Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

Question 1:
Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

You need to be aware of HAPA's Quarry Village proposal (www.quarryvillage.org). The key question is - do enough people want QV to make it profitable (travel patterns work, have funds, and want to live there). We have over 100 signed up, profiles available. HAPA needs to reach our market: CSU faculty/staff, East Bay BART riders, retireds, work at home, etc. We need resources for market education, not just market research. Next, we need a master developer partner - HAPA has a Development Solicitation. We need to revisit our cost pro forma. We need a consultant to review & develop the Village Bus proposal. We need a retail consultant to determine the size of the grocery store, vital for QV viability.

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Three policies will make the most difference

1) Carbon trading

2) A carbon swap - state, region, county, city (Boulder CO) authority and implementation. Probably with sales tax. What is impact on average family?

3) Smarter Smart growth - high tech parking charges, ecopass, bus shuttles to rapid rail, unbundling rents/sales, zoning reform.

We also need to stop dumb growth — sprawl and new highway capacity.

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

< most people don't know answer.

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

FOCUS is on the right land use track, needs to add transportation policies for cars - see Q2 above.

JPC needs to define sustainable neighborhood (density, in enough area to support a grocery store in walking distance, close to transit and job centers). JPC needs to evaluate potential of existing neighborhoods to rise to sustainable'd status. Such change supports geometric reductions in auto dependency and building energy needs across the existing urbanized area, not just the small increment of new growth

{ green building; mode change

Question 4: We need to change how the existing system works.
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

a) be proactive, creative, wide range of policies, push on carbon swap + incentives

b) be reactive, expect private owners to solve problems, e.g. let airport fares pay for higher runways.

Outreach needs to present costs of not dealing with G.W. and the ability of alternative to work over time

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

> Stop highway expansions
> Make the regional rail study honest with a conventional rail base alternative - BART is too expensive
> Research/educate/define the New Mobility; rank MTC taz on their sustainability (1)
> establish by agency and industry a matrix of responsibilities

Other Comments:

Free parking is very expensive. MTC needs to inform each city about its losses. We need to make it easier to pay - Fast Pass & credit card technologies, making small public street parking work like a parking garage. Place a small tax on all non-household parking spaces.
(1) MTC taz indicators: density for neighborhoods of 2,000 or more, grocery store sq ft in n'd; transit level of service; household energy use; vehicle ownership + VMT/household; mode split; parking charges; n'd GHG emissions. This applies to n'ds, not CBDs and industrial areas

Sherman Lewis

Thank you!

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Question 1 ; Projects for East Palo Alto, and Bay Area:
Infrastructure for Youth Jobs issues:

a). Transportation: Redirect Automobile culture toward Electrical eBike for disadvantage Youth (164 are how back from prisons). Disadvantage youths can get job in Bay Area market. Agency can provide rebate $300 per eBike on such low cost transport mode. China can do without gas burning cars so can EPA. $ 50,000 can be deployed for this SOS eBike (Save One Soul) project in EPA. ACepa (American Chinese Environmental Protection Association) is now distributing ADDA eBike in Bay Area (average cost $ 950 per eBike).
This can be administered by ZeBiz of M&P Biz (Dave Tschang, (650)-325-8420, dtschang@ix.netcom.com).

b). A 26 Acres Photo Voltaic Project (10 Meg watt)for EPA in the tune of $ 50 millions will be our Utilities Power Plant for the coming 21 century (project as proposed, floated by Center Uhila). Electrical Energy generated and consumed locally.
(Senter Uhila, (650) 630—696, Senteru@camcast.net)

c). Multi-level underground car parks and above ground car park that affordable working space make available for our youth to show how to fish in Bay Area Market Place in lieu of illegal business.

d). Growing Wind farm in EPA for renewable energy.

Question 2:

a). Visionary leadership:
Regional leadership: slow down Special Interest money making games of mass media; Instead to indiscriminately promoting of "Money, Love and Power" games; the Promoting of Humane life style within (Z8D + 1) Habitats is necessary (ref M&P Biz MCMC TV programs).

c). Provider of resources?
Gov Grant and or Renewable Energy Bonds, Rebate of PGE (tying to Grid).

d). Covener? (e.g. facilitate partnerships):
Strategy implementation. Organized through "Show How to fish Process": Organizing via Start-Up, OICW, OneEPA, and 50 other non Profits plus 55 Churches to promote community economic development via M&P Biz process.
Enlist Stanford, and local community colleges involve in EPA Eco Dev of Working Spaces.

e). Others: Gets Gov workers to work with Market God through M&P Biz Process.

Question 3: Land use:
Slow down Bed-roomdization of EPA.
Parking space from multi-level car parking or Under ground car parks.
Rezone M&P asset for working space and create jobs owned by EPA's people.

]

Widen Bike / Scooter lanes between EPA and mass transits. Link bus route to Mass transits. Link EPA and PA with 4 bike tunnels for M&P food court Biz in EPA.

Define Bay Area land use ratio of working space vs. Bed Room space.

Optimize the land use ratio to cut down Car traffics to maximize density of works / Live ratio of local community.

Increase car taxes to finance e-Bike rebate.

Decrease Scooter license tax, zone Scooter / bike lane.

Question 4: Set limit on CO2 emission through law, while built levee just in case. Fight emission terrorist to enhance flooding security via local law now.

Top two near-term actions:

A). Increase Bike use and Bike lane density while promote work where you you live life style of M&P Biz culture.

B). Double user for current Mass transit and make them accessible to EBike and Motor Bike users. Provide metered electrical charging receptacle Where eBike are parked.

C). Dig 4 Bikes tunnels below Route 101 to joint EPA to PA: that EPA community economic development (M&P Biz) is to be realized now. The Police budget can thus be reduced

We can save 50 % of now $10 Millions EPA Policy budget as follows:--

Generating $14 Millions of M&P Biz can be realized from our Bay Area Market. When every Non Profit and Churches in EPA "Show 3 How to Fish" M&P Biz ; community to own jobs and reduce crime is the most environmental friendly process there is.

We need to protect equally our Physical as well as Human Environments in EPA. Its is far more cost effective in saving our Bay Area Physical Environments while making EPA the city a productive city.

Social bonding, Economic productivity and protection of physical environment must not be monopolized by Special Interests game of Money, Love and Power.

Special Interests (IS ie.) of Government, Incorporation, Church, Labor Union and University Entities need to leave room for M&P Biz to be organized and to grow.

Dave Tschang,

Dear MTC Work Shop Coordinator:

Thanks for the Invitation and I have taken the liberty to suggest a few ideas and projects for your considerations.
They are stated and listed at the end of your Question 1 / 5 Attachment..
These few years I have been producing "M&P Biz"* (Mom and Pop Biz) TV Program in Ch 28 Cable TV of MCMC Community Channel.
M&P Biz is a serious Voter Education program on our part; also a desperate attempt to save our Young People of EPA through the Job creation process via the calling of Market God of Bay Area.
Saving EPA to be productive bottom up is a start for cities like East Menlo Park, East S.J. - ..... all incarcerated cities of our Nation.
The Right of Working Space is the number one 21st century Human Rights issue needed to be addressed now. The worthy issue for our work shop to focus on in finding a NOW solution.
Many possible solution are discussed in M&P Biz program.
Please contact me for further discussions.
Once a model set up to save EPA then Globally must be the next step.
Peaceful bottom up process and then net work by Technology could be our Vision in saving our Human Habitat. We need to hedge the current "Top down War for Democracy Process";
in case we need to change the course rather then stay the course.

Sincerely Yours,
Dave Tschang,

* PS: M&PB iz program scheduled as follows
(Ch28 Palo Alto MCMC cable TV):

Sat	6:30 pm	1/2 hr,	2:30 pm 1/2 hr
Sun	10:30 am	" ,	
Wed	11:30 pm	" ,	
Thurs	5:00pm	" ,.	
Fri	1:00 am	" ,	9:00 sm 1/2 hr.

M&P Biz TV Program list (Ch 28 Media Center, (650) 494-8686 ,PA, Ca)
Producer; David Tschang, 2253 University Ave, East Palo Alto, 94303, Ca, dtschang@ix.netcom.com (650) 325-8420.

#	
	M&P BIZ SEQ.
61	M&P for CHANGE
60	EPA ETREPRENEUR HABITAT
59	M&P Biz Bond
58	Social IPO
57	EPA Cultural Change
56	M&P Biz of EPA
55	EPA KNE Creation
54	KNE Creation – M&P Biz
53	Economist Function
52	M&P's 9 Lives (Z8d + Z)
51	EPA Youth
50	EPA Gentrification
49	Truth, Kindness, Beauty (M&P's Freedom w Dignity)
48	cc (City Council) takes note
47	M&P Biz- Show How to Fish.
45	cc Standard
44	Z-TAO for M&P Biz
40	Economic / cc
39	Nov Election (cc).
38	Eco Locomotive – in EPA
37	EPA do good.
36	Right to grow - Productivity Right
31	EPA – the Fish Pond of Bay Area
23	Evolution – Biz
22	Purpose, Principle, Practice
21	Productivity Rights of M&P
20	EPA Tea Pa;rty (EPA)
19	Greeting to M&P
18	Eco Productivity
14	cc Candidates (Nov Election)
11	EPA Land Use
10	EPA Zoning / Gen Plan
8	EPA can do Community Eco Dev
7	M&P's Land Use
3	Community Eco Dev

Z8D : T,E,J,R,M,P,C,W, + Z (Time,Edu,Job,Right,Money,Culture,World + Spirit "Z"}.

Save our World now with our "Time"; while we can.

May Market God bless you all. Sincerely Yours,

David Tschang, **5-15-2006** (Class Reunion at Vegas}

ELECT

DAVID

TSCHANG

Candidate for November 7, 2006
General Municipal Election for Council Seats
City of East Palo Alto

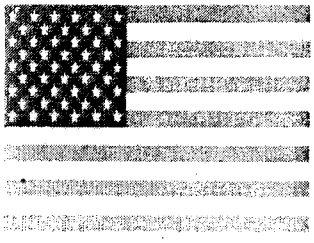
- I am Mom&Pop Job Entrepreneur, Producer of "Mom&Pop Biz" with Media Center Cable TV, Ch28,
- I support "Show How to Fish" in StartUp, OEPA, PluggedIn, CDI, Churches OICW of EPA.
- I work hard to enable EPA M&P, Next Generation, Granny to "Work, Own M&P Biz", and to provide Work/Live space. Future EPA shall provide "Peaceful Work/Live M&P Habitat" of Bay Area.
- I kept defense contractors honest, saving taxpayers $40 Millions in my last 3 yrs working for Dept of Defense.
- I operated machine shops in Asia, started offshore welding manufacturing group. In the 1970s, I developed and built power supplies for Silicon Valley Semi-Conductor Industry.
- I worked on electrical welding equipments and acquired a US Patent on the East Coast. From ages 8 till 12, I framed sweet potatoes for food with my younger brothers in Malaysia, helping my family survive WWII.

***My Vision**

- To make EPA famous for the right reason and for all peace & liberty for Future Generation.
- To create community owned Jobs for people to enjoy "earn, learn, to have a secure Life" in Job Habitat EPA.
- To promote collaborating cultures of Changes, organize, work live life independently of "Feeding the Fish" process.

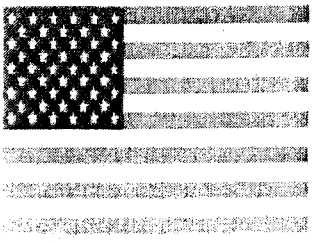
*** My Interest**

- To re-cycle work experiences, Biz Knowledge, books, through TV, emails, council meetings.



Please vote for ME

David Tschang, **MSME**
2253 University Avenue, EPA **CA** 94303
Tel 650-325-8420,
Email: **dtschang@ ix.netcom.com**



As the strength of any community is found in the individual strengths of its people, the primary focus of East Palo Alto city government ought to be looking at ways to increase opportunities available to the citizens to display those strengths in the following areas:

Jobs—helping EPA residents create a sustainable community by creating jobs in EPA in businesses owned by EPA residents;
Work space—reducing the barriers that stand in the way of using space already available to local people to create their own economic opportunities;
Community life—using the vital and multicultural community culture that already exists in EPA to connect us and create a force that can operate to promote economic, social, and environmental justice;
Living space—confronting the issues related to increasing gentrification of our community and listen to the diverse populations affected by increasing property values to ensure affordable living space for all residents;
City management—accepting the lessons of the modern era of re-development and re-engage the discussion of how the city should confront its problems relating to youth (schools, recreational opportunities and jobs), the elderly (violence and the availability of supportive services), city services, and changing demographics.

