

OZONE WORKING GROUP – May 14, 2003

A summary of the comments made and control measures suggested at the May 14, 2003 meeting of the Ozone Working Group.

Comments

- Concern that Bay Area may not be VOC-limited
- District should look at multiple benefits of reducing emissions, e.g. NO_x reductions affect PM as well as ozone levels
- NO_x and VOC controls needed in Bay Area to help achieve attainment in Sacramento air basin
- MTC TCM evaluation criterion requiring consistency with current law is new
- Concern that emission reduction target not set yet
- Modeling should include airports
- Maintain list of control measures under consideration
- Enhance MTC's travel demand model:
 - properly capture pedestrian trips
 - properly capture short trips (e.g. cold starts)
 - consider parking availability
 - consider how density affects trip generation
 - include land use feedback loop to quantify smart growth and smart transportation investment

Suggested Control Measures

- Citing increased ozone levels on weekends, suggest changes in behavior – either times of day or days of week. May be more optimal for some activities.
- Include measures that require new legislative authority; pursue legislative changes and allow for future credit to be given.

- Include controls on refinery flares (including banning flares except in emergencies), marine vessels, storage tanks, pressure relief valves, wastewater ponds, vessel depressurization, refinery blowdown systems
- Measures included in Bay Area Clean Air Plan should be included in SIP
- Measures adopted by other districts, e.g. South Coast diesel fleet rule
- Use previous research linking land use and transportation to develop control measures
- Model ordinances for public “green” fleet purchases and “green” contracting.
- Consider control measures currently being evaluated by Sacramento air district
- Port of Los Angeles limits on use of diesel motors; provide plug-in electrical power
- Education program regarding detrimental effects of older vehicles and how to reduce emissions from older vehicles
- Use of synthetic motor oil to increase overall fuel efficiency
- Reduce temperatures in urban areas, i.e. through tree planting and use of higher reflectivity of building and paving materials
- Tree planting – choose trees with low VOC emissions
- Transit Productivity Enhancement, e.g. signal priority, proof of payment, Ecopass
- Regional Transportation Impact Mitigation Fee – charged to new development
- Commuter Choice – employer-provided programs to minimize employee trips (e.g. parking cash-out)
- Tie local transportation funding from MTC to local compliance with air quality plans

- Regional parking policy manual suggesting reduction of parking ratios near transit
- Cleaner vehicle incentives, e.g. free tolls, “green” parking spots, for natural gas and other alternatively fueled vehicle.
- Encourage cleaner fuel: fueling infrastructure
- Improve transit access or proximity to daycare
- Encourage telecommuting on high ozone days
- Pedestrian-friendly development standards
- Control parking in new development
- Encourage transit oriented development (TOD) and transportation demand management (TDM) features in zoning
- Episodic measures: see measures being evaluated by Sacramento air district
- Consider controls for Bay Area previously submitted via letter by Sacramento air district