



Association of Bay Area Governments  
Bay Area Air Quality Management District  
Bay Conservation and Development Commission  
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter  
101 Eighth Street  
P.O. Box 2050  
Oakland, CA 94607-4756  
(510) 464-7942  
fax: (510) 433-5542  
tedd@abag.ca.gov  
www.abag.ca.gov/jointpolicy

## JOINT POLICY COMMITTEE

Friday, March 19<sup>th</sup>, 2010  
10:00 a.m. to 12:00 Noon  
MetroCenter Auditorium  
101 Eighth Street, Oakland

### AGENDA

1. Call to Order
2. Approval of Joint Policy Committee Meeting Minutes of January 15<sup>th</sup>, 2010 Action
3. 2010 Climate Priorities Action  
Staff seeks the Committee's confirmation of a new approach to inter-agency climate work.
4. JPC Chair and Vice Chair Rotation Action  
A revised protocol is recommended.
5. Draft Bay Area 2010 Clean Air Plan Discussion  
State law requires that the JPC coordinate the development and drafting of major planning documents prepared by its member agencies. Air District staff seeks the Committee's review and comment on the penultimate draft of the Clean Air Plan.
6. Critical Events for the Bay Area's Implementation of SB 375 Information  
A calendar of major milestones is provided.
7. Progress on Items of Interest to the Joint Policy Committee Information  
This is the fourth of a regular report series intended to keep the Committee apprised of work and events related to the JPC's mandate.
8. Public Comment
9. Adjournment

Next Meeting: May 21<sup>st</sup>, 2010



## JOINT POLICY COMMITTEE

### Minutes of the Meeting of January 15th, 2010 Held at 10:00 AM at the MetroCenter Auditorium, Oakland

#### Attendance:

<u>ABAG</u>	<u>BAAQMD</u>	<u>BCDC</u>	<u>MTC</u>
Jane Brunner	Chris Daly	Richard Gordon	Tom Bates
Dave Cortese	Ash Kalra	Anne Halsted	Bill Dodd
Mark Green	Mark Ross	Charles McGlashan	Steve Kinsey
Scott Haggerty	Pamela Torliatt (chair)		Jim Sperring
Rose Jacobs Gibson	Gayle B. Uilkema		Ken Yeager

#### 1. Call to Order

Chair Torliatt called the meeting to order.

#### 2. Approval of the Joint Policy Committee Meeting Minutes of November 6th, 2009

The minutes of the previous JPC meeting were approved.

#### 3. Climate Progress Report and 2010 Strategy Discussion

Bruce Riordan, JPC Climate Consultant, presented the staff memo with a PowerPoint presentation.

The first section of the presentation summarized activities undertaken in 2009 by the four agencies for the six Joint Climate Actions. These include:

1. Begin developing the Sustainable Community Strategy (SB 375). (ABAG/MTC)
2. Design and adopt an Indirect Source Rule. (BAAQMD)
3. Develop and advance climate-friendly regional parking policies. (MTC)
4. Provide support for a coordinated public/private regional plan for electric vehicles. (BAAQMD/MTC)
5. Design and implement a regional solar installation/energy efficiency financing program for existing residential/commercial buildings. (ABAG)
6. Coordinate a regional/local approach to climate adaptation. (BCDC/ABAG)

Committee members were asked to respond to two questions:

1. How satisfied are you with the progress being made on these six joint actions and progress generally on climate change in the Bay Area? Please explain.
2. What issues should staff consider as they develop proposals (to bring back to JPC) for a re-focused set of joint actions and guidelines for how we work together?

Committee members made a number of suggestions for further consideration and future discussion, including:

- Staff should prepare a flow chart for how the regional agencies are going to work with local jurisdictions.
- Staff should prepare a white paper on each of the 6 Joint Actions, not just on the EV topic. This will make it easier to communicate with colleagues in cities and counties.
- We need better communication among the regional agencies. We should coordinate discussion so concerns from one agency are clearly heard by the others.
- There is a lot of good work being done by the regional agencies. If we structure the process correctly, we will keep much of the resistance and friction from developing at the local level.
- We are not making enough progress on good communication with local governments. We are working on climate change policies but most of the local governments do not know about these policies. It would be a good exercise to check with 10 cities to see who is following these regional developments.
- The Air District held special meetings about the CEQA guidelines, sent letters, discussed issues at board committees, etc. but still not everyone got the message.
- These actions on climate change are running up against the realities of the economy when they get to the local level.
- We need to build more public support, help the public understand AB32 and SB375, so they understand why their local elected officials are implementing these laws. Need more public awareness if we are to sustain our commitment to climate change.
- We are on the right track but need more local conversations on these issues. CARB report shows very high costs for local implementation of AB32. This will be hard for local governments. So, don't just reach out to elected officials, build public support for the SCS and other policies.
- While we are debating the difficult policy decisions, we need to keep moving forward on tangible efforts like the work on electric vehicles. Show those gains to the public. This should make it easier to work together on the tougher issues like smart growth.
- Need to focus on getting resources to implement these various policies at the local level. Without additional resources, very little will be accomplished.
- We need more information on the strategies—what funding will it take to produce a certain amount of GHG reduction. Same with adaptation. What adaptation strategies will give us the best result for a given investment?

