

Ozone Working Group - January 20, 2004

Meeting Notes

These notes summarize public comments and discussion at the January 20, 2004 Ozone Working Group meeting. Responses to questions that have been provided after the meeting are indicated in *italics*.

- Participant requested explanation of emission factors used in MTC presentation of bus vs. auto emissions. Response: MTC used weighted average for light duty truck and passenger vehicles.
- MTC will do cost effectiveness evaluation (cost per ton) for TCMs.
MTC's revised TCM evaluations (February 2004) will provide additional information on cost effectiveness.
- Items #6, #14, and #15 are stated as being implemented. Commenter questions how they have already been implemented. Would be useful to identify percentage of worst polluting vehicles that the District is targeting. Should identify additional needs and determine whether additional funding is available. Response: For item #6, the District reduces emissions from high polluting vehicles through the Carl Moyer program, TFCA program, and the Vehicle Buy Back program. Regarding #14, Telecommuting on STA days, District has been promoting telecommuting for years, particularly through Spare the Air program. MTC has held two meetings with employers to gauge their support for voluntary telecommuting, particularly on STA days. Regarding #15, the purpose of the STA program is to shift polluting activity from days when pollution potential is highest.
#6, Reduce Particulate Matter from High Polluting Vehicles, has been moved from Already Implemented to Needs Funding. District intends to continue to seek additional Moyer funds to reduce diesel PM emissions. The Air District and MTC will continue to meet with employers to identify a small group to participate in a pilot program promoting telecommuting on STA days.
- Clarify use of word "suggested" in Item #15. Response: A commenter had suggested that certain polluting activities be rescheduled to different times of day or different days.
- Commenter would like the agencies to see OWG as place to evaluate programs, receive comments from interest groups. Response: District and MTC welcome comments and see OWG as venue for discussion.
- Telecommuting: do any studies exist about the overall effectiveness of telecommuting, i.e., are people driving somewhere besides work on telecommute

days? Response: This is a big issue with telecommuting. Uncertain what the net effect is; however, telecommuting probably does reduce morning trips which are a key to reducing buildup in emissions later in the day when exceedances usually occur. District does extensive follow-up to ascertain effect of STA notification and to quantify impact.

MTC is conducting further research on this topic. STA surveys show that participants reduce driving on STA days, but have not examined question of number of non-commute trips by telecommuters.

- Various parties are concerned about lack of funding for Carl Moyer program. Efforts are underway in State capital to identify permanent funding sources.
- Commenter attended 2-day ARB SIP Summit. Has District included these measures, particularly maritime measures, in the Ozone Strategy? Response: District reviewed wide range of ARB SIP measures. Some of the measures fall under ARB authority. ARB's measures usually apply statewide, but are definitely considered by the District. District welcomes all emission reductions.
- Commenter encourages District to implement items #59 and #62. Response: Regarding item #59 (parking programs), several existing CAP TCMs address parking. District and MTC are looking at ways to expand parking programs and strategies. MTC applied to Caltrans for a grant to study alternative parking requirements and use the information to provide guidance to local governments.
- Did the District join MTC in applying for a grant for a parking study? Response: District supported MTC's application but did not apply.
- Commenter recommends pursuing parking measures. Provide technical support to local governments to re-write parking ordinances. Provide incentives, e.g., MTC should require local parking standards conform to regional standards as condition of receiving MTC funding. ABAG prepared a paper on incentives and reforms. Idea that regional funding should be conditioned is out there. Prepare economic analysis to show fiscal benefit to jurisdictions of shared/reduced parking. Response: MTC has explained limitations on the ability to condition funding in previous discussions and forums, and will expand on these previous responses.
- Commenter states SF Housing Element has faced NIMBY resistance regarding parking impacts. Suggestion: Letter from the three agencies showing benefits of infill, reduced parking, etc. to city and the new mayor.
- Need to address the benefits to the region in taking these actions. Commenter believes agencies rarely advocate on behalf of the region. Should move toward

joint policy (MTC and ABAG). Agencies could appear at city council meetings to discuss regional impacts of local programs.

- Has there been an effort to quantify benefit of ARB SIP programs in the Bay Area? Response: ARB will estimate impact in Bay Area.
- Discussion regarding how to quantify air quality benefits of land use programs. A commenter would like presentation from EPA on SIP credits, but believes that federal agencies haven't provided much cooperation. Suggestion: creation of database on existing land use designations and document land use changes. Could track regional impacts from jurisdictions making changes in General Plans and/or development projects. Quantify air quality benefits based on density, once land use changes have been made (as a result of Smart Growth or other programs). Should track both the change in designation and the change in build-out.

ABAG and MTC have developed a draft Smart Growth Monitoring Program that will be discussed initially at the Air Quality Conformity Task Force for interagency consultation.

- Perhaps credit could be taken for future emissions avoided through smart growth. Expected levels of emissions are based on projected development.
- EPA is making efforts to consider projected emissions.
- ABAG's database could be used – would need to be significantly expanded.
- Caltrans website includes examples of TOD's.

