



Joint Policy Committee

Minutes of the Meeting of January 19, 2007 Held at 10:00 AM in the MetroCenter Auditorium, Oakland

Attendance:

ABAG Members:

Jane Brunner
Dave Cortese
Mark Green
Scott Haggerty
Rose Jacobs Gibson
Gwen Regalia

BAAQMD Members:

Chris Daly
Jerry Hill
Patrick Kwok
Mark Ross, Chair
Pamela Torliatt
Gayle Uilkema, V. Ch.

MTC Members:

Bill Dodd
Steve Kinsey
John McLemore
Jon Rubin
Jim Spering
Shelia Young

Secretary of BTH

Jim Bourgart

ABAG Staff:

Marisa Cravens
Randy Deshazo
Henry Gardner
Jaqueline Guzman
Patricia Jones
Ken Moy
Christy Riviere
Jonathan Strunin

BAAQMD Staff:

Jack Broadbent
Henry Hilken
Jean Roggenkamp
David Vintze

MTC Staff:

James Corless
Frank Harris
Steve Heminger
Doug Johnson
Ashley Nguyen

Other:

Chris Brittle, Consultant to MTC
Anne Halsted, BCDC
Bruce Riordan, Elmwood Consulting
David Schonbrunn
Will Travis, BCDC

JPC Staff:

Ted Droettboom

1. Call to Order

Chair Ross called the meeting to order.

2. Consent Calendar

2.1 Approval of the Joint Policy Committee Meeting Minutes of November 17, 2006

The Minutes of the previous meeting were approved.

2.2 Proposed Amendments to Smart-Growth Policies

The recommendations in the staff memo were approved with the exception of that referring to the proposed policy on “Economic Activity and Goods Distribution.” A clarifying report on this policy was requested for the next JPC meeting.

2.3 JPC Composition and Size

The recommendations in the staff memorandum were approved.

3. 2007 *FOCUS* Program

The recommendations in the staff memorandum were approved.

4. *FOCUS* Incentives: Legislation and Regional Transportation Plan (RTP)

The recommendations in the staff memorandum were approved.

5. Climate Change Strategy

Bruce Riordan presented some ideas he and Chris Brittle have been developing on behalf of MTC to address the large role which the transportation sector plays in the Bay Area’s climate-change picture. At fifty percent, transportation is by far the largest contributor to this region’s greenhouse-gas emissions. Transportation infrastructure, much of which is subject to inundation under likely sea-level-rise scenarios, will also be heavily affected by climate change..

As most of the region’s transportation CO₂ emissions are due to personal vehicle use and as each gallon of gasoline burned in those vehicles produces about twenty pounds of CO₂, most of work which Bruce and Chris have been doing has been directed at personal vehicles. There are two principal ways of reducing personal vehicle emissions: (1) to increase fuel-efficiency and (2) to reduce vehicle travel. Bruce talked about twenty-two strategies in seven categories to improve efficiency and reduce driving. These included various changes in vehicle technology and fuels, reducing highway speeds and aggressive driving behaviors, accelerating fleet turnover, traffic signal improvements, enhanced smart growth, transportation-demand-management (TDM) measures, and a variety of taxes, fees, rationing schemes and other price signals.

Bruce also talked about the possibility of carbon offsets to mitigate the impacts of individual behaviors which contribute to emissions, and he noted the potential of the Bay Area to exhibit leadership and to innovate world-class examples which others could follow.

Committee and public comment addressed the need for all the regional agencies and local governments to work together on the climate-change issue, the power of focusing of interventions which offer co-benefits in addition to greenhouse gas reductions, the potential to use the carbon-footprint concept to focus public attention on individual responsibility, the potential of parking charges to send price signals, and the necessity to be very conscious of equity consequences.

6. Other Business

There was none.

7. Public Comment

All public comment was received relative to specific agenda items and is incorporated in the summary of those items.

8. Adjournment