Metropolitan Washington Council of Governments

Joint Climate, Energy, and Environment Policy Committee & Chesapeake Bay and Water Resources Policy Committee Meeting

DRAFT WEBINAR MEETING SUMMARY: JULY 28, 2021

CEEPC MEMBERS IN ATTENDANCE

- Hon. Deni Taveras, Prince George's County
- Hon. Mary Cheh, District of Columbia
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Debbie Hiscott, City of Falls Church
- Hon. Alanna Mensing, City of Manassas Park
- Hon. Dave Snyder, City of Falls Church
- Hon. Ann Wheeler, Prince William County
- Hon. Patrick Wojahn, City of College Park
- Erica Bannerman, Prince George's County
- Michael Barancewicz, Loudoun County Public Schools (LCPS)
- Michele Blair, City of Laurel
- Patty Bubar, Montgomery County
- Eric Coffman, Maryland Energy Administration (MEA)
- Randy Freed, Citizens' Climate Lobby
- John Friedman, Washington Gas
- Susan Gerson, LCPS
- Kim Goddu-Alexander, Bethesda Green
- Beth Groth, Charles County
- Stephen Gyor, District of Columbia
- Maureen Holman, DC Water
- John Lord, Fairfax County Public Schools (FCPS)
- Elissa McDade, Washington Metropolitan Area Transit Administration (WMATA)
- Regina Moore, Virginia Department of Transportation (VDOT)
- Shannon Moore, Frederick County
- Deborah Moran, City of Gaithersburg
- Scott Pomeroy, Scalable Strategies
- Matt Reis, DC Water
- Adam Roberts, Bethesda Green
- Erica Shingara, City of Rockville
- Luke Wisniewski, Maryland Department of the Environment (MDE)
- Edward Yim, DOEE

CBPC MEMBERS IN ATTENDANCE

- Hon. Laurie-Anne Sayles, City of Gaithersburg
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Kenny Boddye, Prince William County
- Hon. Libby Garvey, Arlington County
- Hon. Debbie Hiscott, City of Falls Church
- Hon. Amy Jackson, City of Alexandria
- Hon. Maria Mackie, City of College Park
- Hon. Jon Stehle, City of Fairfax
- Hon. Kristen Umstattd, Loudoun County
- Joel Caudill, WSSC Water
- Heather Gewandter, City of Rockville
- Ella Hanson, District of Columbia
- Maureen Holman, DC Water
- Adam Ortiz, Montgomery County
- Karen Pallansch, Alexandria Renew Enterprises
- Matt Reis, DC Water
- Michelle Russell, Prince George's County
- Steve Shofar, Montgomery County
- William Skrabak, City of Alexandria
- Dan Storck, Fairfax County
- Tiffany Wright, City of Bowie

ADDITIONAL ATTENDEES:

- Vermecia Alsop, DC Homeland Security Emergency Management Agency (DC HSEMA)
- Susannah Auderset, Montgomery County
- Marc Aveni, Loudoun County
- Mike Bar, Guest
- Robert Booher, Guest
- Melissa Chow, WMATA
- Stephanie Cornejo, Fairfax County
- Andrea Crooms, Prince George's County
- Jesse Delph, Maryland Emergency Management Agency (MEMA)
- Bill Eger, City of Alexandria

- Jay Fisette, DMV Strategic Advisors
- Beth Forbes, City of Gaithersburg
- Matthew Gaskin, DDOT
- Claudia Glen, WMATA
- Jen Hatch, DOEE
- Adriana Hochberg, Montgomery County
- Kathie Hoekstra, City of Alexandria
- Allison Homer, Fairfax County
- Tianni Ivey, Loudoun County
- Verena Joerger, US EPA
- Debbie Messmer, Virginia Department of Emergency Management (VDEM)
- Matthew Meyers, Fairfax County
- Corey Miles, NVRC
- Kyle Overly, MEMA
- Mara Parker, Montgomery County
- Michael Porcello, District of Columbia
- Alison Riley, US EPA
- Camela Speer, Fairfax County
- Matthew Stovall, Montgomery County
- JaLeesa Tate, MEMA

COG STAFF IN ATTENDANCE:

- Ata Adeel, COG Environmental Programs
- Chuck Bean, COG Executive Director
- Karl Berger, COG Environmental Programs
- Leah Boggs, COG Environmental Programs
- Heidi Bonnaffon, COG Environmental Programs
- Stacy Cook, COG Transportation Planning
- Maia Davis, COG Environmental Programs
- Paul DesJardin, COG Community Planning and Services
- Katie Dyer, COG Environmental Programs
- Tom Gates, Deputy Executive Director
- Thatch Gerike, COG Environmental Programs
- Christine Howard, COG Environmental Programs
- Jeff King, COG Environmental Programs
- James Li, COG Transportation Planning
- Wyetha Lipford, COG Environmental Programs
- Tim Masters, COG Environmental Programs
- Andrew Meese, COG Transportation Planning
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- Leo Pineda, COG Transportation Planning
- Lisa Reynolds, COG Environmental Programs
- Lindsay Smith, COG Environmental Programs
- Kanti Srikanth, Deputy Executive Director Metropolitan Planning
- Amanda Woolsey, COG Environmental Programs

1. WELCOME AND MEETING SUMMARY

Deni Taveras, CEEPC Chair
Laurie-Anne Sayles, CBPC Chair

Climate, Energy, and Environment Policy Committee (CEEPC) Chair Deni Taveras and Chesapeake Bay and Water Resources Policy Committee (CBPC) Chair Laurie-Anne Sayles called the Joint CEEPC and CBPC webinar meeting to order. CBPC's May 21 Meeting Summary and CEEPC's May 26 Meeting Summary were both approved.

2. CHARLES COUNTY RESILIENCE AUTHORITY

Beth Groth, Charles County

By making use of enabling legislation passed into law by the Maryland General Assembly, the Charles County Board of Commissioners introduced a local ordinance to establish a nonprofit organization as a government instrumentality capable of financing and contracting for climate change-related projects, both in the public and private sectors. This is the first such entity of its kind in the state of Maryland. The Resilience Authority's initial focus will be stormwater drainage improvement projects. Charles County has had major issues with flooding and those types of projects are a high priority.

The Authority has a range of funding mechanisms that can be used, including grants, private investment bonds, and it can initiate fees, but not levy taxes. An advantage of creating a Resilience Authority is that it is outside of the government procurement process, therefore debt accrued by the Authority does not accrue to the county's debt ceiling; it is eligible to receive grant funding that may not be available for the county government; and it can make decisions outside of the political process.This gives greater flexibility to how the authority approaches a particular problem, and greater scalability with regard to the types of projects.

Discussion:

- Charles County does not have a Stormwater Authority. The Resilience Authority is its own entity, but a jurisdiction with an existing Stormwater Authority may be enabled through legislation to also function as a Resilience Authority.
- Charles County's current regulations are focused on the 100-year storm. There has been internal discussion of the need to go further than this, but this will require some political support.
- The Military Installation Resilience Review for Naval Support Facility Indian Head and the Town of Indian Head started in March and is an 18-month project. As part of that grant, the authority is having a collaboration forum event that will be held around the end of September. This will likely be held on a quarterly basis.
- The Maryland Climate Leadership Academy provides training and a certification process.

3. BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES

JaLeesa Tate, Maryland Emergency Management Agency (MEMA)
Last year, the US Federal Emergency Management Agency (FEMA) debuted a new annual program titled Building Resilient Infrastructure and Communities (BRIC). These funds are available on an annual basis and are nationally competitive. The guiding principles of the BRIC program include an

emphasis on supporting community capability and capacity building, encouraging and enabling innovation, promoting partnerships, enabling large infrastructure projects, maintaining flexibility, and providing consistency. There is also more emphasis on equity. The BRIC funding categories include capability and capacity building, mitigation projects, and direct technical assistance. This program allows for more flexibility than the previous Pre-Disaster Mitigation (PDM) program. The BRIC program expands the activity types and created new funding categories as well. For instance, project scoping, building code projects, and microgrids projects are now eligible under the BRIC program.