- For EVs, we need a regional infrastructure, not a city-by-city approach with lots of holes. The consumer needs a comprehensive, regional network.
- We should be more aggressive in how we take our messages out to local elected officials.
- It sounds like we have different agencies going out on “roadshows” on various related issues. We should look for opportunities to streamline and consolidate these activities.
- We need a dedicated staff person at each regional agency to be a resource for local staff and elected officials. Local staff do not have the time to keep up with the growing number of issues. We are reducing staff while there are an increasing number of requirements. Regional agency staff could be very helpful as designated “ombudsman” for local questions and concerns.
- We have made substantial progress. Let’s not lose sight of that. We still need to do a better job of framing policies and informing local stakeholders.
- There is a distinct difference between outreach to the public and outreach to elected officials. The public needs “show me stuff.” They need to touch and feel something. Most of the public will not get engaged on policy. Make it real. Show how it will provide tangible benefits.
- Outreach to elected officials can happen best through the mayors and councilmember groups in each county and at each board of supervisors.
- We need to consider JPC members more as partners. For example, after all the good feedback at the last JPC meeting, it would have been good to show the resulting matrix today.

Members of the public made the following comments:

- We need to fully support the development of electric vehicles, plug-ins and full battery electric vehicles, in the region. While the long-term issues of transportation and land use are being discussed, we can have an immediate impact on greenhouse gas emissions with a strong EV program.
- There are significant concerns about the impacts of the climate change planning process on racial and economic segregation. There is a danger of forcing poorer residents to move to the urban fringe while higher income individuals move to urban cores where there are more amenities. We can move aggressively on climate change and address social equity issues. Communities of color must be included in the climate change planning process. Right now they are under-represented.
- We need to look more at regional job creation, not just where we are developing housing. This should be a major initiative that will support climate and energy policies.

The second half of the presentation focused on Climate Bay Area, the new regional climate coordinating body formed in 2009. Committee members were asked to respond to two questions:

1. What do you think is the greatest contribution the Bay Area can make to the global climate effort?

2. What issues should we consider as CBA develops the strategic options (to bring back to JPC)?

Committee members made a number of suggestions for further consideration and future discussion, including:

- We need clarification on the requirements that CARB is placing on local governments. What exactly does the state require? What are they encouraging cities to do?
- We must have resources at the local level to implement climate change strategies. What is our plan to secure the needed resources?
- We need a 3 E's strategy that combines economy, equity and environment. The economy will drive the climate change agenda. Companies will take green actions and develop green products because they will make money.
- This has to be fun. No one will sit through a meeting like this. We must engage people by speaking to their pocketbooks. We must go meet them where on their turf.
- We need to create an institutional framework with dedicated funding. We must do more than just have a few "star" cities. We must help all cities get going.

4. Progress on Items of Interest to the Joint Policy Committee

The staff memo was received for information.

5. Public Comment

All public comment was received in response to particular agenda items and is included in the summary of those items.

6. Adjournment

The meeting adjourned at approximately 11:50 AM.



Association of Bay Area Governments  
Bay Area Air Quality Management District  
Bay Conservation and Development Commission  
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter  
101 Eighth Street  
P.O. Box 2050  
Oakland, CA 94607-4756  
(510) 464-7942  
fax: (510) 433-5542  
tedd@abag.ca.gov  
www.abag.ca.gov/jointpolicy

## JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

DATE: March 12, 2010  
TO: Joint Policy Committee  
FROM: Bruce Riordan, JPC Climate Consultant  
SUBJECT: 2010 Climate Priorities

---

At the JPC meeting on January 15th, we reviewed progress to-date for the six JPC 2009 Joint Climate Actions—Sustainable Communities Strategy, Indirect Source Rule, Parking Strategy, EV Strategy, Solar/Energy Efficiency District, and Regional Adaptation. We also reviewed the 2009 accomplishments for *Climate Bay Area*. At that time, we asked for direction from the JPC for setting “climate priorities” for 2010.

