

Meeting Summary
Climate, Energy and Environment Policy Committee (CEEPC)
May 28, 2014

Attendees

Roger Berliner, Montgomery County, Chair*
Rachel Healy, WMATA
Kate Johnson, District Department of the Environment (DDOE)
Brendan Shane, District Department of the Environment (DDOE)
Laine Cidlowski, District Department of the Environment (DDOE)
Erica Bannerman, Prince George's County
Denise Mitchell, City of College Park
Judith Davis, City of Greenbelt
Fred Shultz, Takoma Park
Del Pepper, City of Alexandria
Jay Fiset, Arlington County
Penny Gross, Fairfax County Board of Supervisors
Kambiz Agazi, Fairfax County
Rich Dooley, Arlington County
Michael Barancewicz, Loudoun County Public Schools
John Lord, Loudoun County Public Schools
Jerry Pasternak, Pepco
Melissa Adams, Washington Gas
Bob Grow, Greater Washington Board of Trade
Michele Peterson, Honeywell
John Andreoni, Institute for Market Transformation (IMT)
Scott Sklar, Stella Group & GW University
Dr. Dann Sklarew, George Mason University
Bjorn Frogner, University of Maryland Baltimore County
Nicole Steele, Alliance to Save Energy
Tim Stevens, Sierra Club
Gina Mathias, Ecobeco
Mark Buscaino, Casey Trees
Jeannine Finnell, Leaders in Energy

By Phone

Jonathan Way, Manassas City, Vice Chair*
Jeff Platenberg, Fairfax County Public Schools
Lyn Ericson, Maryland Department of Transportation (MDOT)
Luke Wisniewski, Maryland Department of the Environment (MDE)
Kyle Hass, Maryland Energy Administration (MDE)

Louisa Robles, City of Greenbelt
Alan Brewer, Loudoun County
Blaine Collison, Altenex
Claude Willis, Greater Washington Region Clean Cities Coalition
Kelly Blynn, Coalition for Smarter Growth
Maurice Tease, District Department of Transportation (DDOT)
Kanti Srikanth, Virginia Department of Transportation (VDOT)

COG Staff

Steve Walz, COG Director of Environmental Programs
Jeff King, COG Environmental Programs Staff
Maia Davis, COG Environmental Programs Staff
Amanda Campbell, COG Environmental Programs Staff
Leah Boggs, COG Environmental Programs Staff
Paul DesJarlin, COG Director of Community Planning and Services

1. Call to Order/Introductions/Chair Remarks, Jonathan Way, Vice Chairman.

First order of business is revising the agenda due to Chair Berliner's Absence
Approval of the minutes of the previous meeting, March 26, 2014
Will now move to the item #2 on the agenda

2. Regional Climate Action Planning Progress and Best Practices, Maia Davis, COG Environmental Programs Staff

COG staff have been looking into other region's climate plans in response to a request from Jonathan Way at the November meeting. This presentation will describe how COG jurisdictions are doing to meet our regional goals (as described in the CEEPC Action Plan) and how our climate goals compare to other regions across the country.

The COG Board has adopted GHG reduction goals that are included in the NCR climate report, as well as the Region Forward vision. The CEEPC Action Plan is a short term plan to meet our long term goals. It is updated frequently to reflect progress and new focus areas.

How we are doing to meet our own goals:

COG DEP does an annual survey of local jurisdictions to track their progress toward meeting the action plan goals. We survey 22 member jurisdictions, the school districts, and this year included eight water and wastewater utilities.

- The region is doing well toward meeting its goals on: greenhouse gas reduction plans, energy improvement plans, energy audits and incentives for energy efficiency and clean energy.
- The areas in need of the most improvement are: vulnerability assessments, developing resiliency strategies, implementing streets policies.

- 6 responses were received from the water utilities in the region. They are doing well on generally doing well on energy efficiency improvements, installing renewable energy, resiliency strategies, and assessing vulnerabilities.
- Only ½ of school systems responded. They are generally doing well on: installing renewable energy, energy efficiency improvements and energy audits but are not assessing vulnerability and resiliency opportunities.
- The survey also asked about green purchasing and contracts that other jurisdictions or agency could ride. COG has created a database of existing contract, there are over 80 contracts included thus far. Most contracts are for green office products, recycling, clean products, etc.
- The survey also asked about alternative fueled vehicles: Most light duty AFVs in the region are ethanol, and most medium and heavy duty AFVs are biodiesel.
 - Of survey respondents, DC is only one with E85 stations, using for flex fuel vehicles, most others are not yet using it because E85 is less efficient and there is greater price fluctuation than other fuels. COG is hosting a reverse fuel auction including E85 next week.
 - There is significant interest in a bulk purchase program for electric vehicles and EV charging infrastructure.

How our Progress Compares With Other Regions:

COG staff chose to use LEED, ENERGY STAR, and EPA's Green Power Partners to assess our region's progress relative to others across the country, as these are national programs and can be compared across regions.

- Of the comparable leading regions, we have the most certified LEED buildings and the most LEED for Neighborhood Development sites, and are tied for 4th for number of LEED Platinum buildings.
 - Some regions, like Atlanta, have fewer in part because there is another prevalent local certification program
- We also have the most energy star floor space, and are 1st for the number of Green Power Partners, and 2nd for total Green Power Purchased
 - Schools, large corporations and real estate / property management companies are big drivers of ENERGY STAR buildings
 - We have many federal government agencies that participate in GPP. Total green power purchased is less than San Francisco region because of Apple, Google and Intel.

How Our Climate Plan Compares With Other Regions' Plans:

Many west coast COGs have transportation GHG reduction targets and address this in their transportation plans because the CA legislature has required that regions address this issue.

- These tend to focus on making climate-friendly investments with transportation dollars
- San Diego and Sacramento are aiming to hit the state goals, while San Francisco and Los Angeles are planning to exceed state goals

- In the San Francisco area's 2035 Transportation Investment Plan: 2/3 of the planned funding is for public transit. They are also making huge investments in a bike network, and a Climate Action Campaign including a climate grants program, safe routes to schools and similar programs.
- Portland, Puget Sound and Southeast Florida also have notable plans that address GHG reduction through comprehensive transportation/land use strategies.
- The Southeast Florida plan focuses on resiliency and infrastructure improvements for sea level rise, such as new design standards for transportation infrastructure. The plan calls for focusing transportation investment on projects that will improve resilience and mitigate climate impacts.

Other regions are also doing much more on resiliency:

- California regional adaptation networks identified resiliency actions for COGs such as work with stakeholders to create regional resiliency vision, identify and map responsible parties for adaptation action, and develop local government policy templates for resiliency action. San Diego has a sea-level rise strategy, Sacramento has a resiliency plan, Houston-Galveston did a report identifying 25 specific resiliency strategies

Additional COG sustainability initiatives:

- Kansas City has a Green Impact Zone initiative that provides focuses green projects and job training investments in areas of the city that most need an economic boost
- Delaware Valley provides no-cost assistance to small and medium sized local governments to reduce their energy and water costs
- Detroit's plan covers all three pillars of sustainability with a focus on economic resiliency

Discussion:

- Washington Gas noted that CNG is a "future area of inquiry" in the COG plan, partly because one of the barriers for scaling has been infrastructure. Washington Gas is adding public access fueling in several locations around the region, which should aid in facilitating more CNG vehicles.
- It was observed that we are doing well on improving energy efficiency in schools but we are not integrating this into the curriculum. Since students are the future decision makers for the region this is important. It could be beneficial if COG were a repository for this information so that the local governments could access it easily.
- One member suggested asking TPB to do a presentation at TPB on climate strategies in other regions' transportation sectors. Their work program this year includes better integration of the COG climate goals. Such a presentation would be very informative to TPB members who may not be familiar with climate and sustainability issues. Jay recommends that COG staff work with transportation staff to arrange such a presentation.
- The Chair asked COG staff to provide recommendations on what CEEPC members should be doing in their jurisdictions based on this research, or other similar exercises. Three or four primary measures or initiatives that can be replicated or considered would be very helpful.

- It was observed that CA's long term targets look like they are only 1/3 or 1/2 as stringent as our GHG targets. Are we more aggressive on GHGs than competing jurisdictions? How can we remain economically competitive with these GHG goals in place? Chair Berliner noted that economic and climate goals are not necessarily in conflict.
- A member noted that schools may not have done resilience planning because they are looking to the County government. It could be helpful for the local government to be cc'd on the survey so that you capture all the information.
- There is a great need for a resiliency vision for the region. The emergency management folks work on resiliency a lot, and the water utilities are focusing on resilience but they are not always talking to each other. Sometimes there is duplication within the same locality. This is an item that could be added to a future Work Plan.
- The District recently launched the development of on a climate adaptation and resiliency initiative and is coordinating with MCPC and GSA on these efforts. DDOE can work with COG staff and other members to share baseline climate and forecasting data, which will be applicable to other localities in the region. DDOE can likely present on their process and progress at the next CEEPC meeting or the following.
- Members noted the need for a better understanding of the term "resiliency". The broad concept is not well understood and there are many definitions.
- Military bases use energy efficiency and renewable energy to achieve resiliency in terms of the ability to maintain critical operations in the face of emergencies like power outages
- NACO may have a common definition of resiliency; the NACO president has made resilience her priority for this year.
- One fairly common three-part definition: being prepared for an emergency event, effectively managing the event, and recovery from the event

3. Letter to TPB on Adopting Greenhouse Gas Targets, Chair Berliner

Integration GHG reduction into transportation planning has been one area that the region has not yet tackled, and efforts to do so have provoked some resistance. There is a need for further work from TPB to integrate GHG emissions into their project decisions. CEEPC sent a letter in January related to this issue, but the new CLRP has not included any of the recommendations. This is a responsibility the COG Board has given to CEEPC, and now is great opportunity to bring the missions of the two committees in greater harmony.

