

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

APPROVED MINUTES

Air Quality Planning Committee
9:30 a.m., Wednesday, April 11, 2007

1. **Call to Order:** Chairperson Ken Blonski called the meeting to order at 9:31 a.m.

Roll Call: Ken Blonski, Chairperson, Harold Brazil, Irvin Dawid, Emily Drennen, William Hanna, John Holtzclaw, Ph.D.; Robert Huang

Absent: Kraig Kurucz, Ed Proctor.

Also Present: Mr. Fred Glueck

2. **Public Comment Period.** There were no public comments.
3. **Approval of Minutes of February 14, 2007:** Mr. Dawid provided a number of minor revisions to the minutes that will be incorporated into the final version. Mr. Hanna moved approval of the minutes; seconded by Dr. Holtzclaw. Upon conclusion of the revisions of the minutes Chair Blonski called for approval and the draft minutes were approved unanimously.
4. **Discussion of Focused Growth for the Bay Area:** *Mr. Ted Droettboom presented information to the Committee on Focused Growth.*

Mr. Droettboom provided the Committee a brief overview of his background and his affiliation with the District, ABAG (Association of Bay Area Governments), and other organizations.

It was brought to the attention of the Committee that many individuals also refer to Focused Growth as Smart Growth. It is now being called Focused because many think the term Focused is a little less value-laden than the term Smart, which implies that somebody else's growth is dumb.

Why Focused Growth? It is driven by the high housing prices in the region. The median housing prices in the Bay Area by County a few months ago have gone down slightly. High housing prices are driving phenomena and described as "drive until you qualify." Residents are moving further and further out into the region and indeed beyond the region to find homes that they can afford.

Sprawl eats up our land resources. Greenbelt Alliance had identified about nine percent of our precious open space resources at risk of sprawl. Three percent of those at high risk of being developed. Finally, in present context, Focused Growth can help us reduce greenhouse gas emissions. That is because principally 50% of the greenhouse emissions in this region are due to transportation sources. We drive an awful lot and in fact 85% of our transportation greenhouse gases are due to on road vehicles, which include each of us and a few truck drivers on the roads. Aircrafts contribute about 7%, other mobile sources like locomotives and ships at sea contribute about 8%. A big part of reducing greenhouse gas emissions in this region will in fact involve driving less or driving more efficiently.

The region is growing at about 1%, per year; which means in any one year 99% of the development is already here. To give you some indication of what we need to do in this region in the transportation sector to meet the 2020 targets, an analysis prepared by the Metropolitan Transportation Commission (MTC) was shown. The growth in percentage terms with 1990 as the base is called Vehicle Miles Traveled (VMT) on a daily basis. That is the number of miles that each driver collectively drives on a daily basis. By 2020 VMT is projected in a moderate focused growth scenario, to grow by almost 60%. If we turn over the current fleet, CO₂ associated with VMT will not grow quite as fast, maybe about 45% beyond the base.

Chairperson Blonski requested clarification on the term “turnover the fleet” does that mean newer vehicles? Mr. Droettboom’s response was yes, and that it also includes more efficient vehicles even under the current standards, due to the fact people keep their vehicles for a fairly long time in this climate. As vehicles turnover and as we drive more, we will still be able to reduce CO₂. The Pavley standards take us down to a lower level. Pavley is currently in court and is being challenged by all the major automobile manufacturers including the major manufacturer of hybrid vehicles. However, to meet the State standards for 2020 which is back to 1990 levels, we need to go down to a lower amount.

The State has identified a number of strategies to meet its 2020 target, the principle and most powerful standard is vehicle standards. Their second most powerful strategy is smart land use and intelligent transportation, which is driving smarter and riding smarter.

Mr. Dawid mentioned that the Climate Action Team indicated on their charts that Land Use and Transportation was noted as its number one strategy in 2010.