East Palo Alto is not like other communities in the Bay Area. Its history and its set of demographic and socio-economic tools are unique. This is why we cannot simply sit and wait for the answers of other communities to work for us—they have not worked and they will not work. Let us seek through entrepreneurship and self-empowerment a new way.

PL. vote
DAVID
TSCHANG
in nov 4
turn EPA
around

No! Eminent Domain
LESS! Gentrification
YES! WORK SPACE (for US)
MORE! make / own JOBS.
TIME is NOW! : startup.

David
~~Dave~~ Tschang

650-325-8420
650-325-8420 FAX

2253 University Ave
E. Palo Alto, Ca 94303

Email: dtschang@ix.netcom.com

ZeBiz

Staff, Director

Mom&Pop Biztect, Biz Knowledge Re-Use, HW/SW for Old & New Economics.

M & P Biz TV Program
Media Center Cable TV
Ch 28 Program

Every	Time	
Sat	6:30 pm	½ hr
Sun	10:30 pm	½ hr
Wed	11:30 pm	½ hr
Thur	3:30 pm	½ hr
Mom & Pop Wake Up Call		
FRI	9:00 Am	½ HR

Every Saturday 6:30 pm, Mom&Pop Biz Time!
M&P TV Program @ Channel 28

DIRECTOR, ENVIRONMENTAL JUSTICE ADVOCACY

FRANCISCO DA COSTA

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In San Francisco it is critical that the S.F. Planning Department have a TRANSPORTATION DOCUMENT. The SFCTA which gets millions from the MTC can then address LAND USE and the TRANSPORTATION GRID LINKED TO SAN FRANCISCO'S UNIQUE TRANSPORTATION NEEDS.

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Regional Agencies should first learn to talk to one another. Secondly it is critical to come to an agreement on a few critical issues and attain them with standards, goals, and time-lines. One of them are "dangerous particulates

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Understanding that LAND USE IS critical on a REGIONAL BASIS we can address "PUBLIC TRANSPORTATION" and have a "MASTER PLAN" linked to "LIGHT RAIL" and vehicular traffic using clean fuels like "hydrogen."

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

We should reduce the use of "fossil fuels". We should revamp our transmission lines and choose few powerplants with a "GRID" that can be tapped into using Solar, wind, wave energy. A MASTER PLAN on a regional basis would help.

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Closer to the Regional Effort we could reduce "particulates" from diesel and other fossil fuel. We could help in educating the public on other dangerous "Green Gases" mostly used in various industries and contributing to the expansion of "green gases" in the United States.

Other Comments:

WE CAN TALK THE TALK - BUT WE NEED TO WALK THE WALK. EVERY CONFERENCE SHOULD HAVE A BUSINESS PLAN - WITH GOALS AND TIME LINES.

A REGIONAL EFFORT COULD HELP THE BAY AREA MORE WITH "QUALITY" EDUCATION AND CONCRETE INFORMATION. A FIRST CLASS WEB SITE WOULD HELP. THE BAY AREA AIR QUALITY MANAGEMENT COULD BE THE LEAD AGENCY.

Thank you!

FRAN DACOSTA
ATT. MET.

FRANCISCO DA COSTA

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Question 1:
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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

- Regional initiatives and strategies give the courageous leadership that locals need to move forward
- Feedback + data that helps us all know how we are doing

Question 2:
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- Other?

Get people + policy makers in local government to start thinking about + implementing change policies.

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

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Regional agencies can give strategic direction + share best practices on transportation solutions:
- better rail transit, more extensive transit network, TOD
- electric + hybrid transit vehicles
- " " cars
- conservation policies + highway incentives

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

~~This is same as ques 3~~ above
reducing GHG gases is really what we should be doing from a regional point of view. Adaptation will happen when needed anyway + is better as a need.
The Regional agencies could lead the charge to offset change

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

car sharing
- Vehicle Standards

(1) 1) Conversion policies affecting existing vehicles
2) incentives for current renewables
(2) 3) Conversion of Mass Transit to all electric ASAP
4) Parking policies that incentivize use of Transit
ex) Market prices

Other Comments:

Thank you!

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I represent the U.S. EPA San Francisco Office Climate Change Program. EPA ~~can~~ is interested in working w/ communities through its Energy Star Program + Smart Growth/Urban Heat Island Program. LBNL is a good source for information on cool roofs + pavements. U.S. Forest Service is a good source of information on tree planting. We also have a software program "Clean Air and Climate Protection" to analyze the impact of clean energy measures by states and localities in reducing criteria air pollutants and greenhouse gases.

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EPA is developing a Clean Energy-Environment Municipal Network. It will provide information on programs and resources to support local best practices and tools and resources for state and local governments.

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U.S. EPA H.Q. has modelling capabilities to address impact forecasting.

Regional agencies may want to look at mitigating health effects from severe heat and cold and from increased vector transmitted diseases.

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Near term solns. can include changing out incandescent bulbs to compact fluorescents and replacing old appliances, heating and cooling systems, electronics with ENERGY STAR products.

Other Comments:

Kathy Diehl, U.S. EPA Energy Star Contact
415 972-3994
diehl.kathy@epa.gov

Thank you!

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Partnerships on regional outreach efforts w/ broad level consistant messaging but ability to scale campaign messages and materials down to be incorporated in existing services (ex. recycling/composting, energy efficiency programs).

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- Other?

Bay Area needs to speak w/ one voice when advocating for state and national policies and resources, as local govts we need to know how we can provide input and support to the regional agencies so they can be most effective in this advocacy.

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Regional agencies should provide political backing to the locals so that they can ask the hard questions related to land use and climate change in the face of development pressures.

Question 4:
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What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Mitigation and adaptation are like eating and drinking. To the degree possible we need to think about these 2 aspects of addressing climate change jointly or we run the risk of maladaptation (ex. Energy intensive responses to water issues, like desalinization). We should be looking for solutions that both mitigate and adapt (Green bldg, tree planting etc.)

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Massive public education campaign - 1st step is to bring together group of partners that are already developing campaigns (local govts, PG&E, BC3, SSV, Norcal etc) to leverage resources. (see answer to Q1)

Require GHG labeling on vehicle sales, similar to MPG but higher profile (UK does this).

Other Comments:

Local govts need to harmonize ghg inventory methodology → specifically on electricity emission factors and accounting for transportation emissions, especially those from commute traffic. Already the Air Districts inventory differs greatly from those conducted by local govs because it only accounts for local electricity generation whereas the local govts look at electricity from a demand side.

Thank you!

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Local governments have limited resources to tackle these big issues. Most of the issues are the same for each community. County and regional solutions are more effective & efficient than having each locality act independently.

Question 2:
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- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Break down barriers to implementing regional/networked transit solutions.

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

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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

BRT and other networked transit solutions (in conjunction with existing rail/BART) is the only viable solution to Regional transit.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

priority should be GHG reduction

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Regional regulations/incentives
→ Carbon tax
→ transit incentives

Expedited permitting for CO_2 reduction projects

Other Comments:

the market will solve many of these challenges if the appropriate price signals are in place. The real costs of CO_2 emissions must be included in the price of goods.

Thank you!

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

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Question 2:
"Regional leadership" can mean many things.

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- Convener? (e.g., facilitate partnerships)
- Other?

- Dev alt scenarios of 2020 for public presentation
1) current trend 2) planned TODs at appropriate spots 3) very aggressive land use & program
- need to meet GHG reduction goals + accommodate est. population. → Get the public looking ahead instead of clinging to the past.

Share your vision with the public
Insight from everything
→ COL wind our surrounding
need internal density to survive
→ offs to support local business that
→ ... the vacuum for 1970's main street (urban TOD)

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

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Get rid of the separate transportation companies, at least in East Bay (ex: AC Transit routes that preceded parallel BART routes)

Question 4:
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What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Not - Promote Permaculture, "victory gardens" as the most cool status thing for people to "have". (Sim to comment abs reducing cut to disaster prep groups)

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- Public education for behavioral change *
- Campaign to stand for officers w/lights on all my T, overlit + unused parking lots, etc.

People place more value on things they pay for.
→ Give them morally painful options
(e.g. [illegible]) so they can [illegible]
→ Similar to Cal Broomheads later comment

Other Comments:

- ABAG/MTC Bldg ⇒ start a composting system + use compostable cups, forks, + utensils in the bldg

- Invite rep from Great Valley Center to future mtg

Thank you!

Joint Policy Committee
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1st and Coordinate Data Collection for - web based annual report like annual Recycling report that CIWMB hosts.
Examples: Data from PG+E, Stop Waste Org, MTC, AC Transit, Air Board,

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

Mix

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
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- Other?

Long Term-Planning
Model General Plan Language for Climate Change
Not Moving all Industrial Out of Area

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

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- Model General Plan Language for Climate Change
- Not Moving all Industrial/Manufacturing out of the area
- Green Building - Cistern promotion and Building Code
- Model after Measure D - Alameda County Fee on Waste for Program
- Community Choice Aggregation of Power

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Water Pumping + Energy Conservation - Cisterns
Emeryville PBID Funding for Mass Transit

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Promote Changes to local General Plans that are Climate Friendly

Other Comments:

Thank you!

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CyberTran Intl. - www.cybertran.com -
UltraLight Rail Transit is fastest way
to implement electric transit widely -
need interest shown for investment.

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- Other?

Not mutually exclusive -
- All the above
-

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Other Comments:

Thank you!

Bay Area as engine of innovation worldwide -

a) History of innovation

b) Greatest contribution is in developing and modeling solutions

c) Transportation - main
41% - Cal. - 50 in Bay contributor

d) Based on city planning

e) Politics as usual must stop!

f) Economic
Drivers

g)

Joint Policy Committee
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4) Add CPUC to this discussion

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

1) Oakland can use grant funds to add people to our economic development agency to work w/ East Bay Energy Watch, PG&E, Chamber of Commerce etc. --

2) We can use technical assistance for large scale "big idea" assessments like local energy production in partnership w/ PG&E, Solar opportunities etc.

3) Continue actively publicizing reports and results of existing partnerships like ICLEI Climate Protection Partnership East Bay Energy Watch, ABAG Energy Watch

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All of the above. Educating elected officials, Chambers of Commerce, businesses. Blanket publicity to repeatedly educate the public. Educate businesses about every possible win-win opportunity that benefits their bottom line while protecting the environment

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Follow the positive examples of inter agency master planning. ICLEI's Climate Protection Partnership is an example of a regional effort that created an organization that broke through barriers to acquiring and analyzing data. Contact Timothy Burroughs @ ICLEI 510-844-0699 ext. 307

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- Assess the need for adaptation strategies in advance and give local, state and federal stakeholders repeated information on how they must act to avoid catastrophic results. The balance should make certain that both a & b are fully resourced regardless of cost.
- Keep training plan checkers for delivering high quality reviews.

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Several bay area and California cities are joining together to collaborate on street lighting.) Contact Scott Wentworth @ 510-615-5421

Look at modifying CPUC regulations to allow direct access for businesses that buy new renewables that supplement the low progress toward renewable port folio standards

104

Other Comments:

Write ordinances that are regional for superior Commercial Energy Efficiency 20% better than Title 24 for new bldgs. Support the SF, Berkeley Oakland effort to update Residential Energy Conservation Ordinances Require that all new construction and remodeling projects participate in PG&E's Non-Residential New Construction program AND require that they implement all cost-effective strategies. Lobby the State of CA to further enhance Title 24 part 6 on energy efficiency. Allow subjective authority to plan checkers to require cost effective measures where the improve the environment, even if they are not specifically required by codes that are too general.

Thank you!

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February 16, 2007

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Again, [illegible]

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PARTNERSHIPS

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

INCENTIVES ; GRANTS ; LOAN GUARANTEES.

EDUCATION ; TRAINING ON BEST BUSINESS PRACTICES.

ACCELERATED PERMITTING.

SINGLE STOP SHOP FOR HELP. OFFICE OF TECHNOLOGY.

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- Other?

ABAG MODEL - CAL MOYER PROGRAM.

EACH AGENCY COULD IMPLEMENT SIMILAR PROGRAM.