Projects have to be cost-effective (subapplicants must provide a Benefit Cost Analysis (BCA) or other documentation, approved by FEMA, that validates cost-effectiveness), reduce or eliminate risk and damage from future natural hazards, meet the latest consensus codes (i.e. 2015 or 2018 international building code), align with Hazard Mitigation Plans, and meet all environmental and historic preservation requirements. There is a cost share for the BRIC program. It starts at a standard 75 percent federal and 25 percent non-federal. This means that 75 percent of the total project costs can be paid with grant funds, but 25 percent has to come from a non-federal source. That could be state or local government funding or private funding. There is an increased cost share opportunity for what the BRIC program categorizes as small and impoverished communities. This includes communities that have 3,000 or fewer individuals and where the average per capita annual income does not exceed 80 percent of the national average. When those criteria points are met, they receive 90 percent federal and 10 percent non-federal funding.

FEMA also has its Flood Mitigation Assistance (FMA) program. Funds for this program are also available annually and are nationally competitive. Projects and plans eligible for these funds are limited to flood mitigation activities only and the community must be in good standing with the National Flood Insurance Program (NFIP). The guiding principles of the FMA program are to reduce or eliminate flood risk, prioritize repetitive and severe repetitive loss properties, prioritize properties insured by the NFIP, and dedicate funding to plan for flood risk mitigation. Funding categories include project scoping, community flood mitigation, technical assistance, flood hazard mitigation planning, and individual flood mitigation projects.

The FMA cost share is similar to the BRIC cost share (75 percent federal and 25 percent non-federal), but for repetitive loss properties it can be 90 percent federal and 10 percent non-federal, and for severe repetitive loss properties it can be 100 percent federally funded. Individuals, businesses and nonprofits are not eligible to apply for these grants. Local governments and state agencies are eligible as subapplicants and must sponsor a proposed project from ineligible entities. Eligible subapplicants apply to their respective state administrative agency (i.e. MEMA, VDEM, DC HSEMA). Subapplicants must have a FEMA-approved Hazard Mitigation Plan by the application deadline and at the time of obligated funding. Subapplicants must also provide documentation, approved by FEMA, that validates cost-effectiveness.

The BRIC and FMA notices of funding opportunity will be released in August. Any Notice of Interest will be due to MEMA at the end of August. Subapplications will be due to MEMA in November. The final applications will be submitted to FEMA in January 2022.

Debbie Messmer, Virginia Department of Emergency Management (VDEM)
Based on the one-year history of the BRIC program, the review process and the results from FY20 opportunity highlight the importance of FEMA's scoring criteria. There is qualitative scoring criteria and technical scoring criteria. The qualitative criteria have points awarded to the outreach activities

that are undertaken, population impacted, future conditions, leveraging partnerships, and risk reduction or resiliency effectiveness. The technical criteria have points awarded based on several requirements including the infrastructure project itself, building code adoption requirements, incorporation of nature-based solutions, etc. The building code requirement, who the project is benefiting, and offering a higher non-federal cost share than required seem to be driving forces of who will be awarded funding. FEMA also identifies "community lifelines" that need to be attached to a project. These lifelines include 1) safety and security, 2) food, water, shelter, 3) health and medical, 4) energy, 5) communications, 6) transportation, and 7) hazardous material. All project applications identified for further review had at least two community lifelines addressed in their application.

There were 991 subapplications, and 98 of those were submitted for small, impoverished communities. There were $5.5 billion in project costs submitted with total federal share request of $3.6 billion. Flood control, as well as utility and infrastructure protection were the top proposed project types from the applications received. Only 22 structural project applications nationwide were identified for further review, which amount to $375 million in federal funding. With regard to these 22 applications, the ones that score higher are large whole community projects that benefit not only a community's population but create an economic benefit. All of the projects identified for further review were infrastructure projects and mostly public infrastructure projects. 17 of the 22 had a higher cost share than the standard 75 percent and 25 percent. Next year, FEMA is going to double the amount of funding available to about $1 billion nationwide. Each state will get a portion set aside.

An important takeaway is that localities should work with states as early as possible to prepare applications. So, although the notice of funding opportunity for the next round of funding will not be released until August of 2021, Virginia has already opened their application period.

Applications and pre-applications will be due to VDEM in November. From August to November VDEM will be providing informational webinars to subapplicants. The peer review process will kick off in December, with the aim of submitting applications to FEMA in January 2022. One big difference between Maryland and Virginia is that Virginia has their separate grant portal. MEMA utilizes FEMA's application system; the applicant applies directly to MEMA on the FEMA system. MEMA will work with applicants on this.