After analyzing your input and holding discussions with staff from the four agencies, we believe it is time to “take a step back” and re-focus on the overall regional picture. We are particularly aware of the economic crisis that requires the most strategic use of our resources. To that end, we propose the following actions:

1. Staff will develop a series of regional indicators for greenhouse gas emissions (GHGs) and other sustainability measures and will report on them on a regular basis. We believe this will provide critical context for high-level JPC discussions on regional climate strategy. With a greater focus on *where we are going* and *how we are doing*, we will hold our agencies and our state/local partners accountable for making progress on these important issues. We plan to bring a proposed list of indicators to the JPC in May.
2. Staff will prepare a memo summarizing the options for GHG reduction in the Bay Area. We will synthesize existing research on tons reduced, costs and time frames for Bay Area strategies covering transportation/land use, building energy, consumption/waste, water and other sectors. This effort will bring together work done by MTC, Air District, State of California, CAPCOA, SPUR, ICLEI, local governments, and others. We will pay particular attention to strategies that can address both the climate crisis and the economic crisis. This summary memo is the key first step to building a set of regional GHG scenarios for JPC review and discussion.
3. Instead of a distinct “Joint Climate Actions” list, staff will integrate GHG reduction and sustainability into all relevant inter-agency work tasks with the guiding principle of “Four Agencies/One Bay Area.” We are working with staff to create this integrated effort and will report on it at the May JPC meeting.
4. Climate Bay Area will focus its efforts over the next 3-4 months on mapping the Bay Area climate/sustainability world, identifying the greatest opportunities for high-impact collaboration, and actively brokering partnerships.

### **Recommendation:**

I recommend THAT the Joint Policy Committee confirm the direction outlined above.



Association of Bay Area Governments  
Bay Area Air Quality Management District  
Bay Conservation and Development Commission  
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter  
101 Eighth Street  
P.O. Box 2050  
Oakland, CA 94607-4756  
(510) 464-7942  
fax: (510) 433-5542  
tedd@abag.ca.gov  
www.abag.ca.gov/jointpolicy

## JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: March 12, 2010  
To: Joint Policy Committee  
From: Ted Droettboom, Regional Planning Program Director  
Subject: JPC Chair and Vice Chair Rotation

---

At its meeting in November 2004, the Joint Policy Committee established a protocol for selecting the Committee chair:

That the Committee chair rotate among member agencies, the chair or president of each agency serving a one-year term as chair of the JPC, in this order: ABAG, MTC, BAAQMD.

When BCDC joined the JPC, it was added into the rotation between MTC and the Air District. With the first absence of a JPC chair at a Committee meeting, the need for a vice chair became apparent, and a practice was established for the “chair in waiting” (i.e., the next year’s anticipated chair) to fill the vice chair role.

The protocol and practice have worked without a hitch until last year, when an ambiguity arose because the chair of the agency in rotation (MTC), while a member of the JPC, was not an MTC representative on the JPC; he represented ABAG. The protocol and practice have been challenged again this year as the chair of the Air District Board, who would under the normal order of things be the vice chair, is not a member of the JPC at all. And there will likely be a challenge next year as, again, the anticipated chair of the agency in rotation for the JPC chair is not a representative of that agency on the JPC.

To avoid further confusion and awkwardness, I RECOMMEND the JPC amend its protocol for selecting a chair and vice chair as follows:

1. The Committee chair position shall rotate among member agencies in this order: ABAG, MTC, BCDC, BAAQMD;
2. The vice chair position shall be held by the agency next in line to hold the chair position;
3. The chair and vice chair positions shall each be held for one year, beginning in January;
4. At the end of each one-year term, the chair and vice chair positions shall be passed on to the next agencies in the rotation;
5. As its turn at chair or vice chair occurs, each member agency shall be solely responsible for designating whom among its board or commission members will serve in that role.

## **BAY AREA AIR QUALITY MANGEMENT DISTRICT**

Mem orandum

To: Joint Policy Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: March 12, 2010

Re: Draft Bay Area 2010 Clean Air Plan

### RECOMMENDED ACTION

Review and comment.

#### **Overview**

The Bay Area Air Quality Management District (Air District) released the Draft Bay Area 2010 Clean Air Plan (CAP) and a Draft Program Environmental Impact Report on the CAP on March 12, 2010. The Air District is also preparing a socio-economic analysis of the CAP. The purpose of the 2010 CAP is twofold: (1) update the Bay Area's state ozone plan to comply with California Clean Air Act, and (2) provide a comprehensive, multi-pollutant plan to improve Bay Area air quality, protect public health, and protect the climate. The CAP addresses state ozone planning requirements only; it is not a State Implementation Plan (SIP) document and does not respond to federal air quality planning requirements.

