



Climate, Energy, and Environment Policy Committee Meeting

DRAFT WEBINAR MEETING SUMMARY: MAY 26, 2021

CEEPC MEMBERS IN ATTENDANCE

- Hon. Deni Taveras, Prince George's County
- Hon. Koran Saines, Loudoun County
- Hon. Mary Cheh, District of Columbia
- Hon. Matt De Ferranti, Arlington County
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Penny Gross, Fairfax County
- Hon. M.C. Keegan-Ayer, Frederick County
- Hon. Del Pepper, City of Alexandria
- Hon. Dave Snyder, City of Falls Church
- Hon. Ann Wheeler, Prince William County
- Hon. Patrick Wojahn, City of College Park
- Melissa Adams, Washington Gas
- Dr. Kambiz Agazi, Fairfax County
- Erica Bannerman, Prince George's County
- James Bradbury, Georgetown Climate Center
- Austina Casey, District Department of Transportation (DDOT)
- Amanda Campbell, City of Rockville
- Eric Coffman, Maryland Energy Administration (MEA)
- Ira Dorfman, GWR Clean Cities Coalition
- John Friedman, Washington Gas
- Susan Gerson, Loudoun County Public Schools (LCPS)
- Kim Goddu-Alexander, Bethesda Green
- Beth Groth, Charles County
- Stephen Gyor, District of Columbia
- Dawn Hawkins-Nixon, Prince George's County
- Maureen Holman, DC Water
- Geoffrey King, Connected DMV
- Melissa Lavinson, Pepco
- Taresa Lawrence, District Department of Energy and Environment (DOEE)
- John Lord, Fairfax County Public Schools
- Su Ly, US Environmental Protection Agency (EPA)
- Elissa McDade, Washington Metropolitan Area Transit Administration (WMATA)

- Dale Medearis, Northern Virginia Regional Commission (NVRC)
- Regina Moore, Virginia Department of Transportation (VDOT)
- Shannon Moore, Frederick County
- Guillermo Ortiz, Chair of Air and Climate Policy Advisory Committee (ACPAC)
- Scott Pomeroy, Scalable Strategies
- Matt Ries, DC Water
- Adam Roberts, Bethesda Green
- Hilari Varnadore, US Green Building Council

ADDITIONAL ATTENDEES:

- Blake Adams, District Department of Public Works
- Vimal Amin, Maryland Department of the Environment (MDE)
- Dawn Ashbacher, Frederick County
- Chris Beck, MDE
- Emily Bertram, US EPA
- Michael Carter, District Department of Public Works
- Anthony Catalino, District of Columbia
- Kim Drake, MDE
- Bill Eger, City of Alexandria
- Jay Fisette, DMV Strategic Advisors
- Matthew Gaskin, DDOT
- Jen Hatch, DOEE
- Chris Hoagland, MDE
- Adriana Hochberg, Montgomery County
- Kathie Hoekstra, City of Alexandria
- Allison Homer, Fairfax County
- Verena Joerger, US EPA
- Michael Knapp, Regional Tree Canopy Subcommittee Chair
- Rachel Lamb, MDE
- Sam Maglinao, City of Rockville
- Gina Mathias, City of Takoma Park
- Demetra McBride, Arlington County
- Matthew Meyers, Fairfax County

- Jason Pauley, Prince William County
- Jim Ponticello, VDOT
- Bill Pugh, Coalition for Smarter Growth
- Kari Snyder, Maryland Department of Transportation (MDOT)
- Steve Walz
- Norman Whitaker, VDOT
- Andie Wyatt, Grid Alternatives
- Jennifer Zettl, City of Alexandria

COG STAFF IN ATTENDANCE:

- Leah Boggs, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Jennifer Desimone, COG Environmental Programs
- Katie Dyer, COG Environmental Programs

- Lyn Erikson, COG Transportation Planning
- Megan Goodman, COG Office of Communications
- Jeff King, COG Environmental Programs
- James Li, COG Transportation Planning
- Wyetha Lipford, COG Environmental Programs
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- Tim Masters, COG Environmental Programs
- Kanti Srikanth, Deputy Executive Director Metropolitan Planning
- Dusan Vuksan, COG Transportation Planning



1. WELCOME AND MEETING SUMMARY

Deni Taveras, CEEPC Chair

Chair Deni Taveras called the Climate, Energy and Environment Policy Committee (CEEPC) webinar meeting to order. COG has officially launched the [DMV Climate Partners](#) website. Jeff King has been selected to be the Director of COG's Climate, Energy and Air Program. Maia Davis (COG staff) went over the virtual meeting guidelines. CEEPC's March 24 Meeting Summary was approved.

