



Climate, Energy, and Environment Policy Committee
DRAFT VIRTUAL MEETING SUMMARY: JULY 27, 2022

CEEPc MEMBERS IN ATTENDANCE

- Hon. Koran Saines, Loudoun County
- Hon. Patrick Wojahn, City of College Park
- Hon. Mary Cheh, District of Columbia
- Hon. Sarah Bagley, City of Alexandria
- Hon. Penny Gross, Fairfax County
- Hon. Takisha James, Town of Bladensburg
- Hon. Takis Karantonis, Arlington County
- Hon. Dave Snyder, City of Falls Church
- Dr. Kambiz Agazi, Fairfax County
- Erica Bannerman, Prince George's County
- Mike Barancewicz, Loudoun County Public Schools (LCPS)
- Michele Blair, City of Laurel
- Amanda Campbell, City of Rockville
- Eric Coffman, Maryland Energy Administration (MEA)
- Andrea Crooms, Prince George's County
- Randy Freed, Citizens' Climate Lobby
- Susan Gerson, LCPS
- Ari Gerstman, District Department of Energy and Environment (DOEE)
- Beth Groth, Charles County
- Stephen Gyor, District of Columbia
- Jenn Hatch, DOEE
- Rachel Healy, Washington Metropolitan Area Transit Authority (WMATA)
- Adriana Hochberg, Montgomery County
- Maureen Holman, DC Water
- Evan Marolf, DC Councilmember Cheh's Representative
- Demetra McBride, Arlington County
- Dale Medearis, Northern Virginia Regional Commission (NVRC)
- Shannon Moore, Frederick County
- Deborah Moran, City of Gaithersburg
- Matt Ries, DC Water
- Adam Roberts, Bethesda Green
- Erica Shingara, City of Rockville
- Maria Sinner, VDOT
- Antoine Thompson, Greater Washington Region Clean Cities Coalition (GWRCCC)

ADDITIONAL ATTENDEES:

- Hon. M.C. Keegan-Ayer, Frederick County
- Dawn Ashbacher, Frederick County
- Mark Buscaino, Casey Trees
- Sarah Campbell, City of Rockville
- Kim Drake, Maryland Department of the Environment (MDE)
- Matthew Gaskin, District Department of Transportation (DDOT)
- Gretchen Greiner-Lott, The Morris and Gwendolyn Cafritz Foundation
- Kathie Hoekstra, City of Alexandria
- Allison Homer, Fairfax County
- Neely Law, Fairfax County
- Giulia Manno, Prince William County
- Matthew Meyers, Fairfax County
- Keara Moore, Loudoun County
- Regina Moore, VDOT
- Bill Pugh, Coalition for Smarter Growth
- Helen Reinecke-Wilt, Arlington County
- Alison Riley, EPA
- Mollie Russell, WMATA

COG STAFF IN ATTENDANCE:

- Leah Boggs, COG Environmental Programs
- Tim Canan, COG Transportation Planning
- Stacy Cook, COG Transportation Planning
- Maia Davis, COG Environmental Programs
- Paul DesJardin, COG Director Community Planning Services
- Jeff King, COG Director Climate, Energy and Air Programs
- Brian LeCouteur, COG Environmental Programs
- Wyetha Lipford, COG Environmental Programs
- Tim Masters, COG Environmental Programs
- Leo Pineda, COG Transportation Planning
- Jane Posey, COG Transportation Planning
- John Snarr, COG Environmental Programs
- Dusan Vuksan, COG Transportation Planning

1. WELCOME AND MEETING SUMMARY

Mary Cheh, CEEPC Vice Chair

Climate, Energy, and Environmental Policy Committee (CEEPC) Vice Chair Mary Cheh called the July CEEPC webinar meeting to order. The May CEEPC Meeting Summary was approved.

2. COMMITTEE AND MEMBER UPDATES

A. Built Environment Energy Advisory Committee (BEEAC)

Dawn Ashbacher, BEEAC Chair

- At the June 16 BEEAC meeting, members looked at utility and large scale solar, specifically how local governments can be better prepared to make decisions and positioned to take advantage of opportunities in that sector, as well as energy equity indicators in energy justice.
- BEEAC leadership will have a planning call to map out topics for the fall, including:
 - A joint meeting with MWAQC-TAC on air quality impacts of building energy efficiency measures,
 - Energy efficiency and conservation block grant (EECBG) program,
 - More on large and utility scale solar, and
 - Energy equity.
- The next BEEAC meeting is September 15.

