



## Climate, Energy, and Environment Policy Committee

### DRAFT WEBINAR MEETING SUMMARY: NOVEMBER 16, 2022

#### CEEPC MEMBERS IN ATTENDANCE

- Hon. Koran Saines, Loudoun County
- Hon. Mary Cheh, District of Columbia
- Hon. Monique Ashton, City of Rockville
- Hon. Sarah Bagley, City of Alexandria
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Penny Gross, Fairfax County
- Hon. Takis Karantonis, Arlington County
- Hon. Alanna Mensing, City of Manassas Park
- Hon. Tom Osina, City of Manassas
- Hon. Dave Snyder, City of Falls Church
- Dr. Kambiz Agazi, Fairfax County
- Erica Bannerman, Prince George's County
- Michele Blair, City of Laurel
- Mike Barancewicz, Loudoun County Public Schools (LCPS)
- Amanda Campbell, City of Rockville
- Randy Freed, Citizens' Climate Lobby
- Kim Goddu-Alexander, Bethesda Green
- Beth Groth, Charles County
- Stephen Gyor, District of Columbia
- Maureen Holman, DC Water
- Evan Marolf, DC Councilmember Cheh's Representative
- Demetra McBride, Arlington County
- Shannon Moore, Frederick County
- Deborah Moran, City of Gaithersburg
- Scott Pomeroy, Scalable Strategies
- Adam Roberts, Bethesda Green
- Erica Shingara, City of Rockville
- Antoine Thompson, Greater Washington Region Clean Cities Coalition (GWRCCC)
- Luke Wisniewski, Maryland Department of the Environment (MDE)
- Joren Bender, City of Rockville
- Ashleigh Diaz, City of Bowie
- Matthew Gaskin, District Department of Transportation (DDOT)
- Kathie Hoekstra, City of Alexandria
- Allison Homer, Fairfax County
- Dr. James L. Kinter III, George Mason University (GMU)
- Jessica Lassetter, Fairfax County
- Neely Law, Fairfax County
- Debra Maes, Fairfax County Public Schools
- Matthew Meyers, Fairfax County
- Regina Moore, VDOT
- Erin Oxenford, City of Bowie
- Kim Pezza, MDE
- Bill Pugh, Coalition for Smarter Growth
- Alison Riley, EPA
- Kate Roetzer, Washington Metropolitan Area Transit Authority (WMATA)
- Noble Smith, University of Maryland (UMD)
- Tim Stevens, Sierra Club
- Clay Thompson
- Brittany Whited, DOEE
- Andy Young, City of Falls Church

#### ADDITIONAL ATTENDEES:

- Hon. M.C. Keegan-Ayer, Frederick County
- Tad Aburn
- Dawn Ashbacher, Frederick County
- Marc Aveni, Loudoun County
- Kayla Baum, District Department of Energy and Environment (DOEE)
- Leah Boggs, COG Environmental Programs
- Robert Christopher, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Paul DesJardin, COG Director Community Planning Services
- Katie Dyer, COG Environmental Programs
- Steve Kania, COG Office of Communications
- Jeff King, COG Director Climate, Energy and Air Programs
- Sunil Kumar, COG Environmental Programs
- Wyetha Lipford, COG Environmental Programs

- Tim Masters, COG Environmental Programs
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- Jane Posey, COG Transportation Planning
- Dusan Vuksan, COG Transportation Planning

## **1. WELCOME AND MEETING SUMMARY**

*Koran Saines, CEEPC Chair*

Climate, Energy, and Environmental Policy Committee (CEEPC) Chair Koran Saines called the November CEEPC meeting to order. The September CEEPC Meeting Summary was approved.

## **2. STATE OF GLOBAL WARMING**

*Dr. James L. Kinter III, Director of the Center for Ocean-Land-Atmosphere Studies (COLA), George Mason University*

Dr. Kinter presented on the current state of global warming and provided an overview of global and metropolitan Washington climate change impacts from the last five years. The current state of global warming is that the global average surface air temperature of the earth is about 1.1 or 1.2 degrees Celsius above what it was in pre-industrial times. This has exacerbated extreme weather events across the globe, as well as in metropolitan Washington. These impacts cost human lives and have dire economic consequences. They can also displace many people from their homes. Drought, wildfires, and heat waves have also been exacerbated by climate change. The pandemic reduced global emissions by 4-5% in 2020.