Vermecia Alsop, DC Homeland Security Emergency Management Agency (DC HSEMA)
A number of District of Columbia projects were conditionally selected for BRIC and FMA grants totaling nearly $45 million in federal share. HSEMA and several district agencies co-developed competitive and non-competitive grants to fund resiliency projects that improve the reliability of power at critical facilities, as well as decrease flood risks in high risk, flood prone neighborhoods. Only the District and a few other states were selected to receive more than $30 million in federal share. Additionally, of the 22 public infrastructure projects nationwide selected for further review, Twelve were phased projects and DC accounts for two of those phased projects. One thing to take away from this analysis is that phased projects essentially allow the applicant to submit all their needs in two phases through one application submission process. Phase one encompasses design work, which leads to phase two being a construction process. For the next round of applications, starting to work on proposals early is vital and outreach and stakeholder engagement should be ongoing in order for agency partners to build quality applications.

Discussion:

- The states will place project applications into the appropriate overarching category. Those three categories are capacity and capability building, mitigation projects, and direct technical assistance. The actual application asks the applicant to specify what type of hazard is being mitigated and what type of activity is being applied for.
- In Virginia, because the localities must adopt the state building code, all localities will score points in the building code criterion. The Virginia Department of Housing and Community Development put together an application to increase outreach and education within the local governments to improve their Building Code Effectiveness Grading Schedule (BCEGS) rating and improve enforcement of the building codes. The District of Columbia's Department of Consumer and Regulatory Affairs (DCRA) is responsible for the Construction Codes Coordinating Board (CCCB) that has 13 technical advisory groups dedicated to the evaluation and enforcement of building codes. That group submitted a project for disaster mitigation funding to DC HSEMA for consideration. DC HSEMA was able to leverage that funding source to assist them in their work toward adopting the latest building code.
- The Stormwater Flood Mitigation in Southwest DC project was considered a nature-based solution infrastructure project. It was selected for further review and the District is building on the work that the Office of Planning is implementing with the Buzzer Point Flood Resilience Strategy. This strategy will inform the design and implementation of the approach to flood and stormwater treatment for the Southwest project.

4. TRANSPORTATION PLANNING BOARD RESILIENCE STUDY
Leo Pineda, COG Transportation Planning

Last year, the COG Board, and the Transportation Planning Board (TPB) affirmed 2030 climate mitigation and resilience goals. To support the implementation of these goals, CEEPC adopted the Metropolitan Washington 2030 Climate and Energy Action Plan (2030 CEAP). TPB is currently undertaking two studies: the TPB Climate Change Mitigation Study and the TPB Resiliency Study. The Resiliency Study promotes the implementation of several of the action items from the Climate and Energy Action Plan.

The TPB Resiliency Study focuses on a resilient transportation system in the face of natural disasters. The purpose of the study is to respond to Fixing America's Surface Transportation (FAST) Act requirements and to advance regional planning work and regional coordination on the topic of resiliency. The FAST Act requires Metropolitan Planning Organizations (MPOs) to consider vulnerabilities of their transportation system. There is a planning factor in the FAST Act to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. TPB staff developed a framework for the TPB Resilience Study and worked with stakeholders to complete research and develop a white paper, which is currently under review by the TPB. This study will serve as input for the Long-Range Transportation Plan (LRTP) and will inform resiliency strategies and actions that can support future coordination and collaboration. The whitepaper will be published on the Visualize 2045 website later this Fall.

Discussion:

- Resilience, as defined in this study, focuses specifically on natural disasters and the ability of the transportation system to anticipate, prepare for, and adapt to these disasters. Climate resiliency is not specifically called out, but there is an understanding that climate change

may increase the intensity, duration and frequency of natural disaster events.

5. ADJOURN
Deni Taveras, CEEPC Chair
Laurie-Anne Sayles, CBPC Chair

Chair Deni Taveras and Chair Laurie-Anne Sayles adjourned the webinar meeting.

Upcoming CEEPC meeting dates for 2021 include:
- September 22
- November 17

Upcoming CBPC meeting dates for 2021 include:
- September 17
- November 19

All meeting materials including speaker presentations can be found on the MWCOG website or by clicking the link below –
https://www.mwcog.org/events/2021/7/28/climate-energy-and-environment-policy-committee/