B. Air and Climate Public Advisory Committee (ACPAC)

Leah Boggs, COG Environmental Programs

- The application period for the 2022 [Climate and Energy Leadership Awards Program](#) closed on June 30. The program runs from Earth Day to June 30. ACPAC members are concluding judging the awards, and winners will be announced at the COG Board fall meeting, where winners will be recognized and presented with their award.
- At the July 18 ACPAC meeting, members heard from grassroots organization EMPOWER DC on their environmental justice work in the Ivy City area of DC, and from Dr. Sacoby Wilson, Director of University of Maryland's Center for Community Engagement, Environmental Justice, and Health. Dr. Wilson's work focuses on joint initiative with the Maryland Department of Environment (MDE) and Cheverly to implement an air monitoring program in the Cheverly area to look at community scale air quality.
- With the committee's renewed focus on equity and environmental justice, ACPAC is considering looking back at the Environmental Justice Toolkit published back in 2017. Members expect to draw on the work of Dr. Wilson's and EMPOWER DC for areas of expansion or inclusion for a possible update of the Toolkit.
- The next ACPAC meeting is September 19.

C. Recycling Committee

John Snarr, COG Environmental Programs

- COG's Recycling Committee completed their June "Go Recycle" media campaign. This annual campaign promotes different recycling messages to the public via radio, online advertisements, social media posts, etc. They had a \$90,000 budget from their sponsors. There were two different messages. One focused on what to keep out of recycling bins and the other focused on reducing food waste. The campaign ran for three weeks.

- Later this year, the committee will be undertaking a similar campaign focused on battery waste management. This is a big problem in the region, with batteries been put into the waste stream and catching fire at waste disposal facilities or waste recovery facilities. Funding has been secured to educate the public on proper battery waste management.
- The next Recycling Committee meeting is September 15 and will be focused on composting.

D. Regional Tree Canopy Sub-Committee (RTCS)

Brian LeCouteur, COG Environmental Programs

- RTCS has completed a report on regional tree canopy goals and related metrics, which is currently being reviewed by COG leadership. This report is a long-term strategy that includes goals and metrics, as well as how trees and forests in the region influence quality of life, health, social equity, and the economy.
- There will be a Community Forestry Network meeting on August 5, focused on regional tree canopy analysis updates.

E. CEEPC Member and Staff Updates

Ari Gerstman, DOEE

- DOEE will be launching a demonstration energy storage grant program in FY 2023.

Randy Freed, Citizens' Climate Lobby

- Prince William County has started developing a Community Energy and Sustainability Master Plan. This is expected to be finalized next year and the county is aiming to reach the regional climate mitigation and resilience goals, while balancing the rapid economic growth that the county is experiencing.
- The Citizens' Climate Lobby has recommended that the Board of County Supervisors assess the climate impacts of transportation, land use and infrastructure decisions. However, there are concerns that these impact assessments could have time and economic costs. Thus, the board has asked the Sustainability Commission to research the experiences of other jurisdictions when undertaking climate impact assessments.

Demetra McBride, Arlington County

- Arlington County managers accepted the [Community Energy Plan](#) (CEP) roadmap. The roadmap is a clear plan for implementing Arlington's Energy and Climate Master Plan. It covers six general energy sectors and also includes equity objectives. There are more than 50 measurable strategies with targets, assigned roles and responsibilities, metrics, and milestones.
- Arlington County was recently named one of the five [Walk Friendly Platinum Level Communities](#) in the U.S., joining New York City, Seattle, Portland, and San Francisco.
- The county concluded its operating and capital budget cycle. Regarding climate and the environment, there is discrete funding assigned for the building and fleet electrification measures and goals, publicly accessible charging infrastructure, onsite solar assessments and development, continued resiliency planning and development, and also \$1,000,000 set aside for the Climate and Energy Action Fund to advance the county's climate and energy goals.
- The Office of Sustainability and Environmental Management, which is the core hub for climate and energy planning in the county, looks to release an RFP in August for implementation projects. This will also allow for cooperative procurement, meaning other jurisdictions would be able to ride the resulting contractor and consultancy agreements.
- The county's Green Building Bonus Density Incentive Program is on target to more than double

its 2021 record, covering more than five million square feet of new commercial and multifamily construction this year. This is a voluntary program that exchanges LEED and other advanced sustainable design and construction measures in return for bonus density.

- The UCLA Luskin School of Public Affairs recently released its study: [Community Choice Aggregation \(CCA\) to Decarbonize the Data Center Capital of the World](#) (Loudoun County).
- The county is also developing its Arlington Initiative to Rethink Energy (AIRE) team to work on decarbonization and energy efficiency.
- Arlington County is nearing completion of their RAMP project, a risk assessment and management plan for inland flooding, which includes an extensive update to climate projections for 2040, 2070, and 2100. The county is taking a similar approach to address extreme heat events in urban heat islands.

