



## Climate, Energy, and Environment Policy Committee

### DRAFT MEETING SUMMARY: JULY 24, 2024

#### CEEPC MEMBERS IN ATTENDANCE

- Hon. Jolene Ivey, Prince George's County (Chair)
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Alan Hew, City of College Park
- Hon. Tom Osina, City of Manassas
- Melissa Adams, Washington Gas
- Stuart Adams, City of College Park
- Jenn Aiosa, Maryland Energy Administration (MEA)
- Sarah Bagley, City of Alexandria
- Erica Bannerman, Prince George's County
- Mike Barancewicz, Fairfax County Public Schools (FCPS)
- Noelani Brockett, Charles County
- Randy Freed, Citizens' Climate Lobby
- Danielle Freedman, Pepco
- Stephen Gyor, District of Columbia
- Jenn Hatch, District Department of Energy and Environment (DOEE)
- Julie Kimmel, Air and Climate Public Advisory Committee (ACPAC)
- Giulia Manno, Prince William County
- Dale Medearis, Northern Virginia Regional Commission (NVRC)
- John Morrill, Fairfax County
- Jim Ponticello, Virginia Department of Transportation (VDOT)
- Matt Ries, DC Water
- Julie Rosenberg, Faith Action for Climate Solutions (FACS)
- Maria Sinner, VDOT
- Meredith Soniat, District Department of Transportation (DDOT)
- Antoine Thompson, Greater Washington Region Clean Cities Coalition (GWRCCC)
- Bob Weir, Prince William County
- Brittany Whited, DOEE
- Luke Wisniewski, Maryland Department of the Environment (MDE)

#### ADDITIONAL ATTENDEES:

- Valerie Amor, City of Alexandria
- Mati Bazurto, City of Bowie

- Ben Burrows, Frederick County
- Sandra Calixto-Mendoza, Arlington County
- Al Carr, DOEE
- Ed Cronin, Virginia Energy
- Richard Dooley, Arlington County
- Deb Harris, ICF
- Christine Hoeffner, Virginia Railway Express (VRE)
- Emily Judson, WMATA
- Fazlul Kabir, City of College Park
- Hokuma Karimova, City of Gaithersburg
- Michael Knapp, Montgomery County
- Eve Lukens-Day, EPA
- Demetra McBride, Arlington County
- Logan McSherry, Frederick County
- Matt Meyers, Fairfax County
- Regina Moore, VDOT
- Kim Pezza, Comptroller of Maryland
- Diane Sanchez, WMATA
- Peter Schultz, ICF
- John Sheridan, Prince George's County
- John Silcox, Fairfax County
- Michelle Smyk, Prince William County
- Deryn Thomas, Office of Delegate Stewart
- Sunny Wescott, Chief Meteorologist, Cybersecurity and Infrastructure Security Agency (CISA)
- Andy Young, City of Falls Church

#### COG STAFF IN ATTENDANCE:

- Alissa Boggs, COG Environmental Programs
- Leah Boggs, COG Environmental Programs
- Heidi Bonnaffon, COG Environmental Programs
- Robert Christopher, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Jeff King, COG Director Climate, Energy and Air Programs
- Tim Masters, COG Environmental Programs
- Clark Mercer, COG Executive Director

- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- John Snarr, COG Environmental Programs
- Katherine Rainone, COG Transportation Planning
- Dusan Vuksan, COG Transportation Planning

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

*Jolene Ivey, CEEPC Chair, Prince George's County Council*

Climate, Energy, and Environmental Policy Committee (CEEPC) Chair Jolene Ivey called the July CEEPC meeting to order. The May CEEPC Meeting Summary was approved. Chair Ivey urged committee members to review the letter sent by the Air and Climate Public Advisory Committee (ACPAC) and consider the recommendations included.

## **2. COMMITTEE AND MEMBER UPDATES**

### **A. Built Environment and Energy Advisory Committee (BEEAC)**

*Andy Young, BEEAC Chair*

- The committee met in June to learn about solar implementation and the type of support local government members need to increase implementation regionally in support of COG's 2030 solar goal. The committee provided input on potential topics to be covered in a COG solar forum.

### **B. Air and Climate Public Advisory Committee (ACPAC)**

*Julie Kimmel, ACPAC Chair*

- The 2024 Climate and Energy Leadership Awards program is now closed and received 21 applications. The committee judged the applications at the July meeting and COG staff tallied the scores to select four winners.

### **C. Regional Electric Vehicle Deployment (REVD) Working Group**

*Maia Davis, COG Environmental Programs*

- The working group met in July to review and discuss the draft Regional Elective Vehicle Infrastructure Implementation (REVII) Strategy.

