

BAY AREA AIR QUALITY MANGEMENT DISTRICT

Memorandum

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.