Four types of pollutants are addressed in the 2010 CAP: ground-level ozone and its precursors (reactive organic compounds and nitrogen oxides); particulate matter; air toxics; and greenhouse gases. In emphasizing the importance of protecting public health, the CAP describes progress in improving Bay Area air quality in recent decades, analyzes the health impacts associated with past and present levels of air pollution in the region, and discusses which pollutants pose the greatest hazard to public health.

The 2010 CAP builds on MTC's *Transportation 2035* plan and ABAG's *Projections and Priorities 2009*, and includes the same greenhouse gas reduction performance objectives to protect the climate. The heart of the CAP is an integrated control strategy featuring 55 control measures in five categories, including:

- 18 measures to reduce emissions from stationary and area sources such as manufacturing facilities, refineries, cement kilns, glass furnaces, printing equipment, etc.;
- 10 mobile source measures that reduce emissions by accelerating the replacement of older, dirtier vehicles and equipment and promoting the use of the cleanest, most fuel-efficient vehicles and equipment;
- 17 transportation control measures (TCMs) to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions;
- 6 land use and local impact measures designed to promote mixed-use, compact development to reduce motor vehicle travel and emissions and to ensure a focused

growth pattern that protects people from exposure to air pollution from stationary and mobile sources of emissions; and

- 4 energy and climate measures to promote energy efficiency and renewable energy and to mitigate urban heat island effects, in order to reduce emissions of greenhouse gases and protect the climate.

The control strategy seeks to maximize co-benefits from control measures that reduce ozone precursors, and proposes additional measures that specifically focus on reducing particulate matter, air toxics, and greenhouse gases.

### **Transportation Control Measures**

MTC, ABAG, and BAAQMD collaborated on the proposed TCMs for the CAP. The TCMs were developed by reviewing the transportation measures in the 2005 Ozone Strategy, and modifying and expanding them based on new investment and policy strategies described in the *Transportation 2035* plan. The TCMs in the 2010 CAP emphasize the importance of land use and pricing measures as key long-term strategies to reduce motor vehicle use and achieve regional objectives. The TCMs are organized into five categories:

- Improve Transit Services
- Improve System Efficiency
- Encourage Sustainable Travel Behavior
- Support Focused Growth
- Implement Pricing Strategies

### **CAP Review & Adoption Schedule**

The Air District will hold public workshops on the CAP on April 6, 7, and 8. Public comments on the draft CAP and the environmental document will be due by April 26. Staff will bring the final CAP plan to the Air District Board of Directors for review and approval in the third quarter of 2010.



Association of Bay Area Governments  
 Bay Area Air Quality Management District  
 Bay Conservation and Development Commission  
 Metropolitan Transportation Commission

Joseph P. Bort MetroCenter  
 101 Eighth Street  
 P.O. Box 2050  
 Oakland, CA 94607-4756  
 (510) 464-7942  
 fax: (510) 433-5542  
 tedd@abag.ca.gov  
 www.abag.ca.gov/jointpolicy

## JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: March 8, 2010  
 To: Joint Policy Committee  
 From: Regional Planning Program Director  
 Subject: Critical Events for the Bay Area’s Implementation of SB 375

The purpose of this memo is to provide a calendar of critical milestones intended to assist the Joint Policy Committee in its oversight of the Bay Area’s implementation of SB 375. The calendar documents both past achievements and upcoming deadlines and decision points. We will update this calendar bi-monthly for every JPC meeting, adding additional events as the SB 375 program unfolds in more detail.

As its purpose is to record only major events and key decision points, the calendar does not include the many sub-regional and stakeholder meetings which continue to occur every week. Agency staff is working on an on line resource to fully document all these smaller events and discussions.

### SB 375 Critical Event Calendar

Date	Event	Elapsed Months
September 30, 2008	SB 375 becomes law	0
January 16, 2009	JPC receives draft policies for the implementation of SB 375	4
September 18, 2009	JPC adopts policies for the implementation of SB 375	12
September 30, 2009	State-wide Regional Target Advisory Committee (RTAC) recommends methodology for establishing regional greenhouse-gas targets to California Air Resources Board (CARB)	12
December 16, 2009	All four member agencies complete adoption of implementation policies	14
March 10, 2010	Regional public workshop to review RTAC methodology for GHG-target-setting (required by law) and to assess GHG-target options for the Bay Area	18
April 22, 2010	Sustainable Communities Strategy kickoff event: <i>Bay Area 2010: The Future Begins Today</i> , Oakland Marriott Hotel	19
June 30, 2010	CARB releases draft regional greenhouse-gas targets	21
September 24, 2010	Regional agencies release 25-year housing targets by income group	24