Mary Cheh, District of Columbia

- The Council of the District of Columbia passed a tax break for [Solar For All](#), which is a program focused on expanding solar energy in the District.
- Additionally, the council passed the Climate Commitment Act, which is awaiting the mayor's signature. This bill sets the District target of carbon neutrality by 2045. It also requires that the District government stop purchasing gasoline fuel vehicles.

Shannon Moore, Frederick County

- Frederick County has a new Capital Improvement Plan (CIP) process, which includes evaluations of energy savings, as well as climate impacts. This is tied to the ESG reporting requirements for the county's bond issuances.
- On Thursday, the County Executive will provide a briefing on the county's climate and energy initiatives. The county is in the process of completing an internal climate and energy action plan and will be kicking off the community climate and energy action plan in the fall.
- The county is also working on EV capability legislation for commercial and multifamily buildings.

Amanda Campbell, City of Rockville

- This fiscal year, the City of Rockville is starting work on a Flood Resilience Master Plan and mitigation grants, LED streetlight conversion, EV Readiness Plan, energy retrofits of LMI housing, and starting a compost drop-off, among other things.

Patrick Wojahn, City of College Park

- The City of College Park passed a tree ordinance that requires permits for removing urban forest trees. Anyone looking to cut down an urban forest tree has to plant a replacement tree or pay the Urban Tree Protection Fund fee. Those fees could range from \$250 to \$1000, with \$500 penalties for pruning trees and installing replacement trees.

Dave Snyder, City of Falls Church

- The City of Falls Church is interested to learn about renewable energy investment using a jurisdiction's bonding authority.

Maia Davis, COG Environmental Programs

- As CEEPC members may be aware, COG staff have been sending out the weekly DMV Climate Clips newsletter with top regional and national/international news and other items of interest to subscribers. This newsletter is linked to the [DMV Climate Partners](#) website, where staff have provided basic climate information and activity within the DMV region. The weekly Climate Clips also includes funding opportunities, job alerts, and resources for residents, all of which can be found on the DMV Climate Partners website. COG staff are working on a Subscription Campaign

to encourage interested stakeholders to sign up for the DMV Climate Clips. Those interested can subscribe [here](#).

3. RESILIENT FAIRFAX

Matt Meyers, Fairfax County

Allison Homer, Fairfax County

Resilient Fairfax encompasses the development of a comprehensive Climate Adaptation and Resilience Plan for the county and the community, as well as the implementation of strategies to reduce risk to county residents, businesses, and infrastructure. Resilient Fairfax is focused on adapting to the local effects of climate change, such as increasingly severe storms, flooding and extreme heat. Resilient Fairfax includes activities such as strengthening county infrastructure and public aid, protecting resources that naturally provide resilience when hazards strike, and updating development policies to be more resilient to changes in climate. The final Resilient Fairfax plan is scheduled to be presented to Fairfax County's Board of Supervisors in October this year.

The Resilient Fairfax planning process included a series of analytical steps. The first step included an analysis of current and future climatic conditions. Next, an assessment analyzing the county's vulnerability to climate hazards was undertaken. To help the public visualize the county's climate hazard vulnerabilities, the county has a publicly available [Interactive Climate Map Viewer](#). The project team then conducted an audit of existing policies, plans and programs to identify how the county is currently doing in terms of resilience and where there may be opportunities for improvement. These analyses were followed by a development of strategies to enhance the county's resilience to climate hazards and a roadmap to facilitate implementation. Each of those deliverables are available on the Resilient Fairfax [website](#). While being developed, the project team conducted more than 200 stakeholder meetings to date.

During the development of Resilient Fairfax, the project team learned a number of valuable lessons including: clearly explain relevancy and roles to each agency; include language to ensure proposals become reality in RFPs; customize best practices to the locality, fully hear and work through departmental reactions to concepts such as Resilience Hubs; strive for plan alignment with other relevant plans; sub-groups may be more productive than full-group advisory meetings; customized, targeted questions may receive better responses than open discussion; do not assume understanding of climate change basics for public and stakeholder meetings; make it relatable through the use of pictures, maps, and stories; [NASA DEVELOP](#) collaboration is free and extremely helpful; keep track of items to be added in the future; and building trust and connectivity takes time and effort but is always worth it.