### **D. Greater Washington Region Clean Cities Coalition (GWRCCC)**

*Antoine Thompson, GWRCCC*

- GWRCCC will be holding its annual awards luncheon and conference in October. Award nominations are currently open.

### **E. Recycling Committee**

*John Snarr, COG Environmental Programs*

- The committee met in July to discuss enforcement. The battery management campaign has wrapped up, which focused on educating the public about the hazards of disposing batteries in trash or recycling. The annual Go Recycle campaign in June was themed around increasing waste diversion through food and organics.

### **F. Regional Tree Canopy Subcommittee (RTCS)**

*Heidi Bonnaffon, COG Environmental Programs*

- The RTCS presented their report, *Conserving Trees and Forests in Metropolitan Washington*, to the COG Board on April 10. The subcommittee will be developing an action plan to meet the goals outlined in their report.

### **G. Member Roundtable Updates**

*Randy Freed, Citizens Climate Lobby, Prince William County Sustainability Commission*

- The Prince William County Board of County Supervisors considered a motion that would require all new data centers to be fully evaluated instead of having by-right development that allows data centers that meet the by-right criteria to bypass approval by the Board of County Supervisors. The motion was not passed.

*Valerie Amor, City of Alexandria*

- The City has joined the Climate Budgeting cohort led by ICLEI and COG. The city has found the cohort to be a beneficial tool to convene departments to work together on climate action.

*Jolene Ivey, Prince George's County Council*

- Chair Ivey has been working on a bill that establishes requirements for EV charging stations in multifamily buildings and some commercial buildings.

*Cindy Dyballa, City of Takoma Park*

- The City of Takoma Park and the Montgomery County Mayor passed laws banning fossil fuel lawn equipment. The ban on sale took effect on July 1, 2024, and the ban on use will take effect July 1, 2025. The City and County are working together on an education and rebate program.

#### H. Staff Updates

- The two Climate Pollution Reduction Grant (CPRG) program implementation applications submitted by COG were not selected by EPA. Maryland and Virginia were both part of selected coalition applications and Virginia was selected individually.
- The Global Covenant of Mayors for Climate and Energy (GCoM) recognized our region as a US metro scale climate leader in 2019 and then CEEPC became a GCoM signatory. As a signatory, COG reports to the global platform every few years. COG reported in 2023 and received confirmation of full compliance to the global best practices and standards for climate planning by GCoM.

### **3. COMPREHENSIVE CLIMATE ACTION PLAN (CCAP)**

*Deb Harris, ICF*

The CPRG program provided money in two phases to states, regions, and local governments to do a Priority Climate Action Plan (PCAP) and a Comprehensive Climate Action Plan (CCAP). The PCAP was submitted by the March 1 deadline and CCAPs are due in 2025. The program is part of Section 60114 of the Inflation Reduction Act (IRA) and provides an investment of \$5 billion (\$250 million in formula planning grants and \$4.6 billion in competitive implementation grants). COG is managing \$1 million for the DC-VA-MD-WV Metropolitan Statistical Area (MSA) which includes jurisdictions in VA and WV that are outside of the COG member region.

There were 25 implementation grant awards to fund state, local, and Tribal entities located in 30 states. Maryland was a part of two awarded coalition applications; the first being the Clean Corridor Coalition, which proposed electric vehicle charging infrastructure for commercial zero emission medium- and heavy-duty vehicles on the Interstate-95 freight corridor. The second being the Atlantic Conservation Coalition, which proposed natural climate solutions to reduce GHG emissions by leveraging the carbon sequestration power of natural and working lands. Virginia is also a member of the Atlantic Conservation Coalition, as well as receiving an individual state level award for Priority Methane Reduction Projects in Virginia, which will assist in the reduction of methane emissions by establishing a competitive grant program for projects at coal mines and landfills.

The CCAP will expand on the work done in the PCAP, filling in potential gaps and doing deeper analyses. The CCAP engagement process will aim to build support for the CCAP, build regional collaboration and active participation throughout the CCAP, meaningfully engage Low Income and Disadvantaged Community (LIDAC) members, and inform and create awareness with community

members. COG will be kicking off CCAP engagement in the fall by meeting with the Steering and Technical Committees.