RESOURCES MUST COME FROM PRIVATE SECTOR. ? IF TRUE, PUBLIC MUST SHOW HOW IT CAN BE DONE IN PROFIT DRIVEN INDUSTRY.

9

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

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- DENSITY AROUND EXISTING TRANSPORTATION HUBS.
- PUBLIC / STATE LANDS - SHOULD ALLOW RESIDENTIAL GROWTH
  @ EDGES OF BAY AROUND FERRY TERMINALS
- GETTING PEOPLE TO USE TRANSIT ~ NETWORKING.

↓ING PARK SUPPLY ≠ FINANCING. IF ↓ PARKING, ↑ $ TO TRANSP.
FOR OPERATIONS.

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Other Comments:

Thank you!

Gary Lucks
Beyond Compliance
gary@beyondcompliance.net

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- Promote infrastructure for plug in hybrids at the work place and expand the car share program supporting zero or ultra low emission vehicles linked to public transit centers/stations. Work with AC transit to change the red curb striping so that bus stops are located AFTER traffic lights to minimize bus idling at traffic lights.

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The legislature passed a law a few years ago calling for a state-wide environmental, infrastructure & sustainability plan to set benchmarks to lead all of the local autonomous agencies that march to their own disparate land use visions. The 9 Bay area counties should adopt a similar regional plan that provides leadership that guides local planning with an eye toward sustainability. The 4 agencies could deputize an implementing organization like the state office of Planning Resources (OPR) to be a resource to help implement the regional vision.

Question 4:
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1) Add a bicycle-only BART car to promote & encourage cyclists to use BART at all hours of the day.
2) Extend BART 24/7.
3) Public Service Announcements for the top 3 things the public can do.

Other Comments:

Thank you!

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make sure we provide for infrastructure that supports strategies - ie - storage + maintenance for shuttles in the communities they serve so they can be efficient. Encouraging partnerships by providing umbrella liability to minimize risk

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- Other?

umbrella thinking - cooperative -
shortened lead times - less bureaucracy
+ restrictions.
Funding for new training (ie Maintenance of
fuel cell / hybrids buses) as well as price differential

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

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See #1 comment,
see (shuttle service) continually have to "fight" to have a local home - how about help to create a home that is more attractive to have as a neighbor instead of "NIMBY"
Invest in "green" transit maintenance, etc - facilities

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make more planning/permit tied to regional approvals vs. city - since new developments draw/house people that cross city boundaries & have impacts that extend beyond any arbitrary "city boundary"

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① Invest in transit

② Invest in pedestrian-friendly infrastructures which make it easier & safer for people to walk 1/4 to 1/2 mile distances. ~~more car~~

Other Comments:

Thank you!

FROM: DUANE DE WITT

Joint Policy Committee
Regional Climate Action Workshop
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February 16, 2007

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URBAN FORESTRY AND URBAN GREENING CAN HELP COUNTERACT AIR POLLUTION MORE STREET TREES, PARKS AND GREEN SPACES CAN HELP WITH CARBON SEQUESTRATION AND DECREASED CO_2 EMISSION IN ATMOSPHERE. ALSO HELP TO TRAP AND COUNTER ACT AIRBORNE PARTICULATES.

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IMPLEMENTATION AND ENFORCEMENT OF POLICY WITH A 50 YR OR MORE VISION. PROVIDE FUNDING PLUS CONVENE AND FACILITATE PARTNERSHIPS WITH CITIZEN'S GROUPS PLUS NGOs WITH LOCAL PROJECTS.

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PROMOTE MORE CITY CENTERED, PUBLIC TRANSPORTATION ORIENTED DEVELOPMENT. LIMIT URBAN SPRAWL, ESPECIALLY WITH URBAN GROWTH BOUNDARIES AROUND TOWNS AND CITIES

Question 4:
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REGIONAL GOVERNANCE AGENCIES TO ENFORCE MORE EFFICIENT LAND USE. WORK FOR AFFORESTATION AND REFORESTATION WHEREVER POSSIBLE IN THE ABAG JURISDICTIONS PLUS ALL AREAS NEARBY.

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

MORE "SPARE THE AIR" DAYS. WORK TO INCREASE USE OF GOLDEN GATE TRANSIT WITH BETTER ROUTES IN THE NORTH BAY AREA. MAKE PUBLIC TRANSIT MORE ATTRACTIVE AND EFFICIENT FOR USERS, ESPECIALLY FOR BUS RIDERS.

Other Comments:

TRY TO USE NATURE TO COUNTERACT THE NEGATIVE IMPACTS OF HUMAN ACTIONS. EFFICIENT USE OF TREES AND NATURAL VEGETATION TO PROVIDE POLLUTION PROTECTIONS WOULD BE VERY HELPFUL.

REFOREST CALIFORNIA!

Thank you Duane DeWitt

BOX 3068
SANTA ROSA, CA. 95402
dewittplanner@yahoo.com
dewd@berkeley.edu

Thank you!

Joint Policy Committee
Regional Climate Action Workshop
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February 16, 2007

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Strategy + resource support for regional/local govt. Model ordinances, public information materials, new construction/retrofit guidelines for regional uniformity, funding for the above.
Endless meetings without action are not "leadership".

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Regional support of transportation decisions is not being publicized in the communities trying to make intelligent land use changes. Send representatives to public hearings on general plan/zoning changes to bring the regional importance of smart choices into the community discussion. Public education is essential and the regional agencies need to broaden their role in that respect.

Question 4:
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What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Improving regional transportation interconnectivity addresses both aspects. Regional resources need to be expanded with an increased fee/tax on carbon sources (gas, BTU, etc.) Building guidelines with regional enforcement can also address both reduction & adaptation

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(1) Seamless transit (one pass for all trip segments, etc) with real focus on interconnectivity between modes of agencies. Make transit affordable (or free!)

(2) Regional public information (model ordinances, best practices, green building / landscaping guidelines, smart growth general plan / zoning support)

Other Comments:

Thank you!

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

Question 1:
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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

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- Other?

Educate the public, either by TV, radio, mailings, etc. of the need to clean up our act – and show the consequences of continuing as we are now.

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

Question 3:
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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Better transit connections, educate the public that using public transit is the best way to go. If necessary, subsidize public transit to get cars off the roads.
Green building = all new buildings have solar & no wood burning fireplaces, and mature trees.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

adaptation is only good in the short term. Agencies should pressure the individual states to enforce stronger laws against water waster, high gas usage, poor farming practices, etc...

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All new building needs to be green!
Solar roofs, only gas fireplaces, no out door fireplaces.

Other Comments:

Thank you!

Joint Policy Committee
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People's driving behavior changes — without fines or incentives — when they drive a Prius. Why? Real-time feedback. We are ~~proposing to~~ building a regional sustainability dashboard for the Bay Area — and need your partnership (data, access, endorsement, financing) to accelarate its development

Gil Friend
Natural Logic
510 248 4940.

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- Build strategic consensus.
- Help ensure collaboration — esp not competition for resources. — + speed
- Full cost accounting (if we can't eliminate subsidies let's at least make them transparent)

(so we don't fund the wrong strategies just because they look cheaper.)

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- Shift subsidies (both obvious + hidden) from motorvehicles to transit, smart growth etc.
- Build reduction/mitigation requirements into zoning & permitting, with premiums for development that reduces vehicle use.
- Lobby for SIGNIFICANT carbon tax at state + fed level.

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It will have to shift over time.
Now: ~~prevention~~ RAPID reduction, plus planning.
As we determine best ~~ap~~ adaptation strategies, more for that (financed in part by funds generated by the reduction strategies).
Ultimately rely more on market mechanisms (rather than public funding) for reduction strategies

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Get carbon neutral ASAP.
- Reduce car travel.
- Aggregate & monetize carbon svgs.
- Get prices to tell the truth (by including total costs in the price — or at the very least, on the label).

Other Comments:

Thank you!

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Regional expedited building permit process for green building + retrofit projects, especially for solar, green roofs, + rainwater catchment

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Regional policies → visioning + implementation
Also → resources to community groups building community support for these changes to make political change possible!

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bcdc Bay Conservation and Development Commission
MTC Metropolitan Transportation Commission

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Public transportation must be made less expensive, and car use more expensive!

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Reduce, then look for policies that adapt while reducing

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2) • Community Choice Aggregation → ~~community~~ city produced power, greener than PG&E

• More transit $$$ for cheaper transit

1) • Regional expedited building permit process for green building + retrofits, eg green roofs + rainwater catchment

Other Comments:

I also support ABAG's regional procurement policies focusing on local purchasing!

Kirsten Schwind
Programs Coordinator
Bay Localize
436 14th St, Ste 1218
Oakland, CA 94612
510-834-0420
www.baylocalize.org

Thank you!

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You must look at demand-side energy use. We need ordinances, incentives, & prices that ~~reflect~~ encourage innovative, cutting-edge building design ("beyond-LEED"), carpooling, & bans on inappropriate energy, water, & supplies use.

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Broker relationship or lobby state & federal to do one important thing → get the prices right. When products, services, homes, etc. have prices reflecting their environmental & social costs, individuals & businesses will choose to do the right thing. We won't have to fund & throw $ at problems.

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Get cutting-edge building design → well-insulated walls, passive solar, etc.

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A small percentage. Again, we need the prices right on water to reward efficiency, conservation, & eliminating inappropriate use. Help agencies pass ordinances, & utilities provide metering

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Aggressive efficiency → building ~~design~~ energy use, facilities, carpooling ~~and~~ conservation.
Site assessments monitors & controls,

Aggressive conservation → voluntary conservation/elimination "Spare the Snowpack" Day
for individuals + business → engage collective effort
1-2
ads with actions to take ← like we did in WW II

Other Comments:

Thank you!

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Need help calculating 1990 emissions - how to collect/calculate data
Provide sample measures for local agencies to implement.
Provide Best Practices manual
Lead a change in Uniform Building Code to eliminate inefficient practices and promote green building practices.

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The Bay Area needs a long term & short term vision ~~and~~ which 4 agencies could articulate. Then agencies need to provide methods for achieving the vision, such as model ordinances and tools for measuring and implementing change. Tell folks how to reach goals.

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Reduce funding for highways; expand transit funding and incentives (free transit for riders)

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Don't adapt (business as usual) - need real change such as transit rather than SOV's; green building requirements rather than current building codes. Water recycling important.

(not just cxxxxxs but programs to encourage installation)

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Help fund a regional solar installation program.
Charge for parking to reduce vehicle trips.
Model ordinances / building codes / fees — to encourage green buildings, energy efficiency.
Free public transit / higher bridge tolls.

Other Comments:

Turn the freeways into transit routes.
Charge SOV's to use the freeways.
Turn local streets into ped / bike routes.
Provide a model Green Building ordinance.
Provide water recycling incentive program.
Increase gas taxes significantly and use to reduce GHG emissions, such as build more transit.

Thank you!

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Most practically - Vehicle replacement for gov. & business
- Help local gov & business shift to solar & wind. Retrofit buildings.
Grant and very low interest loans are needed to encourage vehicle replacement & building retrofit.
Perhaps partner with green businesses to give bulk discounts to cities, businesses & private homeowner

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- Information and data - Important to CEQA analysis
- Public campaigns
- Susidize public transportation so it is cheaper and faster than personal vehicles
- Flexibility in use of Grants - ~~deadlines can~~ infill dev. is very expensive & complex. Regional agencies need to give flexibility in use and timeline of $.

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- Must support TOD with reliable and convenient regional transportation
- Allow flexibility with how ~~to~~ grant funds are used local. There are often so many restrictions it can be hard to use $ were needed to support TOD. infrastructure/improvements.

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Fuel & energy coordination
(i.e. planning for the reduced use
in terms of prioritizing uses)

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redistribution of resources
who gets the fuel, electricity, water

Address food supply/demand w/ growing,
moving (redistributed) populations

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Local food production
urban gardens / Space allocation
fruit trees / & assigning areas

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Immediate conservation & rationing
rules for water usage / recycling, etc
[Reduced water use = reduced energy
demand for pumping, treating,
heating, cooling, etc] ∴ CO_2 emissions

Involve Dept. of Power & Water

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Talk to private businesses to stress (mandate / coordinate) car pooling and biking
VMT control / limitations

Other Comments:

TIE IN GLOBAL WARMING w/ PEAK OIL !!!

Thank you!