The science is summarized on a periodic basis by the Intergovernmental Panel on Climate Change (IPCC). Recently, they issued their sixth [Assessment Report](#) (AR6) in three volumes. There are four big messages from AR6: the climate is changing faster than at any time in past two million years, humans burning fossil fuels are primarily responsible, the consequences are serious, and the impacts are largely negative, and, lastly, bold, aggressive action in this decade can avoid even more dangerous climate conditions in the latter half of this century. The solution is to reduce greenhouse gas (GHG) emissions to the atmosphere. While there has been progress, there is still a gap between the policies that are currently in place and what is needed to limit global warming. Under current policies, the globe would still produce 70 percent more GHG emissions in 2030 than needed to keep the earth from warming up by 1.5 degrees Celsius. Bold, aggressive action in this decade can avoid even more dangerous climate conditions to come.

Discussion:

- In terms of priority actions for the metropolitan Washington region, electrification of industries in the region and electrification of transportation will reduce emissions. When combined with a 100 percent renewable energy supplied grid, the result will be drastically reduced GHG emissions. Local governments can provide incentives to residents and businesses to switch to renewable energy or electrify their vehicles and appliances. Increased access to transit or other modes of transportation is a great area to provide incentives too.
- A Representative Concentration Pathway (RCP) is a GHG concentration (not emissions) trajectory adopted by the IPCC. This framework is no longer used by the IPCC and instead Shared

Socioeconomic Pathways (SSPs) are used. These are scenarios of projected socioeconomic global changes up to 2100. These frameworks are used to derive GHG emissions scenarios with different climate policies.

- Energy efficiency measures are also an important part of lowering GHG emissions, and this becomes especially important when combined with full electrification of vehicle fleets. Such high growth in electricity demand will require greater energy efficiency. This is where public transport and other modes of transport become important too.
- GMU has recently received funding from the federal government to establish the [Virginia Climate Center](#). Local municipal leaders will have access to a range of observational data, environmental models, and experts in climate science, sustainability and engineering solution through the center.

### 3. REGIONAL TRENDS TOWARD CLIMATE GOALS

*Maia Davis, COG Environmental Programs*

Maia Davis provided an overview of the [regional trends and progress](#) towards the goals of the Metropolitan Washington Climate and Energy Action Plan (CEAP). This includes GHG emissions trends from 2005 through 2020 and progress on key performance indicators such as electric vehicles (EV), EV charging stations, vehicle miles traveled and more. The COG Board sets the goals and its CEEPC's role to support the region in efforts to meet the goals. The region met the first goal to reduce emissions 10 percent below business as usual (BAU) projections, essentially bringing emissions back down to 2005 levels. The region has also surpassed the goal to reduce emissions 20 percent by 2020. The next goal is to reduce emissions 50 percent by 2030. Meeting this goal will take continued collaboration, innovation, and dedication across all sectors.

The region reduced GHG emissions by 24 percent below 2005 levels as of 2020. In 2020, forests and trees offset more than 3 million metric tons of CO<sub>2</sub> emissions or 6 percent of total emissions. Per capita emissions have reduced 37 percent between 2005 and 2020. The energy used in the buildings and transportation sector account for 90 percent of GHG emissions in the region. The pandemic increased the anticipated emissions reduction in the building and transportation sectors.

Discussion:

- The pandemic increased the anticipated emissions reduction by about 4-6 percent for the region. The pandemic mainly impacted the building and transportation sectors.
- The COG contracts cover planning and implementation support, but not construction. For example, the contracts cover development of an EV plan and charging station site evaluations, but you would have to use a different contract/procurement mechanism to install EV charging stations.
- The action that will have the biggest impact on the 2030 emissions reduction goal is each state's renewable energy portfolio standard (RPS). Meeting these standards will provide a large portion of the emission reductions needed to achieve the 2030 goal but building codes and building retrofits are also important action areas in the built environment sector.
- EPA's 2020 eGRID region that includes Virginia (SVRC subregion) has a CO<sub>2</sub> emission rate of 623 lb/MWh compared to the 2020 PJM grid CO<sub>2</sub> emission factor of 791 lb/MWh. The entire grid rate is about 27 percent higher than the eGRID Virginia subregion. The grid has gotten much cleaner in the past couple of years. Aside from this, there are many organizations and businesses making large Green Power Purchases. These are not necessarily reflected in the grid emission factors if the clean energy is located outside of the eGRID subregion or PJM grid. For

example, the data center industry includes buyers of large amounts of green energy, but it is difficult to know the impact of those purchases to the region without access to that data.