<b>Date</b>	<b>Event</b>	<b>Elapsed Months</b>
September 30, 2010	CARB releases final regional greenhouse-gas targets	24
January 27, 2012	Regional agencies release penultimate draft SCS and draft RHNA Plan	40
January 25, 2013	Regional agencies release final draft SCS/RTP and draft EIR	52
March 29, 2013	Regional agencies adopt SCS/RTP and RHNA	54



Association of Bay Area Governments  
Bay Area Air Quality Management District  
Bay Conservation and Development Commission  
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter  
101 Eighth Street  
P.O. Box 2050  
Oakland, CA 94607-4756  
(510) 464-7942  
fax: (510) 433-5542  
tedd@abag.ca.gov  
www.abag.ca.gov/jointpolicy

## JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: March 11, 2009  
To: Joint Policy Committee  
From: Ted Droettboom, Regional Planning Program Director  
Subject: Progress on Items of Interest to the Joint Policy Committee—March 2010

---

This is the fourth progress report on items in which the Joint Policy Committee (JPC) has an interest. This interest may stem from the statutory responsibilities of the JPC, from previous agenda items, or from new interagency issues and opportunities. The narrative for each item is deliberately short, but agency staff would be happy to provide more detail for any item if requested.

### **1. Focused Growth—including FOCUS, TOD, TLC, and Station Area Planning**

#### **PDA Assessment**

To assist in the preparation of the Sustainable Communities Strategy (pursuant to SB 375) staff has initiated a systematic assessment of planned PDAs to evaluate their capacity and readiness to absorb population and employment growth. This assessment will also explore the potential for reduction of vehicle-miles traveled (VMT) through the development of complete communities.

The effort was kicked off with a regional multi-sector workshop on October 2, 2009. This was followed by meetings with 47 local jurisdictions. At these meetings ABAG, MTC, and JPC engaged in a dialogue with city planning, redevelopment, and public works directors as well as transit and congestion management agencies to understand challenges and accomplishments in the planning process. This was also a process of learning about local priorities and strengthening partnership.

We are currently preparing a survey for local jurisdictions that will capture up-to-date quantitative and qualitative data on the development process. This PDA assessment will provide a regional profile of places that are ready to address transit-oriented and equitable development. It will identify the barriers to implementation and strategies for overcoming them as well as the required strategic funding programs to support these efforts. It will also inform the regional growth allocation in the Sustainable Communities Strategy and help ensure that, at least for PDAs, it is realistically attainable.

#### **Station Area Planning Program**

The Station Area Planning program is intended to foster increased transit ridership by creating communities that offer a range of housing choices near transit, and allow residents increased opportunities for walking and bicycling. Originally developed to advance MTC's Transit Oriented Development policy, which set minimum levels of zoning for land adjacent to Resolution 3434 transit corridors, MTC expanded the program to include FOCUS Priority Development Areas in October 2007. In June 2008, MTC approved \$7.5 million in funding for 20 new grants. In De-

September 2009, MTC approved \$1.8 million in funding for 7 new grants along the Sonoma Marin Area Rail Transit (SMART) corridor.

An update on current planning processes follows.

- **The San Francisco Bayshore Access (Bi-County) Study** has completed its Existing Conditions Report and has developed a Goal Statement and a set of Evaluation Criteria to be used in developing and evaluating alternative station connection designs. The Study has initiated community and stakeholder outreach in San Francisco and Brisbane, including interviews with twelve key public agencies and private land owners affected by, and with important implementation roles in, future transit connections. The Study is currently working on the Transit Service Planning and Parking Analysis, which will identify potential future service, ridership, station access modes, and parking demand, as well as options for accommodating them in the station's physical requirements program. This analysis is the last requisite task leading to the development of station connection alternative designs.
- **The San Francisco Market-Octavia Circulation and Infrastructure study** is finalizing the Existing Conditions report draft. The report established key circulation issues based on stakeholder input and existing traffic volumes and origin-destination patterns, safety conditions, and pedestrian, transit and bicycle facilities, and the team has drafted a list of possible candidate projects. Prioritization criteria for these projects are being developed for narrowing down the project list in conjunction with community input, with a public meeting targeted for April.
- **San Francisco Eastern Neighborhoods-Trips** has scheduled the first Community Task Force Meeting to review the project scope, schedule, process and potential projects. The Consultant has conducted traffic counts at 50 intersections and created a draft report detailing mode specific analysis and overall network issues and opportunities. This report will be released shortly, with a large Community Forum planned in April to discuss its findings.
- **San Mateo Hillsdale Station Area Plan** has completed a draft Existing Conditions report, preliminary traffic modeling and analysis of potential new uses in the area. The first community workshop will be held on March 24th.
- **San Mateo North Fair Oaks** (Unincorporated County) has completed a public outreach program and schedule, as well as outreach documents and methods including a project website (<http://www.northfair Oaksnow.org/>). The draft existing conditions analysis and report is complete, detailing a broad range of existing conditions in the community, and some initial recommendations to address changes to existing conditions. The planning team has also partnered with Redwood City 2020 and the Peninsula Conflict Resolution Center to help engage the community in the process, particularly regarding youth outreach and other hard-to-reach populations.
- **The East Palo Alto Dumbarton Station Area Specific Plan** has produced two documents, the Existing Conditions Report and the Market Analysis, and has held five public meetings. Attendance has been excellent due to an extensive outreach campaign. Average attendance has been about 38 people at each meeting. There were 70 at the Kick Off Meeting and 50 at the Community Workshop. The Land Use Alternatives phase of the project is now beginning.