#### **4. CLIMATE IMPACTS, COST OF INACTION, AND CLOSING THE RESILIENCE INVESTMENT GAP**

*Sunny Wescott, Chief Meteorologist, U.S. Department of Homeland Security*

*Peter Shultz, ICF*

*Demetra McBride, Arlington County*

There has been a change in how low-pressure systems move across the globe, with the low systems getting deeper with the warmer air that's occurring. The variance in temperature causes a variance in intensity of the weather system brought in, which leads to stronger winds, heavier rainfall rates, more tornadoes per tornado day, and more lightning strikes. As average temperatures on Earth's surface rise, more evaporation occurs, causing more precipitation (for every 1.8 degree Fahrenheit of warming, the atmosphere can hold about 7 percent more moisture). In the year to date (January-June 2024) National Climate Abnormalities map, most abnormalities are occurring in the eastern half of the US. In the coming years there will be higher heat in the winter and higher precipitation amounts. Critical infrastructure sectors at risk from high heat include information technology, chemicals, nuclear plants, dams and waterways. Rising temperatures can affect transportation by creating turbulence when traveling by air, warped railways by train, potholes by vehicle, and low water levels by boat. Severe weather is causing major power outages in the US, with 83 percent of outages between 2000 and 2021 being attributed to weather related events.

The US National Climate Assessment estimates that weather related disasters currently create at least \$150 billion per year in average direct damages to the US, and each 1-degree Fahrenheit of warming may lead to -0.13 percent of GDP. In the future, climate change may affect municipalities by increasing borrowing costs, decreasing tax revenues, increasing cost of public services, increasing damage to public infrastructure, decreasing electricity and water supply reliability, decreasing public health, and more. In the City of Miami Beach, a case study was done on the business case for stormwater resilience. It was found that investments of at least \$2 billion would be cost beneficial and increase residential property value by 4.9 to 14.1 percent for every foot of nearby road elevation and 8.5 to 11.5 percent for every foot of parcel elevation. An analysis commissioned by Consumer Reports was conducted to determine the cost of climate change to an American born in 2024 over the course of their lifetime, and it was estimated to be at least \$500,000 and possibly as much as \$1 million.

Climate adaptation is needed to harden communities against the unavoidable climate impacts like extreme weather events and temperatures. Assessing climate risks and their cascading impacts is important for a community to think preemptively from a strategic approach to climate risks, and not be prepared only for an emergency situation. In Arlington County, inland flooding proves to be the county's largest climate risk. A programmatic pivot to climate adaptation increased the county's 10-year Capital Improvement Plan (CIP) for Stormwater Infrastructure from \$11.5 million to \$220 million. The county created a Risk Assessment and Management Plan (RAMP) as a part of this pivot, which utilized the Federal Emergency Management Agency (FEMA) Hazus tool to calculate fiscal and financing impact while also including environmental and social equity valuations.

#### **5. TPB'S TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP)**

*Katherine Rainone, COG TPB Staff*

COG's Department of Transportation Planning uses the Federal Highway Administration's (FHWA) definition of resilience, which is the ability to anticipate, prepare for, and adapt to changing

conditions and withstand, respond to, and recover rapidly from disruptions. The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program provides funding to ensure transportation resilience to natural hazards including climate change and other natural disasters through planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. By developing the Transportation Resilience Improvement Plan (TRIP), COG/TPB are eligible to decrease the cost share through PROTECT program grants from 20 percent to as low as 10 percent.

The objectives of creating the TRIP were to build on the strong foundation of resilience work by TPB, contribute to member organizations' understanding of and planning for climate change risk and resilience, identify regional priorities for resilience investment, and better position member agencies and jurisdictions for federal funding and match reduction under the PROTECT program. The TRIP has met all the requirements and been approved by the FHWA. The components of the TRIP are a risk-based vulnerability assessment, a priority project list, an implementation plan, and future enhancements to the TRIP. The vulnerability assessment identifies climate vulnerabilities of the region's transportation system, identifies priority areas for resilience investments, and informs the resilience project list that facilitates the use of PROTECT funding. The asset level assessment results show that the greatest number of assets are highly vulnerable to temporary flooding, extreme heat, and permanent flooding. Equity Emphasis Areas (EEAs) contributed significantly to the overall vulnerability score. The rates of vulnerability to each climate hazard vary by geography, which can be seen in the [online mapping tool](#). Future improvements to the TRIP may include an annual call for projects, additional flooding impact analysis, increased consideration of equity and potential impacts to critical services, economic impacts and system level analysis, and mapping regional closures due to natural hazards.

## **6. ADJOURN**

*Jolene Ivey, CEEPC Chair*

Chair Ivey adjourned the meeting. Upcoming CEEPC meeting dates for 2024 include:

- Wednesday, September 25, 2024
- Wednesday, November 20, 2024

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

<https://www.mwcog.org/events/2024/7/24/climate-energy-and-environment-policy-committee/>