

# Air and Climate Public Advisory Committee

Suite 300, 777 North Capitol Street, N.E. Washington, DC 20002-4239 ☐ (202) 962-3360 ☐ Fax: (202) 962-3203  
<http://www.mwcog.org/environment/committee/>

**The Air and Climate Public Advisory Committee (AQPAC) is an advisory body to the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy, and Environment Policy Committee (CEEPC)**

Draft Meeting Minutes  
Monday, June 13, 2011  
Room 4/5  
5:30 P.M.-7:30 P.M.

**ACPAC members:** Sarah Bunn, Bill Butler, Beverly Fourier, Andrew Kambour, Sally Kane, Deron Lovaas, Brian McFarland, Caroline Petti, Glenna Tinney

**Staff:** Joan Rohlf, Maia Davis

## **1. Call to Order, Adoption of Agenda, Approval of Minutes**

The meeting was called to order at 5:33pm. The agenda and minutes from May 16, 2011 were approved with no changes.

## **2. Transportation Priorities Plan Draft Scope (Ron Kirby, COG Director of Dept of Transportation Planning)**

Ron Kirby presented on the scope of work and process to develop a regional transportation priorities plan for the national capital region. The purpose of a regional priorities plan is to identify 10-15 regional intermediate and long-term priorities beyond the Constrained Long Range Plan and Transportation Plan Board that can be pursued with discretionary funding opportunities like TIGER grants. There will be public comment opportunities on the development of the plan in July of 2012, 2013 and 2014.

Ron answered many questions for the group including providing general descriptions of complete streets, activity centers and TIGER grants. Ron further described the possibilities of using TIGER grant funding to create complete streets around rail stations in existing and future regional activity centers. As part of this discussion, Ron described the need for increasing bike and pedestrian safety through creating connected and safe bike routes and bike safety awareness and training.

Ron also answered questions on how they are quantifying environmental and public health benefits, what performance measurements they are looking at and how they will otherwise identify stations to focus on. One interesting performance measure Ron described was street block density (ie how many connected street blocks per square mile) and how that can improve the connectivity in employment centers. For instance, Tysons Corner has a current street block density of 45.3 and after its redevelopment it will be 96.1.

One ACPAC member recommended the Community Leadership Institute to ACPAC members as a great program for interested citizens to immerse themselves in transportation issues.

## **3. Future CAFE Standards and New Fuel Economy Labels (Deron Lovaas, NRDC)**

Deron provided an overview of CAFÉ standards from the start. Deron described how in the 1970s the fuel economy standards program was developed and given two mandates – safety and increase fuel economy. These mandates can conflict because an increase in fuel economy can mean lighter vehicles, which can decrease safety. However, many variables can play into this and fatalities are currently at the lowest ever mainly because of an increase in vehicle safety features.

In 2007, the Energy Independence and Security Act called for a 40% boost in fuel economy standards by 2020 and following this President Obama moved that year up to 2016. Therefore, by 2016 the corporate average fuel economy must be 35 mpg. Currently, a proposed rule for standards through 2025 is planned to be released in September 2011 with a final rule due in July 2012. Fuel economy standards between 47 – 62 mpg are under discussion.

The newly released fuel economy labels provide more helpful information on the fuel economy of vehicles to help assist consumers save money at the gas pump. The labels provide information on the average annual fuel costs for the vehicle and how it compares to the average vehicle on the road. A fuel economy and greenhouse gas rating is provided as well as a smog rating. There is even a smart phone bar code that can be scanned into an app to pull up additional and customizable information on the vehicle.

#### **4. MWAQC and CEEPC Update (Joan Rohlf, COG DEP Staff)**

The main air quality update that Joan provided was on the ozone season summary so far for 2011. As of June 9<sup>th</sup>, the region has had 2 code red and 2 code orange days. On June 10, the highest monitor reading for ozone in several years was in the Baltimore region and was over 140 parts per billion (ppb). University of Maryland aircraft flew over Cumberland and saw a 115 ppb reading, which is an indicator of pollution levels coming into the region from other parts of the country.

Joan answered ACPAC member questions on the code orange and red alerts and which information addresses current air quality levels versus an 8 hour average. ACPAC members had a discussion on the responses to code orange and red days. It was pointed out that schools still have recess, kids still have soccer practice, transit systems no longer offer free rides on code red days and education is needed. Members asked that ACPAC keep track and review air quality this month and bring questions and insights for improvement at the July meeting. Members also asked for another ozone summary update and to play the air quality Jeopardy game at July's meeting.

The main item that Joan discussed with the group regarding CEEPC updates are the priorities CEEPC just established which include community energy planning, government and community inventories, greenhouse gas reduction plans, regional tree canopy plan and regional climate adaptation plan. One member asked that we have a speaker come in to discuss climate adaptation in the region.

#### **5. Adjourn**

The meeting was adjourned at 7:37pm.

<b>Next meeting: July 18 – 5:30pm – Room 4/5</b>
--