



Climate, Energy, and Environment Policy Committee Meeting

DRAFT WEBINAR MEETING SUMMARY: JANUARY 27, 2021

CEEPC MEMBERS IN ATTENDANCE

- Hon. Deni Taveras, Prince George's County
- Hon. Koran Saines, Loudoun County
- Hon. Mary Cheh, District of Columbia
- Hon. Monique Ashton, City of Rockville
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Penny Gross, Fairfax County
- Hon. Takisha James, Town of Bladensburg
- Hon. Carletta Lundy, Town of Bladensburg
- Hon. Alanna Mensing, City of Manassas Park
- Hon. Del Pepper, City of Alexandria
- Hon. Dave Snyder, City of Falls Church
- Hon. Ann Wheeler, Prince William County
- Hon. Patrick Wojahn, City of College Park
- Dr. Kambiz Agazi, Fairfax County
- Michael Barancewicz, Loudoun County Public Schools (LCPS)
- Michele Blair, City of Laurel
- James Bradbury, Georgetown Climate Center
- Amanda Campbell, City of Rockville
- Austina Casey, District Department of Energy and Environment (DDOT)
- Rachel Clark, DC Council
- Stan Edwards, Montgomery County
- Randy Freed, Citizens' Climate Lobby
- John Friedman, Washington Gas
- Susan Gerson, LCPS
- Kim Goddu, Bethesda Green
- Beth Groth, Charles County
- Stephen Gyor, District of Columbia
- Dawn Hawkins-Nixon, Prince George's County
- Rachel Healy, Washington Metropolitan Area Transit Administration (WMATA)
- Geoffrey King, Connected DMV
- John Lord, Fairfax County Public Schools
- Elissa McDade, WMATA
- Deborah Moran, City of Gaithersburg
- Regina Moore, Virginia Department of Transportation (VDOT)

- Shannon Moore, Frederick County
- Ryan Opsal, Maryland Energy Administration
- Scott Pomeroy, Scalable Strategies
- Jim Ponticello, VDOT
- Matt Ries, DC Water
- Adam Roberts, Bethesda Green
- Erica Shingara, City of Rockville
- Dr. Dann Sklarew, George Mason University
- Edward Yim, District Department of Energy and Environment (DOEE)

ADDITIONAL ATTENDEES:

- Mary Abe, Prince George's County
- Dawn Ashbacher, Frederick County
- Kelly Crawford, DOEE
- LouAnn Crook, City of Laurel
- Bill Eger, City of Alexandria
- Matthew Gaskin, DDOT
- Adriana Hochberg, Montgomery County
- Tianni Ivey, Loudoun County
- Michael Knapp, Montgomery County
- Elizabeth Lovinggood, WMATA
- Su Ly, US Environmental Protection Agency
- Gina Mathias, City of Takoma Park
- Bill Pugh, Coalition for Smarter Growth
- Rachel Wiggins, Michael Baker International

COG STAFF IN ATTENDANCE:

- Leah Boggs, COG Environmental Programs
- Camilla Cook, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Jennifer Desimone, COG Environmental Programs
- Paul DesJardin, COG Community Planning and Services
- Katie Dyer, COG Environmental Programs

- Lyn Erikson, COG Transportation Planning
- Jeff King, COG Environmental Programs
- Sunil Kumar, COG Environmental Programs
- Brian LeCouteur, COG Environmental Programs
- James Li, COG Transportation Planning
- Wyetha Lipford, COG Environmental Program
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning

- Tim Masters, COG Environmental Programs
- Sabreen Rash, COG Environmental Programs
- John Snarr, COG Environmental Programs
- Kanti Srikanth, Deputy Executive Director Metropolitan Planning
- Dusan Vuksan, COG Transportation Planning



1. WELCOME AND MEETING SUMMARY

Deni Taveras, CEEPC Chair

Incoming Chair, Deni Taveras, called the Climate, Energy and Environment Policy Committee (CEEPC) webinar meeting to order. This year, the CEEPC Vice Chairs are Mary Cheh (District of Columbia) and Koran Saines (Loudoun County). Maia Davis (COG staff) went over the virtual meeting guidelines. CEEPC's November 18 Meeting Summary was unanimously approved.

2. COMMITTEE AND MEMBER UPDATES

A. Built Environment Energy Advisory Committee (BEEAC)

Gina Mathias, BEEAC Chair

- Since 2015, COG staff has conducted an annual survey to gauge member priorities for the year. COG staff uses that data to inform what BEEAC should focus on for the year, along with interface with CEEPC priorities.
- The top 5 priorities have remained the same with slight variance indicated in the 2021 survey – electric vehicle strategic planning within the built environment rose to a high priority.
- Priority areas for 2021 include:
 1. Building and energy system decarbonization
 - This is building on the net zero energy building (NZEB) series BEEAC conducted last year. In 2021, BEEAC will be looking more closely at embodied carbon.
 2. Energy resiliency and climate adaption
 - Integrating climate adaption with other plans – stormwater/water plans and comprehensive plans.
 3. High performance buildings
 - Looking at technologies that support implementing green building policies.
 - NZEB/Decarbonization for existing buildings, preparing for strategic electrification in the built environment.
 4. Mitigation and resiliency
 - Possible joint session with CEEPC and BEEAC on the transportation mitigation and resiliency studies that are underway.
- BEEAC's first meeting of the year is February 18.