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- Rebates for homeowners & businesses to implement retrofitting of homes & businesses that reduce CO^2
- Significant rebates or other advantages to owning an electric or hybrid car (e.g. think the current rebates for Humvees)

Other Comments:

Thank you!

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- ZONING FOR PEDESTRIAN & TRANSIT DEVELOPMENT
- DESIGN STANDARDS FOR ROADS PUT CARS FIRST. THIS NEED TO CHANGE CALTRANS NEEDS TO REVISE DESIGN STANDARDS & MORE BEYOND "GREEN BOOK"

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- Other?

- WE NEED TO START PLANNING ON DIKES AND PREVENT DEVELOPMENT IN THE AREAS +4M ABOVE SEA LEVEL (SEA LEVEL RISE + HIGH TIDES)

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- DRIVE LAND USE THE SAME WAY WE DRIVE AFFORDABLE HOUSING

- FIRE DEPARTMENT BUY WIDER & WIDER FIRE TRUCKS THEN INSIST THAT LOCAL ROADS GET WIDER THIS MAKES STREETS LESS SAFE FOR PEDESTRIANS & INCREASE ROAD COSTS

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- START PLANNING FOR SEA LEVEL RISE + HIGH TIDES + SPRING STORMS ⇒ +4M

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- TAX GAS TO PAY FOR DIKES

- HIGHER PERMIT FEES FOR
  HOT ROOF VS COOL ROOF
  LOW LEED POINTS VS HIGH LEED POINTS
  SINGLE PANE WINDOWS VS TRIPPLE PANE WINDOWS
  HIGH SQUAREFOOTAGE VS LOW SQUARE FOOTAGE

Other Comments:

- PEDESTRIANS HAVE TO BE THE HIGHEST PRIORITY FOR ALL TRANSPORTATION PLANNING

- PROMOTE GEOTHERMAL (HEAT PUMP) HEATING & COOLING FOR HOMES

- DO NOT BUY ANY MORE SALT FLATS FROM CARGILL THEY WILL ALL BE UNDERWATER

- COOL ROADS FIND WAYS TO MAKE ROADS WHITE TO REFLECT IR

Thank you!

OVER

$5M GRANT TO BIO ENGINEER
ALGEE THAT EATS CO_2 WE
ARE THE CENTER OF BIO TECH
THIS COULD BE GOOD FOR JOBS
(LOCAL JOBS)

Marshall Loring

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Encourage CAPUC + the public to support uptodate, clean nuclear power generation. [Nuclear technology has improved world wide - eg MHR reactor design] [MHR spent fuel is ~ 5% of old reactors.]

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Strategy - in the form of continuing public outreach/education. (People forget - need reminders!

Convener - partnerships between local agencies/governments/businesses as well as with lawmakers + policymakers on national + state levels

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Help persuade the public that higher densities are needed - and, if well done will be ~~no~~ tolerable

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Not enough data to define a ratio specifically. Ideally a.) would get the lion share. Politically b.) will be necessary. If a major disaster were to destroy housing + infrastructure there should be a plan in place (no more post Katrina) to finance + build replacement housing and infrastructure that is sited appropriately.

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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Plan for post disaster (quake) rebuilds

Other Comments:

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Support State legislation to create a system of incentives + disincentives on new car purchases based on GHG emissions.

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Make sure new proposed projects are required to identify GHG emissions & mitigation of those emissions through the CEQA process.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Other Comments:

Thank you!

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

Question 1:
Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Local jurisdictions need assistance in providing information to our residents. We need help in obtaining information about how our residents can do their part in reducing global warming

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- ✱ Strategy implementation? (e.g., major public involvement/education campaign)
- ✱ Provider of resources? (e.g., provide funding for local climate protection efforts)
- ✱ Convener? (e.g., facilitate partnerships)
- Other?

The three items with astericks are the most important.

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

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Help locals reach their residents with the message.

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Provide education to help locals make changes that provide results that are meaningful

Other Comments:

Thank you!

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see inside →

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- Other?

alternative transp → RAIL/FERRIES

need a paradigm shift

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REDUCING MOST IMPORTANT

1. Business as usual got us into this mess
2. e.g., auto fuel efficiency improvements = more VMT
3. start thinking in terms of our FOODSHED
4. localize
5. avoid positive feedback loops, as in increased electricity demand → more CO_2

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

1. change the paradigm → moving people & goods, not automobiles

2. ~~start~~ prevail on the state to eliminate the supermajority requirement for rail starting

Other Comments:

~~PASSENGER~~ RAIL, MARIN/SONOMA would reduce GHG by 29,000 lb every weekday.

65.4% of voters in Marin/Sonoma ~~but~~ ~~that~~ voted for rail, but that wasn't enough because of the supermajority requirement

AVOID POSITIVE FEEDBACK LOOPS, e.g.: increasing electricity demand → more fossil fuel consumption → more GHG

Thank you!

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See question 3

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Facilitate regionally coordinated regulations and incentives.

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Taxes, development fees, etc. implemented at the city level push purchasing and development across nearby boundaries. Coordinate these measures across the region to break the "race to the bottom" phenomenon.

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Regional resources should be directed toward reducing emissions. A dollar invested in adaptation benefits us locally, but a dollar invested in emissions reduction benefits all 6 billion + people on the globe. Because our emissions hurt everyone, it is unconscionable that our solutions help only ourselves

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

1) Instigate carsharing to make zero/reduced vehicle ownership more viable
~~2) Incentivize~~
2) Eco-passes for transit - subsidize it at the level private vehicles are subsidized (including external costs)
3) Revise the transportation infrastructure to make the bicycle a choice mode.

Other Comments:

Thank you!

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Comment Sheet
February 16, 2007

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Develop an instrument to help cities/counties evaluate their effort & identify gaps in effort & provide direction for change

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Education / Community / Public Info Campaign
Clearing House of best practices -
New construction - must use Green Power
- Fees + permits more expensive for non/green -
Cities need to lead by example - Solar - Street lights -

Other Comments:

Thank you!

Karl Knapp
City of Palo Alto
Utilities Dept.

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Regional Climate Action Workshop
Comment Sheet
February 16, 2007

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Data (on transportation in particular) updated annually. - a way to measure progress.
Tools for companies, gov'ts, & individuals to estimate emissions in a consistent manner.
Accelerated permitting. Long-term view beyond 2020 to 2050+.
Coordinated emissions assessments.
Important partnerships: ICLEI, Sustainable Silicon Valley, Chambers of Commerce, Bay area municipal utilities (Alameda, Palo Alto, Santa Clara); Alliance for Climate Protection; Sierra Club, NRDC, WRI, CEERT, CAISO, BAWSCA, Bay Area Council
- Consistent and fair protocols for inventory

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- Other?

- Provide Accurate information - for example the BCDC map is a 100-year storm surge with a 1-meter sea level rise, not just sea level rise.
- Long-term view - today's presentation did not even mention the 2050 goal.
- Grants (nice to see that may be coming) - for R&D + Program development
- Influence Legislation
- Lead by example - adopt own environmentally - preferred purchasing policies.
- Maintain a global worldwide perspective

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

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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

- Implement or facilitate Gas Tax or Carbon Tax
- Regional housing + development impact fees
- Encourage sustainable land use through incentives
- Get TRANSIT to cities so that transit oriented development can lead to actual results

Question 4:
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What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

- Be accurate + honest in published information
- Develop a Contingency Plan to address AT LEAST the most conservative impact projections
- LOOK BEYOND BAY AREA
- Get Army Corp of Engineers to get Climate Change on their RADAR Scan

Question 5:
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- EXPAND alternative fuels infrastructure, through combination of requirements (e.g. all stations to offer biofuels) and incentives (e.g. NO_x or VOC credits in return for CO_2 or other GHG reduction)
- GRANTS to develop local programs that coordinate with regional programs

Other Comments:

- PRIORITIZE by $/ton saved.
- Lead by example
- use gas tax to fund public transit, and R&D in vehicle fuels
- COORDINATE NEXUS Studies to facilitate green building, etc. so that every city + county doesn't have to do their own. Example - Phoenix PARK.
- Recognize tradeoffs in air permit regulations → e.g. biodiesel reduces GHG but may have small increase in other local pollutants - similar with landfill power generation, cogeneration, etc.
- Waste reduction and source reduction: recycling have potentially large GHG reductions, but the reductions are (most) NOT included in the local GHG inventory because a lot of it is realized elsewhere (CAN/BOTTLE Mfg, paper mills, etc.)

Thank you!

- Develop verification & certification criteria for credit/offset/reduction projects.

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

clr

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all agencies - regional mandatory green building standards for 500 sq ft + rehab/enlargement and new (accurate information & required vehicle gas ratio - Prius & Honda Hybrids get 34-48 miles per gallon - not SUVs - Education of value for air quality value / not just 88 (save the air)
Private sector / residents question NO to density / change of life quality - WHY 1% population increase is question that they need answers, NO to population growth - mandatory.

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- Convener? (e.g., facilitate partnerships)
- Other? leadership in commuting issues (business & gov. supporting programs & on internet resources)

work in schools - university. K - master programs at low fee re: climate issues.
low income inclusionary, special needs housing is planned in Marin in flood plain of southern Marin - disaster & fire risk flooding) impacts with financial, (insurance coverage unaffordable) ongoing cost for low income (low/mod/median) maintenance cost of loss focus community - shuttle subsidizing

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parking requirements – "buy" parking spaces – Best Practices new develop.
mandatory / + financial rewards for existing homes / business to
convert / comply to green

smart growth strategy hard to envision when no transportation
effective "local" network – Ferry / Bay Bridges / TOD infrastructure –
water use restrictive in Marin / "as much growth as we need to get"
activation public questions why? RoD use of funds – regional housing
approp. (50% growth cat/jobs can not be local – regional problems

Question 4:
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What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Balance of regional resources devoted to reducing greenhouse gas
adaptation – make sure on particular project.
"falling Back from Bay shore" Both approaches are
education of existing + mandatory for new agencies
passenger trains – fund fully AMTRAK + local
networks – fast, high speed transit not rail – bus transport also
involved in on-surface road vehicle
systems to reduce toxics in Tertiary Peat of farm crop
irrigation

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emergency - educational campaign -
high tree risk

Other Comments: private schools sometimes have graduation requirement for social/community benefit/work programs - state mandatio graduation requirement for all schools a priority & juvenile hall - educate them; have them be commuting work task groups + high school public work year of service for graduation requirement. Use / Transform gang energy to produce - expertise - work with governor S.'s (green JACKETS) - create jobs in sense of power "new" rehabilitation - CCC model of emergency response now, instead, correction & local rehabilitation - employment & education will reduce negative prison inflation - socially acceptable "benefits" and in the end, corr energy efficient home helps in "poor communities" - school Transit by multimodal - Safe route to school + van / small mini bus electric / fuel conserving transport at school hours / later for 10AM - 2PM & then 5:30 bus 7:00 for muting the spine - revising BART / major bus transit

Thank you!

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Now: messages integrated, specific to what a person/business can do ie ride Bart: saves x emissions; light bulb change: saves x emissions; grass cycle: saves x emissions.

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- Other?

Reduction in costs for transit, increase in parking/gas taxes.

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- MUST DO BETTER JOB/system of feeder transportation to Bart/Cal trans/VTA
- Gas tax increase

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Gas tax - large increase
Parking charge increase
Policy goal of congestion relief -
not needed; need more public transportation
Bldg rebates for retrofits

Other Comments:

Thank you!

June '05
Climate Protection Campaign

F. Recommendations for the Bay Area Air Quality Management District

1. Become the leader and institutional home for climate protection in the Bay Area

The Bay Area Air Quality Management District is uniquely qualified to be the leader for climate protection in the Bay Area. The District's staff has the technical knowledge to participate in and/or conduct GHG emissions inventories, and the planning capabilities to create emission reduction targets and plans. The District also works closely with MTC and ABAG, and can coordinate regional climate protection activities across jurisdictions. The District may benefit from and help generate increased interest and resources for climate protection, as the issue becomes a higher priority in the future.

As the regional leader for climate protection efforts, the Air District could initiate activities such as:

- Help set Bay Area GHG emission reduction targets[93], and track progress toward achievement of those targets
- Make CO_2 numbers from TFCA projects available to the public to encourage reductions
- Develop and maintain a Bay Area climate protection website
- Sponsor climate protection conferences
- Establish a fund for GHG emission reduction projects to offer on a competitive basis
- Make GHG emission reduction a criterion for mobile source grant programs
- Support GHG sequestration projects

Through leadership and bold action, the Air District will inspire air districts nationwide.

2. Develop Bay Area partnerships, starting with ABAG and MTC, for climate protection policy, programs, and funding to ensure significant GHG emission reductions

The Air District should identify and recruit key Bay Area partners, and encourage these partners to pledge to reduce greenhouse gas emissions, and develop targets and plans for doing so. Working with these partners, the Air District could:

- Encourage the MTC to include reduction of GHG emissions as part of its mission and criteria for evaluating projects for funding
- Encourage ABAG to include climate protection in its Green Business program
- Encourage PG&E to make available and publicize GHG emissions figures. Currently, the process of accessing and analyzing electricity and natural gas information for other than fiscal management exceeds the capacity of most local jurisdictions. PG&E could experiment by making emissions information – both criterion air pollutants and GHG - available online and in as close to real time as possible to help local energy managers track and lower their energy usage and emissions.

[93] The Air District could, for example, adopt the California targets set by Governor Schwarzenegger on June 1, 2005, described on page 18.

- Encourage the Bay Area Council to lead Bay Area businesses on climate protection following the example of Silicon Valley Leadership Group that aims to reduce GHG emissions in Silicon Valley 20 percent from 1990 levels by 2010.
- Advocate for climate protection legislation at the State and federal levels

3. Encourage and provide support for Bay Area local governments to join and follow the Cities for Climate Protection (CCP) program[94]

Having local jurisdictions significantly reduce criteria air pollutants and GHG emissions would solidify the Bay Area as a national leader and produce significant air quality benefits as well. The Air District should encourage local governments to join CCP. Now 20 out of 109 cities and counties in the Bay Area participate in CCP.[95] The Air District should provide information, support, and coordination for harmonized air quality and climate protection programs. The Air District has sophisticated modeling software, emission information, and staff expertise in emissions inventories. If the Air District were to conduct GHG inventories for local jurisdictions, they would be able to put more resources into implementation for greater emission reductions. Following the successful Australian example (see page 23), the Air District could offer incentives to cities to join CCP and make progress on emission reductions. In its support capacity, the Air District could:

- Develop guidelines for including air quality and climate protection in general plans
- Develop guidelines for including climate protection as part of CEQA review
- Hold Bay Area climate change teleconferences for local jurisdictions to share information
- Promote Community Choice Aggregation
- Help leverage funding for local programs, e.g., public goods funds administered by the California Public Utility Commission

Applying lessons from research and examples on working with local governments can strengthen and accelerate the District's effectiveness in pursuing this recommendation.[96]

** Please note that it is helpful to distinguish recommendations 1 – 3 from 4 – 7. The former pertain more to substance (what) while the latter pertain more to methodology (how).*

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[94] Although we found no other local program as effective as Cities for Climate Protection, our recommendation regarding CCP does not, of course, restrict the Air District in supporting other programs that are effective in reducing both criteria pollutants and GHG emissions.

[95] Seventeen are in the Bay Area Air Quality Management District, and three in the Northern Sonoma Air District. Half of the twenty Bay Area governments participating in CCP are in Sonoma County. The Sonoma-based Climate Protection Campaign has developed a comprehensive, collaborative strategy for enlisting an entire community in climate protection. www.climateprotectioncampaign.org

[96] The California Energy Efficiency Program, with funding from California ratepayers through the Public Utility Commission, is completing a project in 2005 that describes best practices for helping local governments embrace energy efficiency programs: www.caleep.com

4. Develop a framework that fosters rigorous critical thinking and analysis to identify, promote, and implement solutions that are commensurate with the scale of the problem

Climate protection is the largest problem humankind has ever faced, many scientists assert. Time is short, and funding, attention, and other resources are limited. We must be extraordinarily strategic to succeed in developing and implementing solutions that are commensurate with the scale of the problem – solutions that produce the greatest emission reduction for the least cost in the shortest time. This is a meta-recommendation, meaning that we must employ rigorous critical thinking and analysis when evaluating recommendations for action, including those on this list.

We recommend that the Air District find or develop and then use a framework to analyze strategies and solutions. The framework could include such elements as policy emphasis, metrics, time frames, anticipated costs, anticipated impact, complexity, authority level, key participants, and Air District role. (An example of such a framework is shown in the preceding section.) Examples of potential partners for developing such a framework are CAPCOA, the California Energy Commission, the U.S. Environmental Protection Agency, and the Energy Foundation.

5. Implement market-based measures

The Air District should identify, through exploration, research, and collaboration, ways it can encourage implementation of market-based measures in the Bay Area. Economic solutions for environmental and social problems have repeatedly proven effective. Such measures are powerful, underutilized strategies available to governments, and can be very effective and often less expensive than traditional regulatory approaches. Economic instruments can also generate substantial revenues for government. By rewarding desired practices using funds levied on undesired practices, price signals can help shift our energy use towards efficiency and renewables. Intelligently applied, price signals can help reverse the incentives that now encourage relatively unfettered fossil fuel consumption.

Examples:

- In 2003 London initiated a scheme to reduce traffic congestion with extraordinary results. Drivers pay tolls to drive in the center of town. Traffic fell by 20 percent; delays are expected to fall by 20 percent to 30 percent, saving drivers 2 million to 3 million hours of frustration every year. Fines and tolls are expected to generate about $2.2 billion in 10 years, all earmarked for public transportation.
- During California's energy crisis in 2001 electricity use declined by about 10 percent, in part because Governor Davis and the State legislature implemented a price structure that rewarded those who conserved.
- Europeans tax fossil fuels to help subsidize mass transit.
- California could increase the license fee for vehicles that get poor gas mileage and use these funds for climate protection.
- Federal subsidies could be shifted gradually from fossil fuels to renewables.

"Changing the Price Signal: How local governments can use economic instruments to cut traffic and pollution," provides excellent examples of local market-based measures.[97]

6. Build public support for climate protection

The Air District should develop and conduct a Bay Area public outreach and education program on climate change, starting by including climate protection in Spare the Air messages. Adding GHG benefits into Spare the Air communications will reinforce the messages of that program, while raising awareness of the problem of climate change, and the way every day decisions impact the climate. As part of this effort, the Air District should use recent research that describes how to communicate effectively about global climate change.[98]

7. Prepare for GHG emissions regulation

Air Districts have no authority to regulate GHG emissions currently in this country. However, the Kyoto Protocol timeline of 2008-2012, other countries' policy changes, pressure from multi-national corporations, and the growing body of scientific evidence will influence U.S. policy. Most observers believe that within the next five years GHG emissions will be regulated in the United States, and mandatory emissions reductions will replace voluntary initiatives. Therefore, it is recommended that the Air District position itself for this eventuality. In particular, a market in carbon credits would need governmental coordination. The Air District is uniquely situated to fulfill this role in the Bay Area.

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[97] Available through ICLEI's online store, http://krushinator.iclei.org/merchant/merchant4.cfm?pid=292&cid=7

[98] "Talking Global Warming," Frameworks Institute, http://www.climateprotectioncampaign.org/talking-global-warming/talkingglobalwarming.php. See also, "Making Climate Hot: Communicating the Urgency and Challenge of Global Climate Change," Susanne C. Moser and Lisa Dilling, Environment, December 2004.

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

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create a sense of urgency
create an awareness of options
do a top down / bottom up carbon audit
supply resources to help everyone lower carbon footprint

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

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- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

not just visionary leadership / manage to a lower carbon footprint
determine the global atmospheric CO_2 limit [450 ppm]
require emission free energy for all future growth
encourage / subsidize electric vehicle ownership / operation
ability to direct source / support emission free energy

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

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

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Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

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be really carefull about new building very close to sea level, as we will sea 1-2 meter sea level rise over 100-200 years.

Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

① require (not just encourage) all new housing commercial construction to purchase solar/wind for at least 50% of their energy
② require all new cars sold in California to either meet a 2x CAFE, or run on emission free (or low carbon) electricity → methane fuel cell production of power for electric cars,

no over 1 carbon used energy

Other Comments:

This really isn't rocket science. ① Choose an atmospheric level of CO_2 not to exceed. That's probably no more than 450 ppm.
② Then determine the global per capita CO_2 emissions required not to exceed 450 ppm. [everyone on the planet must meet this goal]
③ Then develop the strategy, plan, and technology to meet these goals. The most difficult part in this is getting the collective will and participation of everyone to manage our energy/carbon footprints

Thank you! So... pull out the spreadsheets to show how all of this needs to happen; esp. the CO_2 reduction per person per year

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Overall programmatic support – include compile/publicize "best practices" that can leverage + accelerate efforts found to be effective.

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
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- Convener? (e.g., facilitate partnerships)
- Other?

- Visionary/strategic leadership within their regulatory purviews.
- Resources to others as conveners/compilers/publicizers of efforts by others as they develop.

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Information/outreach, including model ordinances to provide standardized basic info for building + planning standards, transportation impacts, etc. Goal is to "raise the floor" on decision processes + outcomes.

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First - need to avoid a false dichotomy between (a) + (b). Planning + programs should integrate both aspects, to emphasize efforts to develop programs that are less GHG-intensive and also designed/implemented to be more robust in the face of likely climate/sea level changes.

Question 5:
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(1) Information clearinghouse to convene/coordinate/disseminate info about best practices. Speakers Bureau + intense outreach.

(2) Further expansion of efforts to accelerate change-out of most polluting vehicles.

Other Comments:

Create + publicize more opportunities/venues for people with expertise + energy to contribute to developing and implementing programs.

Thank you!

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preferential contracting for certified Green Businesses

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- Other?

coordinate regional efforts
information sharing
coordinate with agencies in rest of State
& nation & across the border

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more rain safe bike parking @ BART
group purchasing of solar panel
neighborhood car share option

Other Comments:

get movie stars on board to make
appropriate behavior "cool"

Thank you!

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

RON BISHOP
RBISHOP747@AOL.COM

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SAFE ROUTES TO SCHOOL, TRANSIT, WORK.

SOLAR HEATING / ELECT. / COOLING

ENERGY STAR EQUIP.

WORK ON LARGE SCALE / NOT CITY BY CITY

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STRATEGY IMPLEMENTATION -

WE DEVELOPE BIKE/PED PLANS AND THEN FAIL TO IMPLEMENT WHILE WE CONTINUE TO EXPAND ~~HIGHWAY~~ ROADWAY MOTORIST TRAVEL & PARKING

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

CITIES/COUNTIES THAT DO NO CONFORM TO SMART GROWTH PRINCIPLES HAVE TRANS. FUNDS REMOVED.

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REMOVE OBSTICALS FOR BIKE/PED TRANSPORTATION.

VMT REDUCTION

MAKE IT COOL & SAFE TO RIDE & WALK.

CHARGE FOR ALL PARKING

IMPROVE TRANSIT

DON'T LET BRT SPEED ON ROADS.

ADD HOV LANES IN CALDECOTT & BAY BRIDGE

DROP AUTO LOS AS THE DETERMINATION FOR ROADS.

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a. 75%

b. 25%

CONSTRUCT 4TH BORE NO!! ADD BIKE/PED CONNECTION

WATER SAVING, PERMACULTURE

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TRANSPORT: MAKE BIKE/PED TRANSPORTATION UBIQUITOUS

ALLOCATE STREET PAVEMENT FOR BIKE/PED TRANSPORT

PAY FOR ALL PARKING OF MOTOR VEHICLES

BUILDING CODES: SOLAR HEATING, COOLING, ELECT / INSULATION UPGRADES

ENERGY STAR EQUIPMENT BE COMPETITIVE

Other Comments:

- EDUCATION IN ALL CLASSES AT ALL SCHOOLS
- EDUCATION ADS ON TV & RADIO
- CHARGE THE TRUE COSTS TO MOTORIST.
- ALL BUILDING DESIGN NEEDS TO ADDRESS SOLAR ACCESS

TICKY TACKY-CHOPPED UP- ROOF DESIGN IS NOLONGER APPROPRIATE.

- INSULATE WALLS REBATE
- RECYCLING INCREASE

HOV BAY BRIDGE FOR BUSSES

BETTER SIDEWALK MATERIALS - NOT CONCRETE

ELECTRICAL - DECREASE LINE LOSS • 1/3 OF GENERATED POWER REACHES DESTINATION MORE LOCAL SOLAR INSTALLATIONS

Thank you!

