

# Air and Climate Public Advisory Committee

Suite 300, 777 North Capitol Street, N.E. Washington, DC 20002-4239 (202) 962-3227 Fax: (202) 962-3203

<http://www.mwcog.org/environment/committee/>

The Air and Climate Public Advisory Committee (ACPAC) 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, April 20, 2015

Training Center

5:30 P.M.-7:30 P.M.

**ACPAC Members:** Richard Ezike, Gretchen Goldman, Eric Goplerud, Seth Heald, John Howes, Sally Kane, Chuck Kooshian, Robin Lewis, Sarah Mazur, Dan Moring, Natalie Pien, Maggie Shober, Gabriel Thoumi, Glenna Tinney, Tamara Toles-O’Laughlin

**Staff:** Steve Walz, Maia Davis, Amanda Campbell, Erin Morrow, Daivamani Sivasailam

**Additional Guests:** Philip Bane, Sandra Bear and Brandi Martin, Smart Cities Coalition

## 1. Call to Order, Adoption of Agenda (Glenna Tinney, Chair)

The draft agenda and February meeting summary were approved without changes.

## 2. Smart Cities 101 (Brandi Martin, Smart Cities Council)

Smart Cities technologies provide solutions for planning, infrastructure, system operators, citizen engagement, data sharing and more. Some of these solutions include devices and control, citywide connectivity, data management, analytics, and more. These solutions help create smart buildings, smart government services, smart infrastructure, visualization and analytics, etc. Charlotte, NC is working toward becoming a Smart City through its Envision Charlotte initiative. There currently aren’t incentives to for private businesses to participate but that may be the next step.

ACPAC members had a lot of thoughts and comments. Data needs to be tailored to the users’ needs and how it can help people. Smart technologies could be used to reduce electric outages, water infrastructure risks, connect alternative transportation methods (such as metro and bike share availability). High school students could be a good population to reach out to about how technology and data could be used to help improve communities and for community engagement.

## 3. Greenhouse Gas Emission Reduction Strategy Work Session

Over the last several years COG and its members have been working diligently toward the regional greenhouse gas emission reduction goals: 10% by 2012, 20% by 2020, and 80% by 2050 (below 2005 levels). The draft regional inventory for 2012 shows the region has met the 2012 goal. The Multi-Sector Greenhouse Gas Work Group (MSWG) is working toward developing a “What We Can Do Report” to help the region meet the future regional goals.

The MSWG has developed a list of draft strategies that is open for public comment through April 22, 2015. The strategies will be narrowed down and analyzed by consultants to inform the report. To

provide input on the strategies and what the consultants analyze ACPAC members were broken out into 3 tables each with a separate focus sector: energy and environment, transportation and land use. Each table was asked to provide their top 3 priority actions, least 3 priorities and asked what was strategies were missing. A summary of the discussion at each break out session is as follows:

Energy and Built Environment:

<b>Top Priorities</b>	<b>Bottom Priorities</b>
1. Building efficiency for new and existing buildings	1. Education
2. Energy source/supply	2. Non-road engines
3. Resource recovery and management	3. Public/private infrastructure

The majority of this group felt education could be integrated into all of the strategies; one member felt that education was a top priority. Members thought that the Location Efficiency strategy should be covered in the Land Use sector. Overall members of this group agreed that public/private infrastructure and non-road engines were important but not as important as others on the list for the specific purpose of reducing GHG emissions. Electric car infrastructure was one strategy identified as missing from the list. Several group members noted that Energy source/supply should consider how to implement the targets in Virginia.

Transportation:

<b>Top Priorities</b>	<b>Bottom Priorities</b>
1. T-13: Enhance transit services	1. T-10: Lower speed limits
2. T-12: Enhance the bicycle/pedestrian environment	2. T-15: Park and Ride and HOV investments
3. T-18: Road pricing/congestion pricing	3. T-4: Lower emission off-road construction vehicles
4. T-21: Increasing fuel/carbon tax	

Missing from T-17 was optimizing travel demand through operations and from T-21 is missing the inclusion of equity considerations.

Land Use:

<b>Top Priorities</b>	<b>Bottom Priorities</b>
Tree canopy	None identified
Walkability	
Jobs/housing balance	

The strategies weren't grouped in a manner that was easily understood. One suggestion was to combine strategies L-2, L-3, L-5, and maybe even L-6 since they all relate to the jobs/housing balance. Also, the concept of Activity Center weren't readily understood. Transportation corridors connecting activity centers should not be ignored and should be a focus for density and development and to support

alternative transportation initiatives such as bus rapid transit. Implementation actions should include incentives for people to live near where they work.

It was also noticed that Land Use strategies were far less in number than the other sectors and consideration should be put into adding additional strategies. It was specifically noted that strategies for the “land” were missing from the Land Use sector (suggested strategy L7). Sustainable landscaping and land management supports soil and forest carbon sequestration and energy efficiency from reduced water use and reduced wastewater treatment needs while increasing biodiversity and providing pollinator habitat. These strategies include reducing impervious pavements, decreasing water intensive plantings, and reducing nitrogen, phosphorus, and sediment pollution loads entering streams and increasing stream bank restorations (which in turn requires less advanced treatment of water at energy-intensive treatment plants). It was suggested that we should not ignore the “land” and the energy-water nexus. It was suggested that this sector of strategies be renamed to Land Use/Water strategies.

Suggested strategy L8 is to focus quality development in transportation corridors (not just in Activity Centers).

Recap and Next Steps:

A general comment that ACPAC members had was that the highest common denominator (not the lowest) should set the bar for all the strategies.

ACPAC members are invited to provide additional thoughts and comments via the online comment form for the MSWG public comment period through April 22, 2015. There will also be a public comment period on the draft Interim Technical Report this upcoming August-September and during the last public comment period on the draft “What We Can Do Report” in the Nov/Dec timeframe.

**4. Committee Updates**

The 2015 Climate and Energy Leadership Awards Program was launched last week and outreach about the program has begun. Glenna asked all ACPAC members to reach out to their other groups, networks and contacts to tell them about the program.

A group photo of ACPAC members was taken for the annual progress report.

<b>Next meeting: May 18, 2015 – 5:30pm – 7:30pm</b>
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