

Air and Climate Public Advisory Committee

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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, November 15, 2010
Room 1
5:30 P.M.-7:30 P.M.

ACPAC members: Deron Lovaas, Chair; Linda Murphy; Jen Peterson; Larry Zaragoza

Guests: Tad Aburn, MDE; David Krask, MDE

Staff: Joan Rohlf; Maia Davis, Andrew Austin, COG/DTP

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

The meeting was called to order at 5:45 pm. The agenda and the minutes of October 18, 2010 were approved with no changes.

2. National Ambient Air Quality Standards (NAAQS) Monitoring Maryland: Implications of Recent Revisions to the NAAQS and Monitoring Rules (Dave Krask, Maryland Department of Environment - MDE)

Mr. Krask provided an overview of air monitoring station locations and data collected at each monitoring site, gave an overview of the Annual Network Plan and 5-year Network Assessment, gave a background on NAAQS and reviewed the NAAQS federal revisions and how it will affect monitoring in Maryland. The Annual Network Plan is revised every year by July 1 and opens for public comment during the May-June timeframe. Proposed new or discontinued sites are presented in the annual plan. Due to an anticipated decrease in federal funding for monitoring it is anticipated that there will be pressure to discontinue some monitoring stations and it will be important for citizens to support the continuation of these monitoring station. MDE has reached out to several national environmental groups to educate them on the issues and where there support may be needed. One member asked that MDE share any materials or letters documenting monitoring related issues so that ACPAC can help MWAQC recognize the importance of these issues. The next 5-year Network Assessment will be updated this upcoming July.

In terms of the revised NAAQS, some ACPAC members had questions regarding locating monitors near major roadways versus locating monitors near where people live (not always the same). MDE recognized that there are conflicting requirements and that a pilot study in 4-5 cities across the country (including Baltimore) may shed light on how to resolve the issue. The group had a discussion about pollution levels and how they could be higher in areas where the population and major roadways are located together like in activity centers/livable communities. One member asked if local long-term development plans coordinate with the state to take into consideration air quality planning. Mr. Krask's response was no and stated that zoning can contribute to air quality issues.

3. The 2010 National Capital Region Constrained Long-Range Transportation Plan (CLRP): How Does it Perform? (Andrew Austin, COG Dept. Transportation Planning)

Mr. Austin gave a briefing on the CLRP that is up for adoption by the Transportation Planning Board on November 17, 2010. The CLRP contains all transportation projects currently planned for the next 30 years. Federal law requires updates every four years; however, minor updates are incorporated each year. Funding

comes from a variety of sources include Federal, State, Local, various local taxes and private developer funding. The percent of total funding from federal sources is anticipated to decrease. Only 30% of future funding will be directed towards expansion projects. Seven percent more of the total funding will be directed towards public transit that previously identified. Lack of future funding limits expansion of capacity on METRO; however, street cars may be a more cost-effective solution to increasing public transit capacity. Although transit work trips will increase by over 40% between 2011 and 2040, transit will not solve congestion issues. During the same time frame truck trips will increase by about 35% and there will be a 38% overall increase of lane miles congested. Some ACPAC members asked that the report show the variances in the region because the outer suburbs will have an increase of over 100 percent while the inner suburbs will be much less.

4. Committee Updates:

- **MWAQC:** The Technical Advisory Committee met on November 9 and reviewed a draft comment letter on conformity for the 2010 CLRP and 2011-2016 TIP, a draft comment letter on EPA's proposed fuel efficiency labels for automobiles and the CAFE heavy duty trucks proposed rule.
- **CEEPC:** The committee will meet next Wednesday morning and hear about the WE CAN program, the status of electric car markets and infrastructure and ACPAC members are welcome to attend for a featured presentation on community energy planning by Peter Garforth at 10:30am.

5. Recruitment of New Members (Maia Davis, DEP Staff)

ACPAC recruitment for new 2011 members is currently underway. A web-based recruitment strategy has been implemented using the COG website, Linked In, Facebook, Patches (online community newsletters) and an e-card. In two weeks of online recruitment nine valid applications have been received. COG staff will continue with this strategy through December, work with local government partners to post ACPAC recruitment information via social media and incorporate phone call recruitment, if necessary.

6. New Business:

A briefing was provided on the US Environmental Protection Agency's (EPA) Draft Healthy Indoor Environment Protocols for Home Energy Upgrades that has been released for public comment through December 9, 2010. Due to the short public comment period ACPAC members decided not to submit public comments as a committee; however, requested staff to forward information to the members in case they would like to submit comments individually.

Next meeting ACPAC will continue the discussion on EPA's Draft Healthy Indoor Environment Protocols for Home Energy Upgrades and introduce the US Department of Energy's new Home Energy Score Pilot. Also, a nominating committee will be established for 2011 chair elections.

7. Adjourn

The meeting was adjourned at 7:40pm.

Next meeting: December 13 – 5:30pm – Room 1
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