Mr. Dawid added that the 2010-2020 standards, noting that the afforestation/reforestation was referred as number two strategy and that vehicle standards start in 2009, therefore, there would not be much savings by 2010, he also noted that probably by 2020 that there still would not be much change. Mr. Dawid did point out that the focus should be on bio-mass plants, where they actually burn wood chips to a great extent, although this method is very controversial.

The vision of focused growth for the Bay Area was produced by a consortium of Bay Area agencies; and voluntary sector agency groups, which ended up being the Smart Growth Strategy Regional Livability Footprint Project. The vision at that time was a network of neighborhoods, which would be a much more compact development. The environmental benefits include, much less green field development, significant reduction in water consumption per household, gasoline consumption and of course CO₂ emissions relative to the trend. The significant problem was that consortium of folks that got together to produce the vision did not spend enough time with the individuals that control land use at the region, which include local governments and many of the local governments felt excluded from the process.

The group has since spoken to local governments and is getting voluntarily agreements to something called priority development areas. Those are designated with relatively simple criteria and are in existing communities, near fixed transit or comparable levels of bus service and near job concentrations.

Mr. Dawid recalled the meetings that Mr. Droettboom referenced and concurred with the conference and noted that he was able to attend two meetings in Santa Clara County and noted that while at the meeting in Mountain View, ABAG staff members were not aware that Palo Alto was in one county and Menlo Park in the other. Mr. Dawid was interested in knowing if Mr. Droettboom will be bringing in the CMA's and Mr. Droettboom noted that they are planning to bring them in and Mr. Dawid noted that the CMA's would be rather instrumental, especially since they control so much of the local transportation funding.

Mr. Glueck questioned if the intent is to focus on housing and jobs together, to reduce transportation.

Mr. Droettboom referred to the CARB guidelines about locating residential development near freeways.

Dr. Holtzclaw noted that in reference to the Livability Footprint, prior to that time, individuals in all three regional agencies were concerned with regional growth and the continued expansion of freeways. He mentioned that ABAG took the leadership role as the land use agency in addressing this issue, and noted that if individuals from all regions participated in putting things together and MTC analyzed the trends, perhaps there would be attention by the City and County Governments to this need for implementation.

Chairperson Blonski questioned the quality of life. Mr. Droettboom responded that it has come up with regard to Marin City. In addition, Chairperson Blonski questioned the infrastructure with regard to costs and Mr. Droettboom noted that San Francisco could not escape the infrastructure costs which would eventually have to replace the urban structure truck synergy.

Chairperson Blonski raised issues with regard to peak use of the commute and Mr. Droettboom mentioned that perhaps the Bay Area could adopt a toll system that is currently being used in Southern California that in fact may play a part in mitigating global warming.

Ms. Drennen noted that she was a facilitator for Smart Growth projects and underscored that nothing happens at the regional level and that issues/ideas need to come from each of the counties.

Chairperson Blonski questioned if conservation areas played a role to help focused growth. Mr. Droettboom's response was that it does serve as a priority with the Open Space Council and East Bay Park Districts.

Mr. Hanna mentioned Marin County's concern with carrying capacity, global warming and water use per housing, and the water problems that currently exist. Mr. Droettboom's response was that it speaks to the Bay Area being a special region and its huge amount for growth with water resources.

Mr. Huang questioned the reference that environmentalists make when it come to the focused growth program. Mr. Droettboom mentioned that there are many discussions about CO₂ and climate change. Mr. Droettboom also noted that he is in the process of developing a Joint Climate Protection Strategy with four agencies, to be consistent with their messages. The regional transportation plan over its 25 year life is over \$100 billion, if the allocation criteria were changed, it may make a difference in supporting growth in more desirable areas. The various regions decided where the monies would be spent, as incentives were provided.

Mr. Glueck mentioned behavioral modification, and that the District is approaching that with respect to the Spare the Air Program, making it more individualized and a 24/7 issue. In terms of getting all the local communities to buy into a regional approach or policy, other than just the financial incentives are there any other discussions in regionalizing the planning process overlaying the local cities, counties and government? How does the overall Bay Area buy into the regional programs and participate? Mr. Droettboom noted that about every decade in this region, there are discussions about regional governance, where bills are proposed in Sacramento and nothing happens.