Caltrans' TOD website is at: <http://transitorienteddevelopment.dot.ca.gov/>

- It is difficult to quantify the air quality benefits of smart growth. The analysis of the Smart Growth Project Preferred Alternative showed negligible air quality benefits in the Bay Area because many more residents would live in the region.
- Commenter believes land use/transportation is the key topic to discuss and think about in terms of ozone reduction and improving air quality.
- Consider benefit of reducing Central Valley emissions - due to commuters living in the Bay Area rather than the Central Valley - as transport mitigation.

An earlier analysis by MTC showed that the Smart Growth alternative (Projections 2003) would reduce population and emissions in neighboring counties by about 2.8% in 2020.

- Hope that increased housing in Bay Area leads to decrease in demand for housing in other areas, e.g., the Central Valley.
- Should look at centralized tracking system for the movement of freight containers or other goods as way to reduce transport. Can be applied to commodity goods. (Example: Synchromat system). Response: This has been considered in RTP.
- Suggest add a TCM: provide incentives to encourage conversion to rail from trucking for transport of freight containers. Would result in reduced congestion as well as emission benefits. Refer to MTC freight study.

MTC provided federal funding to the Port of Oakland to help develop the Joint Intermodal Terminal, which is a major transfer facility for placing containers from ships onto railroad cars. The Port of Oakland estimates that as a result of this facility a considerable percentage of all container cargo entering and leaving the Port will be by rail.

- Transportation-Justice working group is discussing conversion of freight movement in 880 corridor to rail.

See previous comment. In addition the Port of Oakland has studied development of a short haul rail line between the Port of Oakland and Stockton. This line would require new funding to construct the track improvements and possibly a public subsidy to cover its operation.

- Could also consider barge transport in Bay.
- Rising warehousing costs are driving storage facilities further from Bay Area. Would lead to increase in VMT.
- Parcel service companies are losing time due to congestion and are working to develop hovercraft service between Oakland and SF airports.
- Comment regarding item #62, Transit Use Incentives. Subsidies are not the only incentives. Parking cash-out and commuter choice are highly relevant. Would like to see item reference this. Provide incentives. MTC should condition funding to cities on: 1) cities implement Commuter Choice for city employees; 2) cities require Commuter Choice at private development as condition of approval; 3) cities entitle redevelopment of surplus parking at existing development.

As noted above, MTC will provide an expanded response on conditioning of funding.

- Commenter supports business use of telecommuting. Small businesses especially face challenges: cost of broadband service, how to base wages and assess productivity.

- Items #102 and #104. Commenter states mitigation fees receiving more attention. New development should pay fee based on trip generation. Provides incentive to develop more densely. Key way to discourage sprawl. Clarification: Item #102 relates to ports and other federal sources; #104 relates to indirect sources.
- Item #143, Incentives for Newer Boats and Engines. Commenter recommends regulation rather than incentives. Response: ARB is looking at regulating marine engines.
- Item #148 and #153, Construction Equipment. Commenter recommends more than incentives. If jurisdictions required contracts with companies with new equipment, this would change industry completely.

District is developing mobile source measure to provide model ordinance for green contracting provisions.
- Item #297, Green Contracting Ordinance. Add requirement for green contracting ordinance as condition of MTC funding to cities.
- Sacramento example – companies have to report construction PM emissions. Have information on equipment emissions.
- Commenter believes District's CEQA review of projects could be more rigorous. Should focus on emissions from diesel construction equipment. Mitigation could be required to further reduce construction impacts.

District intends to revise CEQA Guidelines to provide guidance on diesel emissions and mitigation.
- Recent conference on asthma and diesel emissions provided lots of good information.

The Regional Asthma Management and Prevention Initiative (RAMP) conducted a Diesel and Asthma Conference in Oakland on October, 2, 2003. The RAMP website is at: <http://www.rampasthma.org/index.htm>
- Particulate matter traps were discussed at ARB's SIP Summit.
- TRANSDEF uncomfortable with assumptions made in TCM evaluations for shuttles and enhanced bus (50% of new bus riders assumed to not have access to car). Unaware of data to support that. 50% is too high, and thus evaluation underestimates emission benefit of the TCMs. Response: Information is from ARB CMAQ cost-effectiveness methodology.

MTC's revised TCM evaluation report will provide additional information on vehicle access assumptions for new riders.

- Page 2 of TCM evaluation appendix (“set transit ridership targets...”). Commenter states the comment was meant to encourage MTC to spend money more wisely (instead of just spending more money).
- TCM evaluation appendix page 5. Response to suggestion that MTC condition funding. Commenter disagrees with MTC response. Believes conditions are not trip reduction ordinances or usurping local authority, and that applicable funds are greater than 1% of TIP.

MTC's revised TCM evaluation report will provide additional information on the feasibility of conditioning funding to cities and counties.

- TCM evaluation appendix page 1. Commenter believes MTC should include land use alternative in Major Investment Studies.

The federal requirement to conduct Major Investment Studies was actually eliminated in TEA 21, so MTC believes the best it can do is to encourage study sponsors to conduct such analyses. It also should be remembered, however, that the new Smart Growth land use assumptions (Projections 2003) will be the basis for any new transportation study that is just being started.

Next meeting – Tuesday, March 23, 2004 at MetroCenter.