



Joint Policy Committee

Minutes of the Meeting of March 25, 2005 Held at 10:00 AM in the Auditorium, MetroCenter, Oakland

Attendance:

ABAG Members:

Jane Brunner
Mark Green
Scott Haggerty, Ch.
Steve Rabinowitsh
Gwen Regalia

BAAQMD Members:

Mark DeSaulnier
Erin Garner
Pamela Torliatt
Gayle Uilkema

MTC Members:

Bill Dodd
Steve Kinsey
Sue Lempert
John McLemore
Jon Rubin
Shelia Young

ABAG Staff:

Paul Fassinger
Henry Gardner
Patricia Jones
Janet McBride
Christy Rivierre

BAAQMD Staff:

Jack Broadbent
Henry Hilken
Jean Roggenkamp

MTC Staff:

Steve Heminger
Doug Kimsey
Therese McMillan

Other:

Linda Craig, League of Women Voters
Duane DeWitt
Jean Finney, Caltrans, District 4
Tony Fisher, NUMMI
Richard Hedges, EDAC & Advisory Council
Sherman Lewis, Sierra Club
Peter Lydon, SPUR
Steve Lowe, WOCA

JPC Staff:

Ted Droettboom

1. Welcome and Opening Remarks

The chair opened the meeting with a welcome.

2. Approval of Joint Policy Committee Meeting Minutes of February 25, 2005

The minutes of the previous meeting were approved.

3. Bay Area Ozone Strategy and the Role of Growth in Pollution Generation and Control

Henry Hilken talked about the Bay Area Ozone Strategy, its current status and the air district's interest in transportation and smart growth. Pending

changes in federal regulations were identified. Mr. Hilken's PowerPoint presentation is on the JPC web site: <http://www.abag.ca.gov/jointpolicy/>.

It discussion, it was noted that the region had made tremendous progress over the past few decades in dealing with air pollution issues to the extent that we had reached attainment of the Federal one-hour ozone standard and were very close to attaining the new eight-hour standard. However, we were about to be awarded an "F" from the national office of the American Lung Association due to exceedence of its particulate matter standard in Concord on Christmas day. It was agreed that the Air District would draft a letter for the three agencies to send to the ALA, urging more reasonableness in its characterization of the region and its air pollution achievements.

In response to a question on the relative efficacy of regional pollution control measures and automobile fleet standards: it was observed that historically fleet standards have had a much larger impact, but that we may be reaching a plateau in our ability to achieve some regional pollution improvements through that means and other measures may become relatively more important. Fuel economy will, however, continue to have a very large influence over the release of green house gases, which are almost solely a function of the amount of fuel burned.

A perceived conflict between clean air objectives and development near transportation corridors was noted, though it was also noted that this was less of an issue for development near electrified transit corridors than near highways where gasoline and diesel vehicles predominated. Further the overall pollution reducing effect of reduced vehicle miles, resulting from shorter distances and more mass transit trips, needed to be considered as part of the overall pollution picture. The benefit of working with local communities on local pollution issues was noted as was the necessity to avoid land use conflicts which resulted in greater problems for sensitive receptors.

The potential impact of ozone attainment on Federal transportation funding was queried. CMAQ funds will be available for air quality maintenance as well for reaching attainment. We should continue to receive these funds though perhaps in lesser quantity than in the past as the priority is for regions which have yet to reach their air-quality objectives.

It was agreed that future JPC agendas would include discussions on local strategies to deal with global climate change and the problem of diesel emissions.

4. Smart-Growth Incentives for Local Government

Ted Droettboom presented a summary of the staff report on this matter.

Discussion clarified the report's recommendation: It is not the intent of the recommendation to establish a new agency or physical facility to organize and deliver incentive information in a passive manner. It is the recommendation's intent to use existing regional resources to establish active connections with local governments for the purpose of assisting them in identifying and packaging incentives that will assist these local governments in pursuing smart growth initiatives. The regional resource will emphasize outreach.

Discussion also clarified that the existing TLC program could be used to assist community involvement in the planning process through charettes and other participation techniques. In fact, community participation is a fundamental objective of TLC funding. It was also noted that the TLC program has been over-subscribed, but funding has been tripled in the new Regional Transportation Plan (RTP) to \$30 million a year.

In response to a question about using general transportation funding as a smart-growth incentive, it was observed that eighty percent of the funds in the current plan go to maintenance and improvement of existing infrastructure and that most of this is in existing communities which are the focus of smart-growth infill interest. The proposed TOD policy will also focus transportation funds on smart-growth objectives.

There was extensive discussion on the incentive/disincentive impact of the current local-government tax system, and a report back on pursuing fiscal reform through the current seating of state legislature was requested for the next JPC meeting.

The Committee approved the following recommendation:

THAT the JPC request that, as part of their joint planning resource review, ABAG, BAAQMD and MTC address the possibility of providing a centralized facility to assist Bay Area local governments in identifying, packaging and accessing the smart-growth incentives currently and potentially available from a variety of sources.

5. The JPC in Relation to Pre-existing ABAG, BAAQMD and MTC Planning Committees

The Chair deferred this item to the next meeting.

6. Other Business

A document detailing the Committee's rules and procedures was requested for the next meeting.

7. Public Comment

Public comment was offered relative to the scheduled agenda items and is incorporated in the summary of those items.