Barbara McBride
Calpine

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

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Education is key and getting the same message from all agencies is vital to getting the message out. The message needs to be consistent.

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Need to be leaders and implentors.

Question 3:
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The focus should be on emissions reductions

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(1) Easier permitting for waste recycling projects there is currently no break on BACT standards at the BAAQMD for recycled gases.
(2) Encourage companies to provide education programs to employees

Other Comments:

(1) Easier permitting of renewable energy would help.

Thank you!

1 more suggestion:

Localizing our economy will take strengthening the infrastructure within our cities where we can meet our needs locally. For instance, if we have our recycling industries inside of our own cities then the construction industry would not have to travel far to deposit their materials for re-use.

We need to look at land use through the perspective of localizing our economies. ~~however~~ do the companies operating within our cities hire local citizens?

Even though urban land is expensive, we should still be producing food on our local land and developing a local food system.

MTC → Can we get all the airports functioning on solar energy?

We need to think big. It's great that Caltrains wants to electric, but can that source of "electricity" be from a solar source?

Solar can be installed on roofs, therefore it doesn't always need to be using land

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From the air districts A rank order list of sources of CO_2 with the air districts' suggestions about how to reduce the source would help local agencies see their own role for each of those sources.
(over)

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Model GGH ordinances that could be adopted by local gov's.

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I'd like the air resources board to offer a CO_2 impact report for a development, for a fee. Then, we in local government can require this analysis and have the air resources board deliver the authoritative word at these land use hearings on specific developments.

Q 4:

~~**Question 4:**~~
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Caltrain wants to electrify. It's a great CO_2 friendly project. To do it right, and to do it less expensively, requires Caltrain to run hard and soft rail cars on the same rail line. The Federal Railway Administration (FRA) won't allow it, but modern technology (i.e. GPS location technology) can make this safe and does in other nations. The Air Board should help Caltrain with the FRA by going to US EPA etc. and really insisting.

Caltrain Tim = (650) 508 - 6280

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Air Quality Board should offer the CO_2 analysis (#3) soon to local planners, and then hire staff (paid for by fees) to appear in public at hearing to explain the analysis on specific projects.

Other Comments:

Thank you!

Brian Perkins, San Mateo County
650-363-4572

Joint Policy Committee
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Enforce the enforcers.

Incentivize, empower, fund, and monitor local police departments — issuing citations against smoking tailpipes, against loud boom-cars, against random idling, etc.

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- Other?

All. Coordinated messaging that prioritizes (a) awareness of the problem of climate change, and (b) a can-do attitude that we citizens can do it by working together — no shirkers allowed.

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A new multi-county administrative structure may be necessary. A brain-dead citizen may get elected to a city council on the basis of the dynamics that apply to neighborhoods and small towns. But a few years later this person could have a chair of a CMA, ABAG, MTC, or other, inflicting an uninformed perspective on a whole county and the region. This is what happens, and we all know it.

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Perhaps something could be done to change the attitude of consumerism that grips our modern society. Life is not defined by how many miles we fly each year, how much leather is in our cars, how many watts in our stereos, how much square footage in our homes, etc. Life is not about "me" — not about "stuff" — not about "grasping" and "acquiring."

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1) Congestion Pricing
Open-road tolling in all lanes.
No more "free" in freeway
No more cellphones in cars
2) Location Efficient Mortgages (LEMs)
tied to aggressive + creative small-scale
infill TOD (car sale, no parking, backyard)

Other Comments:

sustainable@cal.berkeley.edu

Thank you!

Stephen Miller
Strategic Energy Innovations
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415-507-2186

Joint Policy Committee
Regional Climate Action Workshop
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- Provide/develop a 1-stop, electronic, regularly updated database of agency programs, resources and tools for assessing/evaluating the current situation and taking action towards addressing the issues.
- Support us in mobilizing and training Bay Area youth (both K-12 and college/university age) to understand the issues, take action today (e.g.: through energy efficiency/sustainability audits within their communities) and to sow the seeds for youth to become our environmental leaders.

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Cities/municipalities know best what is needed and what approaches can work within their communities. A regional approach to addressing climate change should focus on working collaboratively with Bay Area Cities that allows for a tailored solution for distinct geographies, for cities to learn from each other, and for the 4 regional agencies to provide access to the requisite resources & tools

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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

The 4 regional agencies can take the lead in convening educational & information sharing forums across Bay Area cities and counties to ensure a common understanding and a consistent approach across localities relating to land use planning and emissions reduction initiatives.

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Cities require support to assess/baseline their current emissions and to develop a prioritized set of recommendations for addressing these emissions (both in transportation and in the built environment.)

Tangential to this, regional resources must also be devoted towards the implementation and adaption strategies. The appropriate mix of assessment-to-implementation support/resources depends on the specific city/community in question.

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1.) Convene cross-city peer forums to discuss the issues, facilitate knowledge transfer, and gain traction on near term actions/solutions

2.) Begin to develop an online database for agency (local, state, etc) programs, tools, resources and synthesized information that relate to climate change challenges.

3.) Support and promote/publicize successful community-based pilots for addressing emissions (e.g. cities incorporating green building/green transportation policies/elements.)

Other Comments:

- Consider Bay Area incentives for solar thermal technologies not currently covered by the California Solar Initiative.

Thank you!

Brooke Ouyang Lee
ICLEI
brooke.lee@iclei.org

Joint Policy Committee
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Please continue to provide reliable, consistent data to cities, free of charge. ICLEI has coordinated the data requests of the 11 ~~gov~~ cities that participated in the Alameda County Climate Protection Project, and welcomes the opportunity to continue this service to the JPC and these cities.

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While all of these components of regional leadership are essential, ~~and~~ the JPC also has the opportunity to lead its counterparts by example. Please engage other regional agencies in climate protection + encourage them to use your efforts as a model.

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Provide a forum for regional education + collaboration and provide cities with the leadership, vision + resources with which to begin trasforming our land use.
Incentives are a powerful motivator, as is public recognition. Highlight the efforts of local governments - it will spur competition among city leaders.
Give money to cities committed to making real, fundamental change so that they can hire ~~an~~ climate action coordinators, and engage in regional efforts, such as the Alameda Climate Protection Project of ICLEI.

If you build it, they will come. Fund more BRT systems + light rail in the low density areas.

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As ICLEI has found through our climate adaptation program, planning in advance for impacts such as drought is an effort that anyone can support, regardless of their beliefs about how to address climate change or if we can have a significant impact. I believe that significantly more attention to adaptation should be paid - however, more resources to mitigation still has potential to make an immediate, preventative impact, if applied NOW, and aggressively. MORE RESOURCES are needed if we are to succeed.
Why isn't EBMUD @ the ~~R~~ JPC table? They have done so much to mitigate their emissions and must be involved in planning for water shortage/snow pack melt.

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Encourage and incentivize alternative fuel use for businesses + residents. The JPC can effect policy that facilitates mass biofuel distribution and collection of local resources (ie, waste vegetable oil) for the existing diesel fleet. This will also address the PM issue from commercial trucking in the area

Incentivize redevelopment of existing building for mixed-use development and insulation retrofits.

Other Comments:

Thank you!

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- Other?

~~[illegible]~~

~~[illegible]~~

I would like to see the agencies be the green model. I like to see all of the agency buildings have solar panels on the roof. Solar has been successful in Oakland, but it requires capital and perhaps if the government buildings were all using solar, perhaps the cost would go down. Solar is the most environmentally friendly form of energy production.

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We need to maintain the "social equity" perspective as well as the "environmental" perspective as we look at land use. How can we support the Green Economy as we develope land? Who benefits from the use of that land?

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- additional rebates for solar installation
- some sort of permit process, help associated with developers who install photovaltaics
- encouraging + support large photovaltaic installation, for instance, what if the Port of Oakland was using solar energy

- large facilities
- What about the airports? the port of Oakland? Oakland Coleseum? How do we get photovaltaics on these large facilities who use so much energy?

Other Comments:

- money spent on environmental equality might cost ~~abus~~ a business but it's money that contributes to another's job. We need to look at improving environmental quality as the development of "green jobs" and the green economy and that economy is a very lucratively growing sector right now. This economic boom should lift all boats, not just upper, middle class people. We should look at this sector through the eyes of economic development for all classes of society.

Are you composting our used napkins, coffee stirs, and cups?

Thank you!

- California should be the leader in solar energy production, we have the sun?

ABAG, BCDC, MTC

Air District:

Climate Protection Grant Program

BCDC

Comments:

needs data ie: waste board gets data
need to quantify carbon
can expedite the permit process for green roof + retrofit process
need for a shuttle to get

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- Other?

PROVIDE MORE TLC/HIP FUNDING TO ENCOURAGE HIGHER DENSITY ALONG TRANSIT CORRIDORS PARTICULARLY FOR AFFORDABLE HOUSING. REWARD CITIES THAT UPZONE TRANSIT NODES & CORRIDORS.

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

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PUT REDUCING ON FRONT BURNER BUT KEEP PEOPLE AWARE OF THE ADAPTATION THAT WILL BE NEEDED IF REDUCTION DOES NOT OCCUR.

COMPARE COSTS OF REDUCTION VS ADAPTATION

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Other Comments:

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help to elevate the issue in a public Forum – heighten awareness

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Regulation where it makes a big difference

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ensure development (+ redevelopment) makes a variety of transportation options possible

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identify mitigations for likely impacts

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increase public awareness
identify incentives that would help
individuals make changes in their own lives

Other Comments:

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GIVE POSITIVE MARKET INCENTIVES TO THE CITIZEN (ONE TRANSIT CARD NOW), TO AGENCIES (MORE MONEY FASTER TO THOSE WHO MEET 4-AGENCY CRITERIA), AND TO BUSINESSES (REWARDS FOR HIGHER DENSITY, TRANSIT-ORIENTED, GREEN DESIGNED DEVELOPMENT - SELECT AND PROTECT SITES FROM NIMBISM, PROVIDE TAX INCENTIVES, ETC.)

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Strategy implementation: following through on innovative ideas for reducing GHG emissions, and educating the public to get them involved in and enthusiastic about the process (and so they know how to participate).

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Local governments should work with transit agencies to make mass transit facilities both accessible and desirable. This includes building more transit centers coupled with high-density residential areas, while keeping the areas clean, safe, and aesthetic.

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Reducing greenhouse gases needs to be a priority over adaptation strategies, not only because the costs will be much less to achieve the former, but because if we do not focus our efforts on preventing climate change, then there will be effects that we will be unable to adapt to.

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As mentioned earlier, cleaner + safer public transportation facilities (through more law enforcement patrol, perhaps). Secondly, and this is tied in with the first suggestion, keeping in mind that convenience is the number one concern for the public when it comes to transportation, so trying to also make convenience the number one priority when managing/planning public transportation (and this can be both a near-term and long-term action).

Other Comments:

I think that incentives for the public to participate in these plans for reducing/adapting to climate change are going to prove far more effective than punitive measures

Thank you!

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Lobby the State to pass legislation that reduces emissions and reduce use of cars and trucks.

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TOD - Prohibit development in out-lying areas.

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work with FEMA to adjust Flood Insurance Rate Maps. Need to show future flood zones.

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BRING AN UNDERSTANDING OF WHY SMART GROWTH and WHY HIGH DENSITY IS NECESSARY ~~FOR~~ TO CITY COUNCILS AND THE PUBLIC

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ENCOURAGE PEOPLE TO WORK AT HOME USING THE WEB, EMAIL, TELE CONFERENCING

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DONT BUILD IN LOW LYING AREAS
NEED REGIONAL GUIDELINES

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FIND WAYS TO ENCOURAGE
HOP & WORK AT HOME
USING THE WEB
EMAIL & TELECONFERENCING

Other Comments:

Thank you!

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WORK WITH ASSOCIATED GENERAL CONTRACTORS of California, representing the construction industry, and the Construction Industry Air Quality Coalition to develop achievable goals that will not adversly affect small & family-owned construction companies.

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#1 is provider of resources, followed closely by strategy implementation (public education, etc.)

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coordination. THERE ARE MANY disconnects between various jurisdictions.