- **Pittsburg/Bay Point BART:** A second community meeting, followed by a Land Use Subcommittee meeting was held in January to generate a “preferred” land use and circulation alternative on which the master plan and future analysis will be based. An online survey was made available for community members to vote on preferred alternatives. The Transportation Assessment Report, Parking Demand Analysis, Station Access and Connectivity Plan, and Accessibility Plan are expected to be complete this spring.
- **Antioch Hillcrest eBART:** The draft Infrastructure Financing & Implementation Plan is complete, and the document is expected to be finalized and adopted this spring.
- **San Pablo Avenue Corridor:** (City of San Pablo): A community meeting to discuss the land-use alternatives was held in November and a General Plan Advisory Committee meeting was held in February to review the market study and land use alternatives. A preferred land use plan has been selected. The affordable housing strategy, parking demand strategy, circulation plan and accessibility plan are now being drafted.
- **Concord Naval Weapons Station:** The Concord City Council adopted the Concord Community Reuse Plan (preferred alternative) and certified the final EIR in February. The parking analysis, station access study, pedestrian-friendly-design standards, and financing and implementation sections of the plan are expected to be complete by the end of 2010.
- **Downtown Lafayette:** The City has completed the Draft EIR for the Downtown Strategy and Specific Plan. The Draft EIR was issued for public comment in January 2009. The deadline for comments is March 16, 2010. The final Downtown Strategy and Specific Plan is expected to be adopted in July.
- **Berkeley:** The City presented draft goals and design concepts for the Streets and Open Space Improvement Plan (SOSIP) to the public at an open house on February 6. These concepts were revised based on public comments and presented to a subcommittee representing key city commissions on March 8. Consultants are now evaluating potential sources of revenue for proposed projects. Work is ongoing on the parking/transportation demand management strategy and downtown development code.
- **Newark:** The City held a community meeting on February 10 to gather feedback from the public about the Dumbarton Rail TOD concept plan.
- **Oakland - Broadway:** The city gathered feedback about draft land use alternatives from the public at a Community Stakeholder Group meeting on January 14 and a public workshop on January 28. The draft Access Plan and Streetscape Design Concepts were presented to the Community Stakeholder Group on February 11.
- **Oakland - Lake Merritt:** The city presented the Existing Conditions Report to the Community Stakeholder Group on February 18. Work on the Market Study is underway.
- **San Leandro:** The city held its second public workshop on February 23, where the city solicited feedback from the community about several design alternatives for changes to the San Leandro Boulevard - BART pedestrian interface.
- **Dublin:** The City released a Notice of Preparation for the Specific Plan EIR and held a Scoping Session on February 11, 2010. The comment period on the NOP closed on March 3, 2010.

- **San Jose:** The Diridon Station Area planning process has resumed after awaiting further work on the High Speed Rail alignment through the Diridon area. While alignment has not been settled and may still affect the station location, the City has decided to resume work on the plan. The next community meeting is scheduled for March 27.
- **Cloverdale:** The content for the final Station Area Plan and a negative declaration were presented and adopted by the City Council on February 24, 2010. City staff is now working on final design and layout of the plan document.
- **SMART Corridor Station Area Planning:** Windsor is in the consultant selection process. Santa Rosa, San Rafael, Petaluma, and Rohnert Park are still preparing funding agreements.