2. COMMITTEE AND MEMBER UPDATES

A. Built Environment Energy Advisory Committee (BEEAC)

Gina Mathias, BEEAC Chair

- BEEAC has engaged in capacity building on zero energy buildings (ZEB), hearing from industry experts including the New Buildings Institute, USDOE, NREL and the Carbon Leadership Forum.
- In March, CEEPC heard from the New Buildings Institute discussing a framework towards ZEBs and decarbonization through decarbonizing building code language. CEEPC members posed questions about the benefits of shifting away from natural gas to all electric buildings.
- As a follow-up, BEEAC will hold a technical session to look closely at the cost benefits of ZEBs and transitioning to all electric buildings.
- Additionally, BEEAC is considering holding a briefing on the new energy building code development decision made by the International Code Council that could impact building energy codes adopted by states. This technical session will likely be in July.
- BEEAC's next meeting is June 17.

B. Air and Climate Public Advisory Committee (ACPAC)

Guillermo Ortiz, ACPAC Chair

- ACPAC now has a full committee of 18 members. In February, ACPAC moved forward with a quorum of 12 members, approved by MWAQC Executive Committee. The first recruitment round was November to December 18, with over 20 applications. Most of the expertise was in climate and energy. ACPAC conducted a second round of recruitment to focus on getting more applicants with expertise in air quality. The second round ended on March 19. At the April 14 meeting, the MWAQC Executive Committee approved the final 6 committee members. ACPAC now has representation across air, climate, and energy.
- On Earth Day, the 2021 Climate and Energy Leadership Awards Program was launched. This program was first launched 7 years ago on Earth Day. ACPAC launched the program as a way to highlight projects and programs that address climate issues in the region. ACPAC did not conduct the awards program last year due to COVID-19 but are picking it back up this year. There will be two award categories (government agencies and NGOs) instead of three. The committee decided not to include educational institutions as the school year was truncated due to COVID-19. The deadline for applications is June 30. Contact [Leah Boggs](#) of COG Staff for more information.
- At ACPAC's May meeting, Sunil Kumar briefed the committee on the Ozone SIP (Statement Implementation Plan) process and timeframe to reach containment. The committee also heard from Electrify America and the City of Alexandria's Electric Vehicle Strategy Plan and how they address equity in infrastructure deployment.
- ACPAC's next meeting is July 19.

C. Greater Washington Region Clean Cities Coalition (GWRCCC)

Ira Dorfman, GWRCCC

- The Mid-Atlantic Electrification Partnership project, a \$6M, 39-month effort funded by the US Department of Energy, has launched. The purpose of this program is to support and foster a regional electric vehicle (EV) ecosystem in DC, MD, VA and WV.
- The Greater Washington Region Clean Cities Coalition (GWRCCC) will be responsible for managing and convening the advisory committee responsible for activities in the DMV.
- Strategic project elements and partnership with EVNoire will ensure that historically underserved and frontline communities will be a part of this EV ecosystem providing vehicle and charging access for all.
- Project partner Greenspot will develop, install, and manage publicly available Level 2 electric vehicle charging stations; and will create e-Mobility hubs, where car-share EVs will be available for the public to rent on an hourly and daily basis. Greenspot will work directly with three cities per state and install charging stations at a total of 18 e-Mobility hubs. In DC, Greenspot will install charging stations in six separate locations and provide 18 vehicles for the public to rent.
- A network of 19.2 kWh fast level 2 chargers will be installed with partner Blink throughout the project area. This includes 200 high-speed chargers throughout the project area.
- Project Partner Pepco will provide the infrastructure necessary to install the charging equipment for taxi/rideshares. The locations of the charging stations are still to-be-determined.
- To learn more about these opportunities, contact [Ira Dorfman](#) or [Alleyn Harned](#).