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AUTO EMISSIONS ARE THE #1 SOURCE, AND THE #1 OPPORTUNITY FOR A BIG IMPACT. ENTITIES SHOULD DO WHATEVER IT CAN TO WORK WITH MANUFACTURERS TO GIVE CONSUMERS GOOD CHOICES IN PURCHASING VEHICLES & RETIRING OLD VEHICLES.

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~~[illegible]~~ work with manufacturers & Dealers to make safe, affordable zero-emission vehicles widely available at an affordable price. Start with replacing government fleet vehicles.

Other Comments:

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- Other?
- Bold Leadership: Follow the "lead" of the Central Valley Air Dist, and have a regional "Indirect Source Review" regulation that evaluates developments and determines a fee based on how many trips it generates -

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"Smart Growth & Intelligent Transportation" was listed as #2 strategy after vehicle standards. Can ABAG's RHNA play a role? As currently devised, RHNA is viewed as a housing, not a global warming (GW) reduction strategy and is dismissed by many cities. If MTC & BAAQMD were to become involved in RHNA from a G.W. perspective, it could take the heat off ABAG and make cities less hostile toward these housing requirements.

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Other Comments:

I like the idea of attacking global warming GW from a regional perspective, and it's good to see the 4 regional agencies coming together under the Joint Policy Committee tackle this crisis.

I think the foundation for tackling GW within CA must be AB 32

Thank you!

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Not sure.

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Funding for improving public transit. It currently doesn't work well enough to get folks out of their cars.

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(See answer to Question #2, too.)
More funding for improved transit. Also, to the extent possible, require transit agencies to coordinate their schedules both on paper AND in practice. For example, BART & Caltrain often do not connect properly at Millbrae station.

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90% reducing emissions
10% adaptation w/ focus on public safety (work w/ state to improve existing levees, etc.)

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Encourage / require where possible:

- No free (or very cheap) parking for city / county / regional agency employees. And, of course, provide commuter benefits (e.g. Commuter Chks) to employees.
- See answers to #2 & #3. Increased funding for public transit w/ requirements that agencies coordinate their schedules & operations.

Other Comments:

- Great event!
  Well-organized and quick-paced.
  More visibility of participating agency reps. would be nice.
  (The ~~ABAG~~, MTC, BAAQMD & BCDC folks in the front of the room were a bit hidden.)

- Where possible, refer to "global warming" not the friendlier-sounding "climate change".

- Are there more groups that could be invited to future events? Specifically, groups that work in low income communities and with youth. Those 2 groups seemed a little under represented in the "audience" today.

Thank you!

- Last speaker made excellent point about affordable housing. If we don't have it in central cities well served by transit —

- low, middle income folks will keep moving to Tracy and beyond.

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A regional project to plan livable walkable communities that are different from the strip-mall with single family homes model that we have in place today.

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Work on a vision to be implemented for a complex system of feeder public transport that brings people to rail & BART lines. This should be done immediately so residents can conveniently use public transit.

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We need to help our residents change their life style: reduce the cost of public transport to the customer so habits begin changing and public transit is used for immediate benefit (not just long-term benefit).

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Reduce cost of public transit

Other Comments:

Thank you!

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_____

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work w/ cities (funding, support, outreach, etc) to promote
- parking reduction
- high-density (TOD) development
- access improvements to stations (more direct, safe)
- ~~fee~~ impact fee for transit agencies to upgrade core system + expand capacity
- smaller housing footprint, not McMansions.

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Other Comments:

Work w/ business community corporations. In particular, public is bombarded w/ materialism (must-haves / must-do's), what can they do to take more responsibility in their contributions to CO_2 emissions (through construction, production, transport or public use), and how they market products that feed into society's desire to consume more goods.

Thank you!

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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

(1) Best practices examples
(2) legislative reviews/newsletter - quarterly
(3) public awareness campaign specifically promoting what people can do - ride the bus, solar options, insulation etc.
(4) Access to tools at no charge

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

- funding would be excellent.
- educational presentations at local level including all the way up in Napa and other rural locations.

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

local workshops - help NCTPA provide a work shop for city council members and BOS members. Contact Eliot Hurwitz 707-259-8631 or ehurwitz@nctpa.net Provide similar local work shops throughout the bay area.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

spend money now and quickly so that we won't need to implement drastic adaptation. Implement gas tax to push transit, telecommuting, reduce price of installing solar power on businesses and residences.

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- public education campaign w/ examples of ways people can individually make a difference.
- ~~Some~~ Provide funding/tax breaks to businesses for installing solar/wind ~~hydro~~ power.

Other Comments:

I agree with the rep from Marin County that we need ~~the~~ to have specific goals for specific geographic regions. An urban solution ~~of~~ will not work in rural napa so expecting the same ~~typ~~ housing requirements for TLC/HIP in Napa that is expected in Oakland.

Thank you!

Joint Policy Committee
Regional Climate Action Workshop
Comment Sheet
February 16, 2007

Question 1:
Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

MORE ATTENTION PAID TO CREATING A VIABLE ALTERNATIVE TO THE AUTOMOBILE!

- MORE MONEY TO TRANSIT
- STOP DEVELOPMENT OF COST-INEFFECTIVE TRANSIT
- MORE ATTENTION TO CONNECTING TRANSIT LINES & SYSTEMS

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

THE FOUR AGENCIES NEED TO STEP UP AND START SPEAKING CLEARLY AND PERSISTENTLY AND POSITIVELY AND BOLDLY ABOUT THE SUBJECT!!

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

Question 3:
Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

WORK W/ AGENCIES TO GET TOUGHER ON DEVELOPERS!! ASSERT THE REGIONAL PRIORITY.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

+ ~~ADVO~~ ADVOCATE MORE WATER-CONSERVING FARMING + OTHER WATER USE

+ START ~~[illegible]~~ AGAIN PLANNING FOR DIKES + SEA WALLS.

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- IMPROVE BUS SYSTEMS. REGION CAN NO LONGER TOLERATE SLOPPY AND UNDERFUNDED BUS OPERATIONS

- BETTER EDUCATION OF PUBLIC

Other Comments:

THERE ARE AT LEAST 30 OBVIOUS THINGS THAT CAN BE DONE - PUSH ALL OF THEM!

Thank you!

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Question 1:
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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Funding for educational programs: Educate planners, engineers, policy-makers about green measures. Educate school administrators, the public, develop collective Bay Area consciousness to motivate change. Mount Regional Campaigns AND fund local programs, to speak with a UNITED VOICE — a partnership.

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Strategy - Major public education campaign Various messages addressing key targets for reduction on TV, mailers to homes, etc. Quantify/Identify human activities in terms of emissions.

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

Question 3:
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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Strategize with City governments to make uniform policies, codify green measures to give strength to sustainable practices & make them more accepted by developers, land-owners on a regional basis; avoid complaints about specific cities by making those green policies (ex. car-free housing) uniform across cities.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

The majority of funds should be applied to REDUCING GHG's.

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Launch a massive education campaign showing quantitative ~~repre~~ representation of various lifestyle habits: Carbon produced by a household; driving a SOV vs. using public transpo; electric vs. solar; walking your child to school (the benefits)

~~CHANGE~~ CREATE employer regulations to require alternative fuel use when employer uses vehicles for shipping, etc.

Other Comments:

Teach people the value of:

1) REDUCED Consumption of goods & how
2) Buying locally & why that's important
3) Growing your own food
4) Walk, bike and use public transpo
5) Not buying industrialized food
6) Buy whole foods grown locally
7) Reduction of consumption is more important than RECYCLING

Shut down Regional shopping (like Costco, Wal Mart, etc.. Shop locally. Redefine value as climate-effective, not cost-effective.

Thank you!

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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Climate Change affects all communities - Help with ways to tailor outreach/messaging to be inclusive to low income communities - Solutions has to be focused not only on reducing GHG emissions but also create opportunities for restorative economic development. - Build in job creation for

Question 2: As we look ahead ~~Make~~
"Regional leadership" can mean many things. strategically to build in opportunities for All People

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Convening diverse multi-sector stakeholders and provide resources and allow stakeholders to set vision and begin to create strategic action plan.

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Question 3:
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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Look @ Land issue Holistically –
We are losing industrial land in Oakland to land speculators wanting to develop high end housing
Industrial Land = Living Wage Jobs
Look at Growing Green Tech industry in Bay Area to grow green economy.

Question 4:
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Question 5:
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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Offering Incentives for homeowner -
landlords - to energy retrofits

Education

Other Comments:

~~Feel connection between~~
Begin to connect the dots -
- Land use
- Job Creation
- Reducing Carbon Emission

Thank you!

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Question 1:
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How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

1. Need to align agencies w/ path to solutions. This will require an end to "congestion relief" as a goal. "Congestion relief" leads to more VMT - The wrong direction for GHG.
2. build consensus for serious change/action
3. Set a regional goal to reduce the growth of VMT. This is the most direct way to influence future transportation GHG, the biggest factor here in BA. See attached paper for global consensus on steps necessary to accomplish VMT reduction.

Question 2:
"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

all of the above are needed to create a complete response.

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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

1. tighten up MTC's TOD Policy - increase housing thresholds.
2. make Projections a stronger implementation of Smart Growth. 50% of future growth in infill isn't enough
3. Support further work on Parking Study. Make it a technically strong support for cities facing local opposition to lower parking ratios.

Question 4:
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

1. Education campaign to develop consensus for serious action. The near term serious action is to have parking charges on all commercial spaces. This will act as a surrogate for road pricing, and will be the most effective means of shifting mode choice away from SOV. Receipts from public parking + parking taxes should support transit operations.

Other Comments:

2. Eliminate "congestion relief" as a policy goal. The very notion is false, as there is no relief from congestion when land use is as dispersed as it is in the Bay Area. This will have two beneficial effects: a) it will free up vast amounts of resources for cost-effective transit. b) it will reduce incentives to drive alone, thereby encouraging other mode choices. This will reduce the growth in VMT, which is the key driver of regional GHG emissions.

Thank you!

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"Efficiency - Equity - Clarity"

Review of U.S. and European Regional Modeling Studies of Policies Intended to Reduce Motorized Travel, Fuel Use, and Emissions

Robert A. Johnston, Professor
Dept. of Environmental Science & Policy
University of California, Davis
August 2006

Summary

With the enactment of a new federal transportation law in 2005, State and regional transportation plans and programs are for the first time required to achieve the objectives of the SAFETEA-LU planning process, which focus on enhancing mobility and supporting economic development while minimizing fuel use and emissions.

This paper reviews the experience to date in dozens of metropolitan regions and advanced industrial economies as they have used scenario planning to evaluate an array of pragmatic and feasible policies and investment strategies that are available to help states and regions satisfy this new federal legal requirement.

The results from 40 long-range scenario exercises performed in the U.S. and Europe demonstrate that substantial reductions in vehicle-miles of travel (VMT), fuel use, and emissions of both criteria pollutants and greenhouse gas emissions are possible using transportation pricing policies and investment priorities that have been demonstrated as acceptable and effective in a modest but growing number of metropolitan areas and regions around the world.

VMT reductions in 20 years range from 10% to 20%, compared to the future trend scenario, are achievable with reductions in emissions and fuel use roughly proportionate to the decrease in VMT, while supporting the same level of future job and housing growth. In most studies, the highway levels-of-service are the same as, or better than, the trend scenario.

The studies reviewed also suggest that these reduced-VMT scenarios generally produce higher transportation system productivity, positive net user economic benefits, greater equity in the distribution of transportation system benefits, reduced congestion delays, and a reduction in other adverse environmental impacts.

The most-effective policy sets combine land use policies, such as compact growth, with strong transit provision and not expanding highway capacity. The addition of auto pricing policies, such as fuel taxes, work trip parking charges, or all-day tolls increases the effectiveness of the land use and transit policies. Peak-period tolls, by themselves, increase travel. Expanding road capacity, along with transit capacity, but without changing market incentives to encourage more efficient use of existing roads and parking, results in expensive transit systems with low ridership.

The U.S. Studies

The following is excerpted from:
Bartholomew, Keith (2005), *Integrating Land Use Issues into Transportation Planning: Summary Report*, DOT Cooperative Agreement No. DTFH61-03-H-00134, Dept. of Architecture, University of Utah (http://faculty.arch.utah.edu/bartholomew/SP_SummaryRpt_Web.pdf).