4. TRANSPORTATION PLANNING BOARD CLIMATE GOALS AND STRATEGIES

Dusan Vuksan, COG Transportation Planning

The Transportation Planning Board (TPB) endorsed a set of transportation sector-specific GHG reduction goals and strategies to support the region's overarching and non-sector-specific GHG reduction goals. The TPB's new regional, voluntary, on-road transportation sector-specific goals call for reducing GHG emissions 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. The goals will be part of the Visualize 2045 plan's policies moving forward. The main strategies to achieve these GHG emission reductions include improving pedestrian and bike access to all TPB identified high-capacity transit stations; increasing walking and biking modes of travel and

complete the TPB's National Capital Trail Network; converting private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels; converting vehicles to clean fuels and developing electric vehicle charging network, adding additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers; reducing travel times on all public transportation bus services; and implementing transportation system management & operations (TSMO) improvement measures at all eligible locations.

Discussion:

- The Climate Change Mitigation Study had an equity element, which raised some questions regarding the implementation of these strategies. For example, any potential fuel taxes or “cordon fees” would have equity impacts. Subsidies would need to be implemented for low-income residents.
- TPB does not do individual project evaluation or selection. The Board approves the technical inputs to the air quality conformity analysis.
- TBP endorsed the more aggressive goals in recognition of the transportation sector's impact on GHG emissions and the climate challenge. The Federal Highway Administration put out a rule that requires metropolitan planning organizations (MPOs) around the country to set climate goals, including a carbon neutral goal by 2050. COG staff will be working on potential implementation actions to meet these goals and will provide a 2024 update, as well as a more complete 2026 update on progress.

5. TPB CLIMATE RESILIENCY INITIATIVE

Stacy Cook, TPB Principal Planner

The TPB's climate resiliency initiative has been supporting member agencies to build capacity in resiliency, both by understanding pressing climate challenges in the region and understanding their role in advancing resilience efforts both at their agency and at the regional scale. The purpose of TPB's Resiliency Study was to respond to the federal planning factors and requirements regarding resiliency and help advance important resilience planning work in the region. Activities included in this study were documenting resiliency planning considerations for transportation (building on the 2030 CEAP and Climate Risk and Vulnerability Assessment) and conducting an inventory of resiliency planning activities in the region. A TPB Resiliency white paper provides a summary of the inventory findings and can be accessed [here](#). The research team sought to identify whether the region's transportation agencies had identified priority infrastructure, potential hazards, and whether the priority infrastructure was exposed to potential hazards (“vulnerable infrastructure”). The study also documented the types of resilience strategies in the region, as well as the challenges faced by those implementing these strategies.

The main findings were that resilience planning is occurring at TPB member agencies, but with varying approaches, levels of detail, and implementation levels. Agencies are eager to coordinate regionally and advance this planning area, but there are numerous challenges in planning for a resilient transportation system. Agencies also recognize the need for multi-sectoral planning for this topic. The study supports the implementation of several of the 2030 CEAP action items, particularly in the Planning, Equity, and Resilient Infrastructure action areas. The Resiliency and Climate Change Mitigation studies are included as Appendix L and M of the [Visualize 2045](#) update.

The TPB initiated a four-part webinar series on transportation resilience in the spring of 2022 to bolster regional planning capacity for resiliency. These webinars were recorded and can be viewed [here](#). Moving forward, the FY 2023 Unified Planning Work Program includes tasks to develop a regional resiliency interactive map, conduct a Transportation Resiliency Study (Phase II) to expand

upon the Phase I study, convene a temporary working group to guide current resiliency planning activities, and conduct regional resiliency planning training, outreach, or professional development forum(s) to strengthen regional awareness.

Discussion:

- One critical area that may need more attention is public outreach. The link between climate change and transportation needs to be made explicit through public outreach, and in particular why the public should care and how to invest in infrastructure that addresses climate mitigation and resilience.
- Further study is needed to assess the specific cost burdens that agencies face when making resilient infrastructure decisions. Some agencies are developing frameworks for estimating the costs of additional resiliency planning considerations, as well as the costs of not including those considerations. Working across sectors to understand how one investment may provide co-benefits will also be important.
- The new [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program](#) aims to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning. This will provide more incentive to undertake resiliency planning and identify specific areas to invest in. There is also the [Safeguarding Tomorrow through Ongoing Risk Mitigation \(STORM\) Act](#), which authorizes FEMA to provide capitalization grants for states to establish revolving loan funds that provide hazard mitigation assistance for local governments to reduce risks from natural hazards and disasters.

6. ADJOURN

Koran Saines, CEEPC Chair

Chair Saines adjourned the meeting. Upcoming CEEPC meeting dates for 2022 include: September 28 and November 16.

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

<https://www.mwcog.org/events/2022/7/27/climate-energy-and-environment-policy-committee/>