D. Regional Tree Canopy Sub-Committee (RTCS)

Michael Knapp, RTCS Chair

- The improvements to the Tree Conservation Cookbook that CEEPC members recommended in January have been made and RTCS will be distributing it for review in the coming month.
- The document that RTCS is developing with regard to recommendations for tree canopy goals and metrics for the metropolitan Washington region will include information about the current (2018) tree canopy levels and a tree canopy goal for the region based on population density in each jurisdiction. This document will also include metrics of success for those canopy goals. RTCS is finalizing a rough draft of these recommendations and will be reviewing this information internally before possibly presenting the draft document at the next CEEPC meeting.

E. Committee Member and Staff Roundtable Updates

Ann Wheeler, Prince William County

Prince William County has funded their sustainability efforts. The budget was passed and allocates \$650,000 to start the county's sustainability efforts.

Koran Saines, Loudoun County

In April, a Board Member Initiative (BMI) was submitted, which directs staff to study the feasibility of deploying solar farms in Loudoun County.

Penny Gross, Fairfax County

Fairfax County started a joint environmental task force with the county school board a couple of years ago. The task force published a report last fall, and the schools presented to the Virginia School Boards Association about the joint environmental taskforce effort as a means of seeking potential partnerships.

Dave Snyder, City of Falls Church

The City of Falls Church opened a new high school, which has geothermal and is a net zero energy building. At the regional level, the Northern Virginia Transportation Authority approved a technology

analysis tool, which will include sustainability, equity and safety considerations.

Bill Eger, City of Alexandria

Alexandria released its [Electric Vehicle Charging Infrastructure Readiness Strategy](#) on April 27. The city launched its Energy and Climate Change Task Force on May 4 to support the city staff's update of Alexandria's [Energy and Climate Change Action Plan](#).

Shannon Moore, Frederick County

Frederick County signed a MOU with COG and will be doing some tasks with them on electric vehicle infrastructure, particularly relating to fleet conversion and some other tasks, such as an internal greenhouse gas (GHG) emissions inventory, and some risk and vulnerability assessments. The county has a Climate Emergency Mobilization Workgroup that was put together by the county council. The workgroup is going to be presenting its results in September.

Dawn Hawkins-Nixon, Prince George's County

Last week, Prince George's County's Climate Action Commission adopted the COG goal of 50 percent below 2005 levels by 2030 as their GHG emission reduction target. The county is aiming to complete their draft plan later this year. The county has also funded two new full-time positions to assist in the climate planning process.

Beth Groth, Charles County

The Charles County Board of Commissioners approved commencement of the county's climate action planning process. The county will be working on an MOU with COG and begin the first phase, which will be their resilience plan.

Amanda Campbell, City of Rockville

Rockville is promoting the Capital Area Solar Co-op. Their Environment Commission updated the [video](#) from last year. The city continues to work on their first Climate Action Plan.

Eric Coffman, MEA

MEA recently announced [awardees](#) for the FY21 Resilient Maryland feasibility program. There are 8 new awardees spanning new applications, critical infrastructure, and key economic drivers.

Elissa McDade, WMATA

Last week, WMATA released their first ever climate bond as part of their commitment to delivering sustainable, cost-effective transportation service to the region. The projected \$874 million bond offer approved by WMATA's Board of Directors will fund capital projects and support their energy action plan. WMATA's draft sustainability principles and vision is expected to go before the Board of Directors on June 10 for final approval.

Emily Bertrum, EPA Region 3

EPA's newly launched [climate change website](#) contains information on US EPA's climate program and the various climate-related Executive Orders. In Region 3, EPA has climate change planning efforts underway both at the Regional Administrator level as well as in the Air & Radiation Division (ARD). In February, EPA formed an ARD Climate Change Team that is focused on coordinating regulatory; voluntary/partnership/grants; and capacity building programs and activities.

Maureen Holman, DC Water

DC Water has issued an [RFI](#) for a microgrid at the Blue Plains Wastewater Treatment Plant, letters of

interest due by June 14.

Blake Adams, District Department of Public Works

The District Department of Public Works recently released a waste characterization study for the city, which demonstrates how large the city's waste stream is and identifies opportunities for greater diversion, namely recycling and composting anaerobic digestion. They also released a diversion report; the city is at a 16 percent diversion rate. They are currently working on a waste-to-energy versus landfill lifecycle sustainability assessment for those two disposal options. [Link](#) to recently released reports. The Department of Public Works is working on a solid waste management plan. The last time the District had an update was in the 1970s. The Department of Public Works continues to make strides with their fleet, both for electrification and for alternative fuel vehicles.

Jenn Hatch, DOEE

DOEE continues to work on their carbon neutrality strategy, [Carbon Free DC](#), and will be sharing that soon. DDOT is simultaneously updating [moveDC](#), the District's long-range transportation vision that drives their goals around promoting active and public transportation modes, safety, and sustainability.

Maia Davis, COG Environmental Programs

CEEPC members identified climate education as an important aspect of meeting regional climate change goals. In coordination with members working on local climate plans, COG has been working on a website that they are launching today. COG and local government partners have teamed up to educate area leaders, stakeholders and residents about this challenge and connect them with opportunities for action through this new platform – [DMV Climate Partners](#).

At the last several CEEPC meetings, members have raised awareness of the need and interest in transportation sector climate action. The staff teams that support CEEPC, as well as staff teams that support the TPB, will continue to coordinate on transportation sector climate work and will be addressing transportation at all the remaining CEEPC meetings this year.

In June, COG environmental committees will be emailed a survey to gather member feedback on preferences, parameters, and comfort with returning to in-person committee meetings at COG. All responses will be anonymous and will help inform the transition to a new normal.

Leah Boggs, COG Environmental Programs

Per CEEPC request at the last meeting, Leah Boggs provided an update on the status of building codes and practices in the region. DC, Maryland, and Virginia have adopted different iterations of the International Energy Conservation Code (IECC), which is developed by the International Code Council (ICC). A code status document can be found [here](#) – CEEPC Agenda Item #2: DRAFT Regional Building Codes Status.

3. FY22 WORK PROGRAM AND BUDGET

Jeff King, COG Climate, Energy and Air Program Director

Jeff King presented the draft 2022 Regional Environmental Programs Work Program and Budget. This work plan and budget supports implementation of the 2030 Climate and Energy Action Plan to meet the regional GHG reduction goals. The core areas of this work program and budget include climate and energy, recycling and solid waste management, agriculture and forestry management, as well as water quality management. The focus of this work plan is on climate and energy. This

includes support for CEEPC, BEEAC, and work to develop climate energy policy, resiliency work, as well as project work. The funding comes from three main sources: the Regional Environmental Fund, COG member dues, and grants and other support for specific projects.

Action: The FY22 Work Program and Budget were unanimously approved.

4. MARYLAND GREENHOUSE GAS REDUCTION ACT PLAN

Chris Hoagland, MDE

Maryland's 2030 Greenhouse Gas Reduction Act (GGRA) Plan lays out the state's approach to Maryland's greenhouse gas (GHG) reduction goals. The plan calls for a goal of 50 percent reductions by 2030, as recommended by the Maryland Commission on Climate Change. With federal actions on climate change anticipated, Maryland expects to be able to achieve that goal. The state's 50 percent by 2030 goal aligns with the metropolitan Washington GHG reduction goal, as recommended by CEEPC. Maryland was recently recognized as the number one state in the US for reducing GHG emissions while growing the state's economy. Maryland's goal is to achieve ambitious GHG reductions along with economic and job growth. The 2030 GGRA Plan's modeling shows that this plan would nearly achieve a 50 percent GHG reduction by 2030. Additional federal action should make up the difference. Some new mitigation items have been added since the 2019 Draft Plan, such as an updated Clean and Renewable Energy Standard (CARES), which builds on the existing Renewable Portfolio Standard (RPS) and aims for 100 percent clean electricity by 2040. Other measures include building energy efficiency, transportation measures such as reducing vehicle miles traveled (VMT) and deploying more EVs. Sequestration programs have also been included in the Plan. The GGRA Plan also looks at economic parameters such as employment. MDE will be following the plan up with a sensitivity analysis of upcoming federal action, follow up analysis of individual program contributions, planning activities including their Buildings Plan and Medium/Heavy Duty ZEV Action Plan, as well as a mid-course progress report due in 2022.

Discussion:

- MDE is looking at how to measure sequestration in agricultural soils and forests. They are incorporating scientific findings from the University of Maryland and NASA, who performed LIDAR analysis to intensively map the entire forest canopy in Maryland. They built a new model to integrate that dataset of the forest composition in Maryland with continuous measurements through field surveys and satellite data to produce very accurate estimates of forest carbon sequestration. This is being deployed this year and will be integrated into MDE's GHG inventory and projections.
- MEA is able to support some of the transportation mitigation measures and has a program focused on fleets – [The Clean Fuels Incentive Program](#).
- Detailed spreadsheet results from all the GGRA Plan analyses can be found [here](#).

5. TRANSPORTATION PLANNING BOARD (TPB) CLIMATE CHANGE MITIGATION STUDY OF 2021

Kanti Srikanth, Deputy Director of Metropolitan Planning

The goal of this study is to demonstrate potential pathways for the region to reduce on-road transportation sector GHG emissions to meet regional GHG reduction goals in 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, is a summary of major findings from past work done in this area by TPB and COG. Phase 2 is a technical analysis conducted by a consultant. TPB staff summarized the findings of the Phase 1 report that will be used as reference

for Phase 2 of the study.

Erin Morrow, TPB Transportation Engineer

Erin Morrow summarized the results of the “What Would it Take?” Scenario Study (2010), the Multi-Sector Working Group (MSWG) Study (2017), TPB’s Long Range Plan Task Force (LRP-TF) Study (2017), as well as CEEPC’s 2030 Climate and Energy Action Plan (2020). Actions that reduce GHG emissions in the transportation sector were placed into three categories: reducing fossil fuels consumed by vehicles; reducing vehicle travel (VT or VMT); reducing inefficiencies in vehicle travel. The most effective strategies include: 1) improving fuel efficiency, fuel content, and vehicle technology; 2) aggressive federal and local transportation and land use policy actions that can impact travel behavior; and 3) operational efficiency and new transportation projects. The Phase I Report discussing the findings of these past studies in more detail can be found [here](#). In conclusion, the studies found that it is a challenging task to reduce GHG emissions from on-road transportation in a growing region. A wide range of strategies across all categories, and actions and commitments at all levels of government will be necessary. The next phase of this work will be completed by a team led by the TPB’s consultant, ICF. That information, along with the findings from these studies, will be used to examine different pathways for GHG reductions in the transportation sector. The study is expected to be complete by the end of this calendar year.

Discussion:

- COG’s Commuter Connections program is focused on travel demand management. They work directly with the communities in the region, as well as with large and small employers. They develop travel demand management programs, such as providing transit subsidies or providing other kinds of assistance, promoting teleworking, and other strategies.
- Every time the TPB adopts a new long-range transportation plan, or amends it when it does a conformity analysis, it explicitly calculates the amount of GHG emissions for that period. It compares that with the goals that have been established to date. The goals were only for 2020 and 2050. Moving forward, this will also be calculated for 2030 and 2050. CEEPC members are interested in how these reductions measure up to the new 2030 goal.
- The Long-Range Transportation Plan is something that the TPB develops because it is required by the federal government. In addition to that requirement, the federal regulations delineate exactly how to develop the plan and what kinds of projects can be included in the plan. Many goals, project, and aspirations are left out because they are not required. CEEPC members are in favor of COG advocating for federal changes to the Long-Range Transportation Plan process.
- CEEPC members are welcome to comment on the [Phase I Report](#) in the next month.

6. ADJOURN

Deni Taveras, CEEPC Chair

Chair Deni Taveras adjourned the webinar meeting. CEEPC meeting dates for 2021 include:

- July 28
- September 22
- November 17