Bartholomew surveyed National Association of Regional Councils (NARC) members in 2003-04 for examples of scenario planning using land use, transit, and other policies to reduce travel. Land use policies typically included density increases, clustering development in transit corridors or around rail stations, and urban limit lines. Both travel models and geographic information system (GIS) evaluation tools were used in the scenario evaluations. The median reduction in VMT in the 20-year scenarios for 31 exercises with adequate data was 2.3% but 11 scenarios resulted in reductions of 5% or more.

Five scenarios resulted in reductions of 10% or more. These studies generally evaluated modest growth management policies and did not employ the pricing of parking or fuels or roadways. So, these results may be viewed as lower bounds on what VMT reductions could occur in scenario exercises.

Example data from the projects are:

1. Arizona, Maricopa Association of Governments. ~ 3% VMT reduction in 20 yrs.
2. S.F. Bay Area Alliance for Sustainable Development. 4.6% reduction in VMT by 2020. Most of the growth in this scenario is located in the existing urban cores of the region.
3. Georgia Regional Transportation Authority. 7% VMT reduction.
4. Baltimore Regional Transportation Board. 8.2% VMT reduction. Redevelopment was emphasized, road capacity maintained at current levels, and transit capacity moderately expanded.
5. Portland Metro. ~8.8% VMT reduction in 20 yrs (17.6% VMT reduction in 40 yrs). Growth contained within urban growth boundary, plus auto pricing, transit investment, and pedestrian improvements.
6. Southern California Association of Governments. ~10% VMT reduction in 25 yrs. Housing and jobs focused in existing centers and corridors.
7. Denver Regional Council of Governments. 12.5% VMT reduction in 25 yrs. Most growth would locate in infill development sites within the central city and existing suburbs.
8. Envision Central Texas. ~17% VMT reduction compared to current trend. New growth in existing developed areas, which would accommodate 1/3 of anticipated new households and 2/3 of new jobs.
9. Contra Costa County, CA. 17.3% reduction in VMT in 20 yrs. Growth placed in existing urbanized areas, and along rail transit routes.
10. EPA, Atlanta, GA. ~38% difference in VMT between worse and best scenarios.

The European Studies

For many years the European Commission has performed sophisticated studies of policies to reduce pollution, traffic accidents, noise, and greenhouse gas emissions. We review the three main reports here. In these studies, urban models were used, which are state-of-the-practice methods representing both travel and land development and use. These model sets are composed primarily of discrete choice models based on microeconomics and so give elasticities of demand with respect to price. These statistics permit comparisons across regions and validation of most model components.

Quite significant policies were evaluated, including higher taxation of fuels, larger auto purchase and registration fees, and tolling of roadways, both all-day and for peak periods, as well as urban limit lines, and density increases. So, we may view these projections as the upper bounds of what could be achieved in most regions in the U.S. As these are the most complete and best designed studies ever done, this review gives some detail about the policies and results.

F.V. Webster, P.H. Bly, and N.J. Paulley, eds. (1988), *Urban Land-use and Transport Interaction*, Avebury (Brookfield, MA).
Seven urban models were run on seven cities around the world on the same policy sets, intended to reduce VMT and emissions. Each region ran a 20-year Future Base Case, different for each region, but basically a trend scenario plus any major investments already programmed. All results are reported as differences from the future base case.

The results were reasonably coherent and showed that only urban limit lines reduce residential sprawl. Such controls did not raise housing prices, however, due to increased density.

Increasing land use density is effective in reducing VMT, especially if the walk and bike modes are well-provided for. Parking charges in the central business district (CBD) decentralize employment, whereas vehicle purchase and registration taxes (or fuel taxes) reduce auto ownership and VMT. The vehicle taxes are much more effective, if supported by good transit service, especially to the CBD and other employment centers. **Land use and transit policies have little effect, unless supported by pricing.**

Faster radial travel by freeway or rail increases the decentralization of upper-income households, thereby increasing segregation by income. **Increasing the cost of both auto travel and transit by 50% decreases travel and energy use about 10%. Increasing auto costs by 400% reduces VMT and emissions about one third. (Note that making workers pay for parking or providing cash-in-lieu-of-parking incentives in the U.S. increases "felt" travel costs by around 400%, without actually increasing costs, as the parking costs are merely being unbundled from wages.) All pricing scenarios decreased travel delays.**

Travel models must include an auto ownership step and the walk and bike modes in order to represent these policies accurately. Also, the peak and non-peak periods must be modeled separately.

The following summarizes:
SPARTACUS: Final Report (1998), European Commission, Environment and Climate Research Programme (www.ltcon.fi/spartacus).

This study used MEPLAN, one of the most-advanced urban models, on Helsinki, Bilbao, and Naples. A raster (grid) GIS program was added to MEPLAN to calculate impacts from noise and emissions on households and to produce maps. A user interface was also added to simplify the input of policies and also the production of output tables, maps, and graphs. Policy impacts were net from the future base case, as above.

Overall, only the travel pricing policies were found to reduce VMT substantially. For example, increasing auto costs by 50% decreased VMT by 16%. Land use policies were not very effective, except to back up the transit system. Pricing is required in order to gain large increases in transit use.

The most effective pricing policies combined congestion pricing with mileage or travel pricing (fuel tax or all-day tolls). Increasing rail service increased all travel speeds in Bilbao and Helsinki, due to some auto travelers switching to rail, while in Naples the existing transit system was made more efficient. **This shows the need to not add highway capacity in long-range investment plans that are intended to reduce VMT and emissions.**

Combining land use policies for intensification in transit corridors and urban limit lines with transit investments and the pricing of auto travel was found to be the most effective approach to reducing VMT. **Greenhouse gases and fuel use are reduced between 13% and 24%, depending on pricing levels, with an increase in auto operating costs of about 100% being most effective. Delays were decreased significantly in all pricing scenarios.**

The raster system was effective for analysis and mapping. The user interface was also very useful in aggregating the outputs in various ways. Various weighting schemes with social, economic, and environmental indicators were tried. Also, sensitivity tests were conducted on the various equity measures and on indicator weighting ranges. They also found that such studies should include surrounding rural areas, as they often receive significant impacts. The authors also recommend that studies should also be for at least 20 years, to capture counterintuitive and changing effects over time.

The following summarizes:
PROPOLIS: Planning and Research of Policies for Land Use and Transport for Increasing Urban Sustainability: Final Report (2004), European Commission, Energy, Environment, and Sustainable Development Thematic Programme (www.wspgroup.fi/lt/propolis).

This study carried on the SPARTACUS approach, modeling 7 urban regions using three advanced integrated urban models. The study was firmly embedded in the sustainable development policy analysis paradigm, using many indicators of Social, Economic, and Environmental effects. All models used a raster analysis and mapping capability and a user interface for policy inputs and for the analysis of model outputs. Policy results were net from the future base case, as in the two previous studies.

The policy results were generally the same as in the SPARTACUS study, with more variation due to differences among the urban regions. The results were generally similar across all 7 regions, though. Methodologically, the findings were also the same as in the previous study. In the future baseline (trend) scenarios, the large number of European Commission sustainability indicators deteriorated in all regions.

By applying pricing, land use, and transit investment policies, most of the indicators could be reversed. **Increasing auto operating costs by 75%, adding parking charges, and decreasing transit fares by 50% was the most effective pricing policy component. It reduced greenhouse gas emissions and fuel use by 15-20% in all regions, over 20 years.** Because the same policy set gave the same general results in the 7 regions, the study concluded that this policy set would likely work in most EC regions. Making workers pay for work trip parking would increase "experienced" auto costs by 100-500% in most regions, since drivers choose modes based on out-of-pocket costs (gas, tolls, parking charges, transit fares). In the U.S., the true unbundled cost to employers of providing free parking is typically much larger than the employee's out-of-pocket fuel costs to drive to work by auto.

The effects of the various pricing policies were found to vary by region and often had negative effects on sprawl (increased sprawl) and so all must be studied individually and in combination with other policies. **Increasing transit speeds increased sprawl unless accompanied by pricing and urban limit line policies. Increases in transit service often reduced road congestion and caused more sprawl. This finding shows that highways must be allowed to become congested, while improving transit. The VMT-reducing policy sets increased economic welfare by 1,000-3,000 Euros per person (net present value over 20 years) and also reduced traffic accidents, congestion, and noise.**

Studies by Robert A. Johnston

A dozen published papers simulating similar policies in the Sacramento, California region by this author have produced findings similar to those in the three EC studies. These studies, conducted over a 20-year period, used three versions of the official MPO travel model and three versions of an urban model, the last version being the official version adopted by the MPO. These were all 20-year studies, unless otherwise noted. All results are compared to the future trend scenario or to a no-build (do nothing beyond the funded 3-year Transportation Improvement Program (TIP) projects) scenario. Because SAFETEA-LU requires MPOs to include support for increased economic development as a factor in developing their adopted plans, economic welfare findings are also presented. These are similar to consumer surplus for travelers, calculated from the mode choice model logsums, a measure commonly used in this kind of analysis across the world.

Synthesis of Findings:

1. Expanding road capacity increases auto travel and emissions, compared to doing nothing. New HOV lanes on radial freeways increase travel and emissions. They also increase sprawl. Congestion generally becomes worse, in spite of adding highway capacity.
2. **Expanding transit only decreases emissions about 1%,** compared to doing nothing. It decreases travel costs for lower-income households. It can increase sprawl somewhat, due to the outer rail stations.
3. **Expanding transit only and supporting it with land use intensification around Light Rail stations decreases emissions about 5%. It decreases travel costs for lower-income households.**
4. **Expanding transit only and supporting it with land use intensification around Light Rail stations and with urban growth boundaries decreases emissions about 10%. It decreases travel costs and travel delays for all households.**
5. **Expanding transit only and supporting it with higher fuel taxes and with workplace parking charges (refunded in higher wages as cash-in-lieu-of-parking incentives) and shopping parking charges (refunded through lower costs for goods and services) lowers emissions about 10%. It greatly increases economic benefits to all travelers, due to better transit and faster freeways. This scenario reduces congestion significantly.**
6. **Expanding transit only and supporting it with land use intensification and urban limit lines and with fuel taxes and parking charges, as above, lowers emissions about 15-30%. This scenario maximizes economic welfare for the region and reduces congestion the most.**

Results from the most recent study using the most advanced urban model:

This analysis was performed by the author with the MEPLAN urban model, developed for the Sacramento MPO. It assumed more ambitious transit investment levels than in previous studies. The model analysis was performed for a 50-year time horizon to enable comparison with the MPO's recent 50-year visioning study results.

1. **The transit-only scenario assumed many Bus Rapid Transit (BRT) lines,** in exclusive lanes within the urban areas, and on highways to the outlying cities in the region. The analysis did not include use of the California emissions model, but emissions and fuel use correlate very strongly with total travel (VMT). **This scenario reduced VMT by 8% in 2025 and 12% in 2050.**
2. **The MPO's transportation plan** assumed more freeways, more HOV lanes, more or wider ramps, and more Light Rail lines, was modeled **with an urban growth boundary (UGB). This scenario reduced VMT 7% in 2025 and 8% in 2050** and so performed somewhat worse than the transit-only scenario.
3. **The transit-only scenario was tested with a UGB. This reduced VMT by 15% in 2025 and 20% in 2050. Congestion was also reduced.**
4. **The transit-only scenario was tested with an extra fuel tax of $1.00 per gallon and parking charges for work trips. This reduced VMT by 14% in 2025 and 18% in 2050. Congestion was reduced substantially.**
5. **The transit-only scenario was tested with the pricing policies and with a UGB. This reduced VMT 20% in 2025 and 25% in 2050. In this scenario, congestion was reduced the most.**

Such strong results stem from the inclusion of a comprehensive transit scenario with fast BRT in exclusive lanes. Also, the urban model allows new development to complement the transportation systems.

All of the tested scenarios were found to be economically beneficial for low-income travelers. The three Urban Growth Boundary scenarios were strongly positive for all travelers together, with savings of about $0.5 million per day. The analysis method used includes only the morning peak period, so if the results are factored to get all daily travel, the savings become about $1.5 million per day ($500 million per year).

These scenarios all included only moderate pricing policies and thus the results should be viewed as the middle range of what is achievable for most large regions, where such levels of transportation pricing incentives will likely become acceptable within a few years.

Including transportation investment and policy scenarios together with pricing and Smart Growth policies has a significant positive impact on system performance (congestion) and on user satisfaction. This likely enhances the political feasibility of adopting such policies.

The studies summarized above:

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