#### FOCUS Technical Assistance Program

Four jurisdictions were awarded Technical Assistance grants in February. The awarded projects are: Downtown Berkeley Comprehensive Financing Plan, Downtown Martinez Infrastructure Study, San Carlos TOD Ordinance and Form-Based Code Project, and Sam Trans Economic and Housing Opportunities Study (ECHO) Phase 1. On-call Technical Assistance consultants have been assigned to each of these projects, which are expected to get underway this month. Projects will be complete by the end of the year.

#### Priority Conservation Areas (PCAs)

ABAG staff will be meeting with conservation partners to continue collaboration to promote the conservation of Priority Conservation Areas. Work is also beginning on a survey of PCAs to maintain updated information.

#### Development without Displacement

The final report of a study completed to help mitigate unintended equity consequences from PDA development is available online at <http://www.bayareavision.org/initiatives/equitabledevelopment.html>.

#### Affordable Transit Oriented Development Fund

MTC has agreed to contribute \$10 million to support development of affordable housing with in PDAs. The contribution is conditional on MTC being able to exchange STP and CMAQ monies for less restricted funding and on foundations and other sources contributing at least \$30 million for a total fund of at least \$40 million.

## **2. Climate Priorities**

### Begin development of the Sustainable Communities Strategy (SB 375)

A public workshop on regional GHG target setting was held in the MetroCenter on March 10<sup>th</sup>. This workshop, required by law, included presentations by CARB, ABAG, and MTC staffs.

A local-government kickoff meeting (*Bay Area 2010: The Future Begins Today*) will be held at the Oakland Marriott on April 22<sup>nd</sup>. Staff-level oversight and advisory groups, drawn from local governments in all nine counties and from stakeholder groups, were scheduled to begin meeting in February but will now meet starting in late April after the kickoff meeting. Meetings with local planning directors have been held in each county in partnership with CMA staff.

Staff continues to respond to a variety of invitations to speak on SB 375 and its implications, and work is proceeding on the modeling tools required to assess the impacts of alternative development patterns and transportation policies.

#### Design and adopt an Indirect Source Rule

Air District staff has initiated rule development activity on an Indirect Source Review rule, which is intended to reduce air quality impacts of new land use development. The ISR rule is also anticipated to play a key role in helping meet GHG reduction targets under SB 375. The Air District has convened a stakeholder work group consisting of local planning staff; business, environmental, and community groups; regional agency staff; and others to provide input throughout the process. The work group first met in May 2009 and anticipates a second working group meeting in April/May 2010. Staff is compiling background information and studies that will be needed for future working group deliberations.

#### Develop and advance climate-friendly regional parking policies

MTC will be approving a task order for \$100,000 with a consulting firm to provide basic and advanced training/consultation for reforming parking policies to support smart growth for interested local jurisdictions, working closely with the CMAs, to proceed late Spring 2010. Assistance on parking is also included in the FOCUS Technical Assistance Program as an eligible request. Parking projects are one of the three focus areas in MTC's new \$36 million Innovative Grant Program (part of the Climate Initiatives Program). MTC staff will be briefing the Planning Committee regarding potential regional strategies at their May meeting, looking for feedback as to top priorities to pursue.

#### Provide support for a coordinated public/private regional plan for electric vehicles

JPC, ABAG, MTC, and Air District staffs are working with a series of stakeholders in the region to develop a more coordinated and powerful electric vehicle (EV) strategy involving local, regional and state resources. In February, ABAG coordinated a regional AB 118 application for state funding for alternative fuel vehicles and infrastructure. Staff is now drafting a white paper on EV potential in the Bay Area and key barriers to EV implementation. EV projects are also one of the three focus areas in MTC's new \$30 million Innovative Grant Program (part of the Climate Initiatives Program).

#### Design and implement a regional solar installation/energy efficiency financing program for residential/commercial buildings

ABAG has placed its Property Assessed Clean Energy (PACE) financing program on hold pending further developments that would increase the potential success of program implementation, namely: (1) underwriting standards from Fannie Mae and Freddie Mac that define the PACE bond structure, and (2) federal treasury guarantee of PACE bonds.

ABAG is currently supporting the launch of the "CaliforniaFIRST" program by the California Statewide Communities Development Authority (CSCDA). This program has received ARRA funding through the State Energy Program to offset startup costs and provide an interest rate buy down. Four Bay Area counties (Alameda, San Mateo, Santa Clara, and Solano) are included in the initial phase of the program.