Discussion:

- A presentation on what other regions are doing on climate and GHG emissions from the transportation sector, and how they have actually been able to succeed in these goals would be helpful for TPB. This could be included in the letter
- Because jurisdictions submit projects to TPB, rather than TPB selecting them, he would suggest a change to paragraph 2: replace "and selects the projects..." with "during the annual update" to the CLRP and similar plans.

- COG DTP staff provided information on TPB’s process for approving projects and assessing the CLRP. The jurisdictions submits projects to their departments of transportation, TPB assess the package of projects for air quality conformity. Unless the package violates projected criteria pollutant limits, the projects submitted are approved.
- TPB does annually have to approve projects. The change suggested by DDOT does keep the message that TPB should include GHG emissions as a criterion for approval. The change strengthens the letter because it makes it annual rather than periodic.
- A suggestion was made that “and similar plans” should be deleted so that the letter does not suggest TPB expand their authority. Steve Walz explained that the phrase is only covering TPB’s work on plans other than the RTPP and CLRP, such as the bicycle and pedestrian plan.
- Members noted that CEEPC could benefit from a presentation on TPB’s process and GHG work.

The letter was so approved, with the suggested changes.

4. Region Forward: Vision for Prosperous, Accessible, Sustainable, and Livable National Capital Region,
Paul DesJardin, COG Director of Community Planning and Services

Region Forward is the region’s comprehensive vision for regional progress. The vision includes 9 broad goals, which drill down to 23 more specific targets.

- Activity Centers are 141 locations across the region that are targeted for enhanced economic investment, population growth, etc. that have been approved by the COG Board.
- The recent Place + Opportunity report developed with the Planning Directors and Region Forward looked at tools and strategies to help Activity Centers become the best they can be, sustainability is one aspect of this.

The most recent Region Forward meeting focused on Sustainability, and specifically on what can be done to create sustainable Activity Centers.

- The meeting included a panel on best practices from around the region: DC’s Southwest EcoDistrict, the Twinbrook station LEED for Neighborhood Development, Frederick County North Point Zero Energy Community and Crystal City’s district energy system.
- Participants were provided a guide with information on national and regional best practices

The meeting in July is focusing on Livability, and is primarily health-focused but sustainability is also clearly part of livability. There is a clear opportunity to look at Activity Centers from a sustainability and resiliency perspective and to cross-walk the work of CEEPC and Region Forward going forward.

Discussion:

- It would be great if COG could help local leaders figure out the specific steps needed to implement these programs or pursue these initiatives.
- On September 24-26 there is a National EcoDistricts Conference in DC. COG is hosting a local leaders training on EcoDistricts following the CEEPC meeting on September 24.

5. WMATA Sustainability Agenda, Rachel Healy, WMATA

WMATA contributes significantly to regional sustainability just by the nature of its work

- Sustainability is a way to promote responsible savings of regional tax dollars
- Transit improves air quality by avoiding 260 tons of VOCs, 22 tons of PM, and 0.5 million tons of CO₂ each year due to reduced auto use.
- Momentum strategic plan created a comprehensive & systematized approach to sustainability, but has been part of good business practice for a long time
- Sustainability is not just about livability, also good fiscal stewardship
 - Hug taxpayer dollars savings potential

Current sustainability work:

- 100% of new track = 100% recycled steel
- Number of LEED buildings growing
- More efficient buses & cleaner fuels:
 - Fuel economy of buses has grown 30% in last 8 years
 - Natural gas buses have 53% lower NO_x, 85% lower TPM and 89% lower CO emissions that conventional diesel buses.
- Garage LED lighting contract
 - Will save WMATA \$1.5 million per year
 - Upgrades paid for out of savings (performance contract)

Scale of potential

- WMATA's annual utility bills: ~ \$36 million (fuel, power & CNG ~\$90 million/year) = ~126 million
 - If could achieve 1% savings, save over \$12 million per year!
 - If focus on energy, and reduce 15% by 2025, could save \$20 million per year

New sustainability initiative: www.wmata.com/sustainability

- Things WMATA can do today: energy star purchasing, green award, behavioral changes, etc.
- Long-term goals: TOD
- Sets targets that are both aggressive and achievable
 - First focus on regional impact, then on internal things

External Targets:

- 25% increased ridership by 2025
- Increased mode share (shifting away from cars)
- Increasing share within regional "transit sheds" (work on TOD: e.g. Brookland Station)
 - New TOD requirements in property transfers
- 10% increase in GHG displacement by 2025
 - Displacement is amount of GHG that you prevent from happening

