growth
- Implement Pricing Strategies

Three new measures have been added to emphasize the importance of "smart driving" and the need to reduce high-speed driving, encourage parking policies that will help to reduce motor vehicle travel, and advocate that the four regional agencies join forces to develop a regional transportation pricing strategy.

CAP Review & Adoption Schedule

The BAAQMD will release the Draft CAP, as well as a Draft Environmental Impact Report (DEIR) and a Socio-Economic Analysis of the CAP, in early March 2010. Three public workshops will be held during the week of March 22. A 45-day public comment period will close in late April. The BAAQMD is slated to adopt the Final CAP in July 2010.

At your meeting, MTC and BAAQMD staff will present an overview of the Draft CAP (see attached). Staff welcomes review comments by this Committee prior to the BAAQMD's adoption of the CAP.

Steve Heminger

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