ABAG has received notice that its funding application to the California Energy Commission (CEC) for the State Energy Program has been preliminarily approved for \$10,750,000. This is a

two-year program that will promote energy efficiency retrofits in residential buildings in the Bay Area, and is expected to have the following impacts:

- Number of jobs created: 1,739
- Number of single family homes retrofitted: 15,000
- Number of multifamily homes retrofitted: 2,000
- Reduction of annual purchased energy consumptions: 390 billion BTUs (\$6.7 million)
- Total economic impact (\$ spent): \$170,750,000

In addition to region-wide activities (e.g., marketing, web site, call center), approximately \$9.5 has been allocated to individual Bay Area counties for specific programs in their areas. ABAG expects to negotiate a contract with the CEC in March and expects to complete initial market research and program design in May. It is anticipated that this program will coordinate significantly with any future financing district(s).

#### Coordinate a regional/local approach to climate adaptation

BCDC's staff continues to meet with stakeholders, including representatives from the Bay Planning Coalition and the Bay Area Council, to gain a better understanding of their perspective on the proposed Bay Plan amendments.

Staff from JPC, BCDC and ABAG, including the San Francisco Estuary Project, are continuing to develop a proposal with the State of California, UC Berkeley and other stakeholders for a comprehensive report on Bay Area climate impacts, vulnerabilities and adaptation strategies. The first stage of this effort, a Bay Area Region Study by the State's PIER program and UC Berkeley researchers, is expected to begin in June.

### **3. 2010 Clean Air Plan**

Air District staff is working in collaboration with its regional agency partners to develop the Bay Area 2010 Clean Air Plan (CAP). The CAP will update the regional ozone plan to comply with state air quality planning requirements. The CAP will also serve as a multi-pollutant plan and propose a control strategy to reduce particulate matter, air toxics, and greenhouse gases, in addition to ozone precursors.

The Draft 2010 CAP and a Draft Program Environmental Impact Report on the CAP will be released by March 12. The Air District is also preparing a socio-economic analysis of the CAP. Air District staff will present the draft CAP to JPC on March 19. The Air District will hold public workshops on the CAP in April. Public comments on the draft CAP and the environmental document will be due by April 26. Staff will bring the final CAP plan to the District's Board of Directors for review and approval in the third quarter of 2010.

### **4. CEQA Guidelines**

Air District staff is updating the District's CEQA Guidelines, which provide guidance to local lead agencies on the District's recommended procedures for evaluating air quality impacts of projects and plans in CEQA documents. Staff is updating significance thresholds, analytical procedures, and mitigation measures, and is also proposing new thresholds for greenhouse gases and local air quality impacts. Staff posted recommended thresholds on September 4, 2009, and revised thresholds, reflecting public comments, on October 8, 2009. The District released a proposed final CEQA Thresholds Report on December 7, 2009 that provides the substantial

evidence and justification for District-recommended thresholds of significance. The report is posted on the District's website at <http://www.baaqmd.gov/Divisions/Planning-and-Research/Planning-Programs-and-Initiatives/CEQA-GUIDELINES.aspx>. The District's Board of Directors held public hearings on November 18, 2009, December 2, 2009 and January 6, 2010 to consider adoption of the District's proposed CEQA thresholds of significance for air quality. At the January 6<sup>th</sup> hearing the Board directed staff to hold additional workshops for local government staff in each county prior to bringing the thresholds back to the Board. District staff has scheduled the nine county staff-level workshops and two public workshops during March/April 2010. Staff anticipates going back to the Board for consideration of the CEQA thresholds of significance on June 2, 2010.

## **5. Climate Bay Area**

Climate Bay Area (CBA) has applied for foundation funding to begin a multi-sector strategic planning project. The project will bring together high-level leaders from diverse "3-E" stakeholder groups to define common interests and actions around GHG reduction, climate adaptation and regional sustainability. The project stems directly from the call at the CBA's November meeting for stronger regional leadership on these issues.

CBA recently hosted three meetings (Novato, Oakland and San Jose) to get local government feedback on a proposed GHG accounting/tracking platform. The meetings helped to shape the development of a possible state-funded Bay Area pilot project.

CBA hosted a February 25<sup>th</sup> meeting of seven organizations that are working regionally (or in multiple counties) on climate issues. The purpose of the meeting was to identify opportunities for better collaboration among the players—Silicon Valley Leadership Group (SVLG), Sustainable Silicon Valley (SSV), Joint Venture Silicon Valley (JVSV), the Bay Area Council (BAC), the Bay Area Air Quality Management District (BAAQMD), the International Council for Local Environmental Initiatives (ICLEI), and the Bay Area Council Economic Institute (BACEI).

CBA is about to begin a project to quantify GHG reductions for a series of Bay Area strategies. We will pull together existing research—by the State, cities and counties, ICLEI, SPUR, MTC and others—identify gaps, and fill them. The goal is to get agreement on a more standardized set of GHG numbers for key strategies.