#### 4. CEEPC YEAR IN REVIEW AND 2023 PRIORITIES

*Koran Saines, 2022 CEEPC Chair*

The COG region has made a lot of great progress, but still has a formidable task ahead to meet the 2030 climate goals. COG staff and CEEPC members have been working on the development of local climate action and EV plans and sharing best practices with CEEPC. Examples of the work behind the scenes include Frederick City and County climate action plans for government operations, Prince George's County climate action and EV plan, City of Laurel sustainability planning, and Loudoun County's energy strategy. There has also been coordination on local implementation of streetlights, building performance standards, and an EV Coop. Emphasis has been placed on EV infrastructure deployment planning and COG's EV Work Group and EV Clearinghouse will be launched in the new year. CEEPC has coordinated on implementation of resilience on and around military bases in the region. The CEEPC Legislative Committee provided numerous comment letters at the state level in support of the regional climate goals. A couple key priorities from 2022 that need to be continued in 2023 are EVs and equity.

*Takis Karantonis, 2023 CEEPC Chair*

As incoming CEEPC Chair, Takis Karantonis aims to continue the progress that CEEPC has made and intensify these efforts in 2023. A focus on building electrification along with the building out of EV infrastructure is a top priority, as well as incorporating equity into these actions. Other low hanging fruit should also be prioritized such as building energy efficiency measures.

Discussion:

- Support tracking federal funds and the categories, rules and eligibility requirements at the local level should be a top priority moving into 2023. CEEPC members should be looking for opportunities for joint projects and collaboration. Opportunities for aggregated purchase of renewable energy resources and coordination on regional-friendly and regional-sensible options under the Infrastructure Investment and Jobs Act (IIJA) and IRA should be a focus.
- The CEEPC Legislative Committee should continue to advocate for strengthened state building codes. Requiring new buildings to be net zero energy should be the end goal.
- Members echoed priorities such as EV infrastructure and equity, encouraging local incentives for renewable energy deployment, and implementation of an EV network. With EV infrastructure deployment, research into the required changes to local zoning codes to encourage charging station installation should also be a priority. Also, the charging requirements for school bus fleets needs further research. Any overlap between school bus fleets and transit fleets should also be explored, since local communities will be making large investments in both of these areas.
- Understanding commercial energy use in greater detail should also be a priority with regard to green power purchases, large utility scale renewable energy deployment and how this may impact grid emission factors used for calculating GHG emissions.
- Prioritizing implementation of measures to cut transportation sector emissions is crucial. TPB's [Climate Change Mitigation Study](#) should be leveraged to support this work.

#### 5. MEMBER AND STAFF UPDATES

*Jeff King, COG Director Climate, Energy and Air Programs*

- Robert Christopher recently joined COG's Climate and Energy Team. He will be serving as lead

staff on the EV Work Group.

- MWAQC-TAC's former Chair, Tad Aburn, has expressed concern over a proposed development in Prince George's County. COG staff is referring this issue to both the District of Columbia and Prince George's County.

*Demetra McBride, Arlington County*

- Through Arlington County's partnership with Dominion Energy and Amazon, the [Maplewood Solar](#) project down in Pittsylvania County, Virginia is now online. Arlington County is now sourcing 100 percent renewable energy for government operations from this project (three years ahead of schedule).
- Arlington County is about to implement their decarbonization tool for government facilities, both for upgrades and new construction. The tool will focus on multiple measures around high-performance buildings, cost effectiveness and energy efficiency for government facilities.
- Arlington County's Risk Assessment and Management Plan (RAMP) update has completed nine vulnerability and risk assessments for nine watersheds in the county, focused on inland flooding. The county is now looking to complete a gap analysis and recommendations portfolio for these watersheds. A market trend study was added to the scope of this work.
- The county has completed their Total Cost of Ownership (TCO) study looking at private sector and government fleet vehicle ownership. This study looks at the total costs comparison of EV vehicles and internal combustion engine (ICE) vehicles. It will be published on the county website by the end of the year.

*Leah Boggs, COG Environmental Programs*

- COG presented the [2022 Climate and Energy Leadership Awards](#) at the October COG Board of Directors meeting. These projects were recognized for contributing to COG's goal to reduce GHG emissions and advance equity across the region by prioritizing historically underserved populations in the planning of their programs.

**6. ADJOURN**

*Koran Saines, CEEPC Chair*

Chair Saines adjourned the meeting.

*All meeting materials including speaker presentations can be found on the COG website or by clicking the link below –*

<https://www.mwcog.org/events/2022/11/16/climate-energy-and-environment-policy-committee/>