



AIR AND CLIMATE PUBLIC ADVISORY COMMITTEE

January 9, 2017
5:30 - 7:30 P.M.
COG Meeting Room 4/5

DRAFT MEETING SUMMARY

ACPAC MEMBERS

- Gretchen Goldman (on phone)
- Seth Heald
- John Howes
- Robin Lewis
- Sarah Mazur (on phone)
- Dan Moring
- Ron Rodriguez (on phone)
- Glenna Tinney
- Tamara Toles - O'Laughlin
- Gabriel Thoumi

STAFF

- Amanda Campbell
- Maia Davis
- Stephen Walz
- Sergio Ritacco
- Lori Zeller

GUESTS

- Jacqueline Norris

1. CALL TO ORDER, AGENDA, MEETING SUMMARY APPROVAL AND INTRODUCTIONS

Glenna Tinney, ACPAC Chair

The meeting agenda was approved without changes. The meeting summary was approved without changes.

2. TRANSPORTATION PLANNING ANALYSIS

Sergio Ritacco, Transportation Planner II, COG TPB Staff
Lori Zeller, Transportation Planner, COG TPB Staff

The performance analysis of the 2016 Constrained Long Range Transportation Plan Amendment was approved on November 16, 2016. The CLRP identifies regionally significant transportation projects and programs that are expected to be implemented through 2040. Staff compile the project list

submitted by local government member's departments of transportation, and model the regionally significant projects that are likely to be funded. Transportation staff presented the performance analysis results of the plan. The region expects to add 1.2 million in population and 940,000 jobs over the period. Part of the analysis consists of examining the CLRP's alignment with TPB's Regional Transportation Priorities Plan. The CLRP contains a commitment to maintenance and operations and state of good repair for transit and roads. The regional plans add over 76 miles of high capacity transit, and contain congestion relieving measures such as adding 1,000 additional lane miles which include more than 200 toll lane miles.

The analysis shows that 15 new Activity Centers will be connected to high-capacity transit. Growth in other modes will outpace single driver trip growth. However, due to growth, congested lane miles will increase from 10% to 15%. The number of jobs within a 45-minute auto commute is expected to decrease by 1% while the number of jobs within a 45-minute transit commute is expected to increase by 31%. Commuters in the eastern portions of the region can be expected to see their auto commute time increase. The opposite is true for the western portions of the region. Overall, more jobs will be accessible by transit. Emissions of all criteria pollutants and carbon dioxide are expected to drop steadily between now and 2040.

Mr. Ritacco confirmed that the congestion measure is defined as a 5% or more decrease in speed on any given road segment. Some other metrics are more meaningful to the user such as minutes of delay per trip. Bicycle lanes are not 'regionally significant' and aren't modeled, except for some projects in the District of Columbia that take the place of a driving lane. Another task force is examining scenarios such as no build and building all the projects in all of the transportation plans throughout the region.

3. TRANSPORTATION ENVIRONMENTAL JUSTICE ANALYSIS OF THE LONG-RANGE TRANSPORTATION PLAN

Sergio Ritacco, Transportation Planner II, COG TPB Staff

Mr. Ritacco shared that the Transportation Planning Board (TPB) now prefers to use the term 'equity emphasis areas' rather than 'communities of concern'.

The areas are identified through an index rating that scores census tracts based on low income and minority concentrations. The index gives more weight to low income (defined as 150% of poverty level and below). A map is available at <https://gis.mwcog.org/webmaps/tpb/clrp/ej/>. Low income neighborhoods are concentrated in the District of Columbia and the inner suburbs in Prince George's County. Additional pockets of low-income populations are widely scattered throughout the region. The region shows a clear east-west divide in African American population. Asian and Hispanic/Latino populations are concentrated in several neighborhoods across the inner and outer suburbs. The slightly more Equity Emphasis Areas are located in the eastern portions of the region, but they are found in significant concentrations in all of the region's counties.

TPB staff plans to examine the location of older adult and populations with disabilities. Then staff will analyze whether the CLRP results in disproportionate impacts or access for various populations.

Discussion/Feedback

- Members discussed the terms used – 'equity emphasis areas' does not sound like it's referring to a community, and the term 'equity' is outdated, however, 'communities of concern' has negative connotations.

- Members agreed to link to the analysis in the EJ Toolkit.

4. COMMITTEE UPDATES

- a) EJ Toolkit: Chair Tinney said that the committee sent a draft of the EJ Toolkit to COG staff to review
- b) VW Settlement: Ms. Davis and Mr. Walz said that the Volkswagen Settlement funds will be used by states and other entities to offset the emissions caused by the regulation-violating vehicles. MWCOG is applying to distribute funds to partners throughout the region to install publicly accessible electric vehicle infrastructure, and education and outreach. The educational proposal is being developed with Clean Air Partners and the Clean Cities program. Over 100 partners are proposing to install 1300 stations in the application. The funding would cover level 2 and fast charging stations.

One member suggested that COG consider locating charging stations strategically to meet user needs.

- c) Nominating Committee and ACPAC Recruitment: Sarah Mazur (Maryland) and Glenna Tinney (Virginia) are on the Nominating Committee. Per the bylaws, a third representative is needed. *Robin Lewis volunteered to serve.* The Nominating Committee will hold a call this month. In regards to recruitment, only one member decided not to continue to serve. Staff is recommending that that slot be taken by Rev. Jacqueline Norris. Several other members are up for re-appointment. Members must be appointed (or re-appointed) by the Metropolitan Washington Air Quality Committee's Executive Committee in January. New appointees will officially begin in February.

5. ADJOURN

The next meeting is scheduled for February 13, 2017.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. For more information, visit: www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD)