Metropolitan Washington Council of Governments

BUILT ENVIRONMENT AND ENERGY ADVISORY COMMITTEE (BEEAC)

Meeting Summary: December 13, 2018

BEEAC Members IN Attendance:
Gina Mathias, City of Takoma Park (Chair)
Bill Eger, City of Alexandria (Vice Chair)
Dawn Hawkins-Nixon, Prince George's County
Joan Kelsch, Arlington County
Dale Medearis, NVRC*
Tim Stevens, City of Falls Church, Sierra Club

Additional Attendees:
Dawn Ashbacher, Frederick County*
Charlie Garlow, Electric Vehicle Association of Greater Washington DC*
Matthew Goetz, Georgetown Climate Center
Marguerite Guarino, Fairfax County
Jenn Hatch, DOEE
Noel Kaplan, Fairfax County*
JoAnna Saunders, DOEE
Tim Shepherd, MDE
Kudret Utebay, Cadmus
Ellen Wang, GWRCCC
Jenny Willoughby, City of Frederick

COG Staff:
Sulaiman Almaroof, COG DEP
Leah Boggs, COG DEP
Amanda Campbell, COG DEP
Maia Davis, COG DEP
Jeff King, COG DEP
Tim Masters, COG DEP
Stephen Walz, COG DEP

* Indicates participation by phone

1. CALL TO ORDER AND INTRODUCTIONS

Gina Mathias, City of Takoma Park, BEEAC Chair

Chair Gina Mathias called the meeting to order and attendees introduced themselves.

2. APPROVAL OF SEPTEMBER 20, 2018 DRAFT MEETING SUMMARY

Gina Mathias, City of Takoma Park, BEEAC Chair

The September 20 meeting summary was approved.

3. COG ANNOUNCEMENTS AND UPDATES

Tim Masters, COG

- The US Department of Energy (DOE) is working with the Maryland Energy Administration (MEA) LED streetlight grant is a three-year grant beginning in January 2019. It does not involve actual streetlight conversions but focuses on outreach with the goal of providing an LED conversion toolkit (including guidance, sample templates for RFQs, contracts, etc.), completing LED conversions for at least five local governments and helping 10-15 local governments begin the process, and inventorying streetlight fixtures.

Amanda Campbell, COG

- The Army Corps' Coastal Flood Risk Management Study for the region was rescoped for Northern Virginia with the partners of Fairfax County, Arlington County, Alexandria, and the Metropolitan Washington Airports Authority. Still looking for funding to do feasibility study and find funding for a larger levee system to protect the region from storm surge.
- Northern Virginia Resilience Team will be hosting a webinar on Monday (12pm – 2pm).
- The Mid-Atlantic Regional Integrated Sciences and Assessment program is a resilience program. They have produced a climate data summary with several maps of our region.

4. JURISDICTION UPDATES AND PEER EXCHANGE ROUNDTABLE

Jurisdictional updates, including the needs of local governments with regard to advancing EVs:

Joan Kelsch, Arlington County –

- Arlington County is working on their Community Energy Plan and thinking about possibly changing their greenhouse gas (GHG) emission goal.
- The County is looking at setting up a sustainability dashboard for the county, which is proving to be a complicated project. Minnesota has a great dashboard for reference.
- The County continues to have budget issues, which impacts sustainability work.
- EVs are high on the priority list and there are efforts to get VW settlement funding. This is part of the new plan. Electrification is a focus to cut emissions.

Bill Eger, City of Alexandria –

- In October, the City passed its update to their environmental action plan. The second phase of that project looks at long term actions, GHG/energy targets, stormwater management, environmental health, etc. This second phase should be completed in June 2019.
- Working on update to green building policy. First engagement process of task force has recently passed, looking forward to seeing what comes from this.
- With regard to EVs there are three particular items of interest. First, the City has entered into serious discussions about the electrification of all government passenger vehicles in the jurisdiction. Second, the community has been pushing for the electrification of the City's transit fleet. The City is conducting a feasibility study on this. Thirdly, the City is working on an EV Readiness strategy. More information on these initiatives are forthcoming.

Gina Mathias, City of Takoma Park –

- The City is also updating their sustainability action plan. They are also working on a climate resiliency plan and looking into minimum energy efficiency standards for Takoma Park's existing building stock.

- With regards to EVs, the City has public chargers around the jurisdiction. The City's only gas station is converting to an all-electric charging station. The challenge has been the public charging stations and parking issues related to local businesses.

Tim Stevens, City of Falls Church, Sierra Club –

- The City is working on 10 acres of land that the City owns next to the West Falls Church metro station. A LEED developer has been selected to develop the site.
- Regarding EVs, the City has an energy committee that has taken up EVs in a more comprehensive way. They are in discussions with the City's Treasurer to look at the personal property tax to incentivize EV adoption. They are also considering a ride and drive showcase event for City residents. They are promoting the installation of EV charging infrastructure. They are looking at ways to encourage local businesses to install charging stations as well.
- The City is also looking at a rewrite of their comprehensive plan, which will include a section on EVs, which the last edition (from 2005) did not.

Jenn Hatch, DOEE –

- DOEE's Sustainable 2.0 Plan is forthcoming (no release date yet – will be released in the new year).
- An RFA to do modeling and a policy roadmap with regard to the District's carbon neutrality strategy will be released before the end of the month. The District has committed to having a Paris-compliant carbon neutrality plan by the end of 2020. This will be the first step, taking the Clean Energy DC plan and building it out to 2050.
- On the EV side, DDOT continues to pursue electrification of the circulator bus system. They are working on procurement for that. DC is a Bloomberg American Climate Cities Challenge City, and one space that they will aid the District in the next year and a half is EV transformation.

Noel Kaplan, Fairfax County –

- In July, the Fairfax County Board of Supervisors adopted an operational energy strategy that has 10 focus areas with goals and specific targets. In September, the Board allocated $4.5 million for projects to support this strategy. The first round of projects is focused on LED lighting retrofits. One area of the strategy focuses on EVs.
- The County's Environmental Coordinator is overseeing the development of a draft C-PACE ordinance. The draft is being reviewed by a stakeholder review committee. A presentation of this draft for the Board's Environmental Committee will likely happen in February, followed by a public hearing to adopt an ordinance as early as March. If the Board responds favorably, an RFP for a program administrator can be released for bid in the summer with program guidelines to follow in the Fall.
- A solar PPA is being developed and an RFP for that is being finalized and should be issued next month.
- Regarding EVs, the biggest need in the County is funding. EV ready design guidelines is also an important component, and an important question is to what level these sites should be EV ready. What might help inform that is periodic updates on regional EV adoption trends and projections. Other challenges include the enforcement of EV parking spots and also public passenger vehicle fleet conversion.

Marguerite Guarino, Fairfax County Department of Vehicle Services –

- Working with Department of Public Works and Environmental Services. As they build new buildings, they include EV charging infrastructure.
- The County has a goal for 10 percent of passenger vehicles to be electric by 2030 but charging remains a concern to the public. EV charging locations are being planned for government facilities. A challenge is figuring out the charging payment structure for charging stations.

Dawn Ashbacher, Frederick County

- Frederick County is working on the LEED Communities certification. They are also updating their comprehensive energy plan (last completed in 2010).

5. STATE OF TRANSPORTATION ELECTRIFICATION IN THE REGION

Sulaiman Almaroof, COG Preliminary EV Survey Results

Most jurisdictions do not track EV charging permit applications. Currently, most jurisdictions do not know the total number of permitted EV charging stations in their jurisdictions. Many jurisdictions have an in-person or online EV permitting process. The common turnaround time on permitting is 1-2 days, but some jurisdictions can take up to 15 business days to issue a permit. Price varies considerably across jurisdictions from roughly $50 to $225. The inspection process after charging stations are installed usually takes about three days in most jurisdictions. With regard to zoning, many jurisdictions have included EV ready aspects into their plans, but not in huge detail so that the zoning and land use planning can remain flexible at first. As far as local, state or utility incentives for EVs and EV charging stations, the State of Maryland through MEA offers a rebate program that allows a rebate of up to 40 percent back on purchase and installation of EV charging stations. The VW settlement may also provide incentives for EV adoption moving forward. EVgo has donated a number of charging stations and jurisdictions who are awarded the station will have to pay the installations costs and any other costs that are needed to operate the station.

Jesse Way, NESCAUM Northeast Corridor

The Northeast States for Coordinated Air Use Management (NESCAUM) is a nonprofit association of air quality agencies in the Northeast with the purpose of providing scientific, analytical, technical and policy support to the air quality programs in the region. EVs have become an increasingly important part of this work. The Northeast Corridor Regional Strategy for Electric Vehicle Charging Infrastructure is a plan that NESCAUM produced. There are three significant groups of funders for EV charging infrastructure: Appendix D funds from the VW Settlement Fund, Electrify America funds (a subsidiary of VW), and utilities that are moving into the EV space. NESCAUM produced the regional strategy because there is so much travel between states in the Northeast that a robust charging network is deemed necessary. The objective of the regional strategy was to provide guidance and direction to ensure public and private investments are strategically integrated, well-informed, coordinated and complimentary. To achieve this, NESCAUM took a three-pronged approach: 1) identified different charging cases (home, multi-unit dwellings, workplace, around town, highways, 'destinations' such as ski areas/parks/beaches, etc.), 2) identified key investors in EVs and EV infrastructure, and 3) identified overarching issues. NESCAUM is looking to state and local governments to focus on workplace and around town charging infrastructure. States are also looked to for support of infrastructure for 'destinations'. NESCAUM is focusing on highways and corridors and looks to EVSE providers for funding of DC chargers along major routes. Local government and states should focus on providing policies that deal with overarching issues. NESCAUM is working on streamlining permitting for EV infrastructure.

Matthew Goetz, Georgetown Climate Center

Georgetown Climate Center works with a number of states on climate and energy policy issues around transportation and the power sector. Georgetown Climate Center is working with Northeast and Mid-Atlantic states through Transportation and Climate Initiative (TCI). This includes 12 states including DC, Maryland and Virginia. This group has been working on EV charging infrastructure for many years. Recently, they have also been working on interstate corridor planning for DC fast charging. Some reasons behind this work is to get the visibility of this infrastructure noticed by the

public to facilitate EV adoption, as well as providing charging infrastructure to EV owners. It has been challenging getting this equipment installed, as most infrastructure that has been installed has been provided by companies that are subject to settlement agreements (e.g. Electrify America), or companies that have received funding from government. Greater public support is needed for other private companies to get involved. TCI put together a technical analysis of the region to give a perspective of where charging infrastructure exists within the region (mainly focused on corridors) and what the remaining gaps are. More information on the TCI tool can be found here and here. The US Department of Energy's Alternative Fuels Data Center provides maps of EV charging infrastructure. The National Renewable Energy Laboratory (NREL) put together the EVI Pro tool with the California Energy Commission. The PC44 process in Maryland made use of the EVI Pro tool for data on EV infrastructure.

Tim Shepherd, Maryland Department of the Environment
Maryland is receiving about $75.7 million from VW as part of their settlement. Up to 15 percent of that (about $11.3 million) can be used for EV infrastructure. Maryland plans to use the full 15 percent on this component. The states have to first develop a workplan and submit it to the trustee, the trustee has to approve it and then the state can start working on implementing the plan. Maryland developed their plan over the summer of 2018. Public comment has taken place and the plan should be finalized soon so that work can begin in 2019. A statewide infrastructure plan will be developed by a workgroup made up of key stakeholders (state agencies, utilities, county governments, etc.). Maryland has the goal to have 300,000 EVs on the road by 2025. Maryland's Department of the Environment will be using the some of the tools spoken about above to see what is required to achieve this goal and develop a plan. Some of the focus areas will be workplace charging, corridor charging and charging hubs. MEA has a very successful program that covers 40 percent of the costs of EV infrastructure to those who buy EVs, so home charging is not as big a priority at this time. Coordination with neighboring states is essential to avoid locating chargers in redundant areas close to neighboring state chargers. Maryland currently has a little over 1,200 level 2 public chargers and 230 public DC fast chargers. The goal is to work off this existing platform, while learning from these initial installations. Workplace charging will be a priority. Coordinating with Electrify America will also be a focus. Better communication between the State's planners and Electrify America is needed. Utilities want to invest in charging infrastructure. The holdup has been due to their proposal to use ratepayer revenues for funding, which there is some opposition to.

Jenny Willoughby, City of Frederick
The City of Fredrick has an EV plan. This was done by the Department of Sustainability, the Department of Transportation Planning and a few others. This work came out of a Sustainability Plan released in 2016; one of the action items was to increase EV adoption in the City. COG data was used in correlation with other data for the plan. The City of Frederick is uniquely placed with corridors nearby. Population will be increasing in the City, and 'garage orphans' (i.e. those who do not have a garage to park and charge their car) will also increase. It was a challenge to get public support, as well as some staff support for EV planning. Implementation challenges include dedicated parking/charging and permitting for home and workplace chargers. There will be no on-street public chargers for the time being. Permits and inspections will be a challenge. Zoning will need adjusting with regard to commercial or multi-family buildings; they will be required to install at least a conduit so that later charging station can be installed easily. The plan took six months to produce and some data collection was required. The plan was adopted around March/April 2018. Implementation is beginning now.

Discussion:

- COG is updating their 2012 EV plan and if local jurisdictions have ideas of what they would like to see in that plan they should contact Leah Boggs or Tim Masters. This plan will focus on market trends and best practices.
- EV adoption rates and projections vary broadly. Down to a county level, this data usually needs to be paid for (through Navigant or Bloomberg).

6. NEXT BEEAC MEETING AND ADJOURNMENT

Gina Mathias, City of Takoma Park, BEEAC Chair

Chair Gina Mathias adjourned the meeting.

All meeting materials can be found on the MWCOG website or by clicking the link -
https://www.mwcog.org/events/2018/12/13/built-environment–energy-advisory-committee-beeac-energy-green-building-renewable-energy/
The next BEEAC meeting is January 17.
The next CEEPC meeting is January 23.