Internal Targets:

- 50% reduction in GHG emissions per vehicle mile by 2025
- 15% reduction in energy use per vehicle by 2025
 - This is difficult, WMATA has already invested in more efficient buses

- New steel metro vehicles are much safer, but are heavier than previous aluminum cars. They have tried to minimize the weight increase, but they are more fuel intense.
- Reduce water use per vehicle mile 20% by 2025
- 100% diversion rate (zero waste)
- Purchase or generate 30% electricity from renewable sources

Sustainability Lab

- Allows WMATA to pilot new technologies and roll them out agency-wide
 - Investments can have a huge potential impact
- Goal = push technology change in the industry
- Transit tends to be conservative, safety oriented and cautious, and to move as a block
- Pilot new technology to prove ROI and functionality so it can be adopted here and elsewhere

Sustainability Agenda Report has more detail on projects already doing, where they hope to go, what the targets are.

There is a lot of opportunity for improvement and to fully utilize the agency and taxpayer funds invested in transit.

Discussion:

- WMATA shared information on their regenerative braking technology: The energy generated during the braking process is stored in a bank of batteries, and then pushed back onto the system, which can reduce energy use at that location 20%. This technology is moving forward very rapidly. WMATA's deputy manager of operations wants to move forward on occupancy sensors, solar opportunities, wayside storage.
- Affordability: The \$6 billion Momentum plan would not bring down fares. What would the plan look like if the fare was capped or put in line with other public transit systems around the country? Is there a way to use WMATA's land to offset the cost of transit? Fares are quite high, and likely unaffordable for many. Using the land for solar could be an option.

6. Environmental Resources Annual Work Program and Budget, Steve Walz, COG Director of Environmental Programs

This committee has never taken an approval process for the Environmental Programs budget, but that would be welcome should CEEPC wish to take that role. Chairman Berliner will speak with COG Executive Director Chuck Bean to seek clarification.

Revenue: Total – \$1,088,372

- Regional Environment Fund – \$541,621
- COG Local Contribution and Building Interest – \$389,751
- Sponsorships and Grants – \$157,000

Expenses:

- Policy Development – supports CEEPC meetings and the work that CEEPC has asked COG staff to perform.

- Built Environment and Energy Advisory Committee (BEEAC) – supports BEEAC meetings and the work that BEEAC has asked COG staff to perform. Focuses more on the technical side, building codes, infrastructure, on-the-ground programs, companies and innovations.
- Energy Infrastructure – supports work with utilities, annual data collection and relation to greenhouse gas inventory.
- Sustainability/Adaptation – supports climate resilience trainings and presenting information on climate impacts and best practices.
- Public Advisory Committee – supports ACPAC meetings and activities such as the Climate and Energy Awards Program.
- Recycling/Solid Waste – support recycling committee and COG work on waste, recycling, organics.

Recommendations:

- Become more active in bringing recommendations to local policy makers
- Add to the work plan a presentation from TPB on their process and current GHG analysis work.

Discussion:

- This budget does reflect the work of the committee and provides a roadmap for future work.
- It may be better in the future to bring CEEPC the work program and budget for approval before the COG Board approval.
- Resources leveraged by COG make it a very cost-effective investment for regional planning. Transportation planning is very complex and cuts across many federal agencies. A meeting should elucidate this process and considerations, as well as provide an opportunity for CEEPC and TPB members to discuss opportunities for better collaboration.

7. Announcements:

- Climate and Energy Awards – application deadline is June 18
- Adaptation work, Amanda Campbell:
 - A summary report on COG’s climate resilience work with NASA and other federal agencies will be ready soon.
 - Green streets workshop is planned for July 28 or 29
- Solar updates, Jeff King:
 - COG is submitting an application to funding opportunity form DOE on Solar Market Pathways community-based planning today.
 - EPA Green Power Partners work has led to a 10 MW RFP for DC, as well as an RFP in Montgomery County, for putting solar on municipal facilities.
 - Rooftop Solar Challenge work is progressing. We are likely to focus on getting more residential bulk purchasing programs going in the region and using some of the grant funds for assistance in this respect.
 - Chair suggests a presentation on various options and policy developments around solar: community solar (also called virtual net metering or aggregate net metering) versus bulk

purchasing. Case studies and advice for local governments on how to help advance such initiatives would be helpful.

- Energy Star Portfolio Manager Master Account, Leah Boggs:
 - Allows for comparison across the region rather than the national comparison
 - Data session on May 13 – 5 local governments and a local school district participated
 - 400 buildings in the account
- Passive House tour tomorrow – Arlington County Passive House
- Rockville Passive House Tour – June 11
- Microgrid workshop – June 16

8. Adjourn, Chair Berliner

- Next CEEPC meeting: July 23