Ms. Drennen questioned the infill conception of Smart Growth vs. Traditional model. Mr. Droettboom's responded by noting that MTC has put in place a transit oriented development policy. This policy only applies only to new extensions of the system, with most of the extensions are going to places where there is not a lot of present development, for example E-Bart System to East Contra Costa County. The policy affects 13% of the development over the next 30 years.

Ms. Drennen continued with the question of Warm Springs Bart extension and the political nature of funding some of these less than stellar transportation projects that are investments on a regional scale. Lastly, one of the benefits by doing infield development is having less community upset due to moderate changes being made to the neighborhood portion of it and how is it being dealt with. Mr. Droettboom noted that the principle land use at Warm Springs is the NUMMI plant, with NUMMI not wanting additional residential development, due to the fact NUMMI is a polluter. Mr. Droettboom believes that Warm Springs makes sense in the long term and it may be okay, but over time.

Mr. Hess, Deputy Air Pollution Control Officer, congratulated Mr. Droettboom on his presentation and asked that the Committee carry this information forward to the next full council meeting.

Chairperson Blonski requested the Committee take a three minute break. The meeting reconvened at 11:05 a.m.

5. How Does Smart Growth Impact Climate Change Emissions?: *Dr. John Holtzclaw presented information to the Committee on Climate Change Emissions.*

Four communities were used as an example during this presentation. Three from the Bay Area, and one out of state, each was similar with the exception of density and transit. Dr. Holtzclaw provided an overview of the density of residences per household. Sprawl normally consists of three households per residential acre, with the sprawl increasing to about five households per residential acre.

The comparison of four neighborhoods and one thing is when you increase density, we looked at the variables and density was the most important. Dr. Holtzclaw showed various comparisons with the use a detailed comparison slide showing Urban vs. Sprawl Auto Use in the following four areas, San Ramon, CA; Rockridge, Oakland, CA; North Beach, San Francisco; and Manhattan.

The summary of slides covered the following items:

- Community Transformation – San Pablo Ave. in El Cerrito, CA; 60 households per residential acre; with no parking, 30 households per residential acre; with surface parking;
- North Beach in San Francisco – 90 households per residential acre; with a backyard and no parking;
- Urban vs. Sprawl Auto Use - provides information on the autos per capita ranging from 0.79 in San Ramon, CA to a low of 0.12 in Manhattan;
- Larger households have the tendency to drive more than the smaller household;
- Costs of Urban Infill versus Suburban Sprawl – 5 times more pipe and wiring to build Village Homes in Davis versus an apartment house, located in Nob Hill, twice as much building materials, etc. with the homes being energy efficient houses and took as much as 5 times as much heating and cooling, since Davis is harsher climate.

What is being done about the financial impact? Dr. Holtzclaw suggested that in the more convenient areas there should be building.

Ms. Drennen noted by making relatively small changes in the urban areas that you can impact driving and auto ownership and wondered are there other strategies that are more effective? Dr. Holtzclaw feels the development that we have in the next 50 years at low density, will indeed help the people that live there now and will help the people who live nearby and can shop there.

- 6. Committee Member Comments/Other Business.** Council members shared information regarding reports and emails with the Committee. Chairperson Blonski reminded individuals that Dr. Pastor or a representative will make a presentation at the next full Council meeting, regarding the study he co-authored “Still Toxic After All These Years – Air Quality and Environmental Justice in the San Francisco Bay Area.” Chairperson Blonski will not be able to attend the June 13, 2007 meeting and Ms. Drennen will chair in his absence.
- 7. Time and Place of Next Meeting.** 9:30 a.m., Wednesday, June 13, 2007 – 939 Ellis Street, San Francisco, CA 94109.
- 8. Adjournment.** 11:50 a.m.

/s/ Vanessa Johnson
Vanessa Johnson
Executive Secretary