B. Air and Climate Public Advisory Committee (ACPAC)

Leah Boggs, COG Environmental Programs

- ACPAC's first meeting of 2021 was on Monday, January 25th.
- Monday's meeting was a planning session focused on 2021 programmatic priorities for ACPAC, as well as hearing of the proposed priorities for CEEPC, MWAQC and transportation.
- 2021 ACPAC priorities include:
 1. Ozone planning - an extension of the attainment date for 2015 ozone.
 - The Washington region did not attain the 2015 ozone National Ambient Air Quality Standards (NAAQS) of 70 ppb (<71 ppb)
 2. Ozone season update and COVID-19 impacts.
 - Ozone (and PM2.5) levels were overall lower in 2020 compared to previous years as COVID-19 related restrictions were implemented in the Washington region
 3. 2030 Action Plan implementation and EJ interface.
 - Looking closely at equity
 4. Updates on local climate action plans across the region.

- Fairfax County, Frederick County, Montgomery County, The City of Rockville, and Prince George's County
- 5. Looking at the feasibility of having the 2021 Climate and Energy Awards
 - The awards program started in 2014 to recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities.
- 6. Regional transportation impacts on air quality including clean cars, buses initiatives, resiliency and adaptation studies.
- ACPAC voted in new officers for the committee – The new Chair is Guillermo Ortiz and Vice Chair is Tara Failey. They will represent ACPAC on CEEPC.
- ACPAC is concluding the membership recruitment process. They had over 20 applicants to fill 12 seats.
- New members will be appointed at the February 10 MWAQC Executive Committee meeting.
- The next ACPAC meeting is March 15.

C. Greater Washington Region Clean Cities Coalition (GWRCCC)

Jeff King, COG Environmental Programs on behalf of Ira Dorfman, GWRCC

- The Mid-Atlantic Electrification Partnership project, a \$6M, 39-month effort funded by the US Department of Energy, has launched. The purpose of this program is to support and foster a regional electric vehicle (EV) ecosystem in DC, MD, VA and WV that includes all sizes of EVs used by fleets, Transportation Network Companies (TNC), and consumers, as well as the charging infrastructure to support it.
- GWRCCC serves as the project manager in the DMV to serve to 1) convene key partners in coordination meetings; 2) complete vehicle and station assessments; 3) work with industry and Argonne National Laboratory's project-specific EV station location and cost tools; 4) facilitate discussions between vendors, hosts, and permitting officials; 5) provide education and outreach to end-users and to others eager to replicate similar efforts; and 6) complete vehicle projects. GWRCCC will also assist MD Clean Cities and the MDE in programs in rural areas of Maryland.
- The Project also includes EV charger partners Blink and Greenspot; and EVNoire, an energy and environmental equity driven organization engaging frontline communities. EVNoire and GWRCCC will engage community organizations, particularly in DC's Wards 7 and 8, on workforce development opportunities, workplace charging, educational programs in the EV economy and the development of intermodal hubs to improve community transportation options.
- Project partner Pepco will provide the infrastructure necessary to install the charging equipment for taxi/rideshares. The collaboration with this project will upgrade deployment to substitute additional DC fast chargers for the slower Level 2 chargers originally proposed.
- GWRCCC solicit the help of CEEPC members to serve on the Advisory Committee for this project. Please let [Jeff King](#) know if you are interested in participating.

D. Committee Member and Staff Roundtable Updates

Dawn Hawkins-Nixon, Prince George's County

- Prince George's County is preparing their Climate Action Plan. Work on this is in progress and will continue through to September this year.

Kanti Srikanth, Director of COG's Department of Transportation Planning

- Kanti Srikanth is the Deputy Executive Director for Metropolitan Planning. COG works on a broad set of topics including housing, land use, public health, public safety, transportation, water

resources, urban forestation, and climate, energy and air quality. The planning activities across this broad spectrum of sectors are done by numerous technical committees and subcommittees. While the boards that oversee these different activities are independent, they do partner and work together on issues that are regional in scope.

- As the Deputy Executive Director for Metropolitan Planning, Kanti is tasked with coordinating the work across all of these different sectors where there is a regional interest.
- Building on the excellent work that CEEPC did last year, developing the 2030 regional greenhouse gas (GHG) reduction goal and the new resiliency goal, COG has identified climate change as one of the priority work activities for the region moving forward. The Board recognizes that there are many sectors that contribute to climate change and close coordination and collaboration across all of these sectors is needed for the region to address climate change. One of the first actions COG has taken is to establish a new position at the staff level, which is a Director of COG's Climate and Air Programs. This position will be filled soon.
- Kanti will be working with COG staff and directors of all the different programs to ensure that there is coordination and collaboration in actions that can be taken in all of these different sectors so that the region can achieve its GHG reduction goals in 2030 and 2050.

Jeff King, COG Environmental Programs

- COG has been actively supporting local climate planning efforts. The Prince George's County Climate Action Commission is working to develop their plan. Fairfax County has been active through 2020 and continues work on their CECAP process. The City of Frederick's plan for government operations is close to wrapping up. The City of Rockville is also making progress with their climate action planning. Frederick County will be moving forward soon with their climate planning.
- In addition to technical support from COG staff, COG has contracts with ICF and Cadmus which local jurisdictions can access to support their local climate mitigation, resilience, or sector-based planning efforts. One thing to note is that the contract has had option years and starting July 1st, that will be the final option year. Later this year, COG will engage with local members on that contract vehicle, as they consider refreshing the contract for another three or four years. COG will want to think about how it has worked and what might need to change moving forward.
- Maia Davis and team have done great work on the 2018 GHG emissions inventory. COG's local members should have received their local inventories. The next inventory year will be 2020 and COG has begun data collection. Due to a typical 1.5-year lag time in all data availability for inventories, the timeframe for completing the 2020 inventory is expected to be end of 2022.
- EPA's National Clean Diesel Funding Assistance (DERA) Program strives to reduce diesel emissions, maximize job preservation and promote economic recovery through a variety of diesel emission reduction strategies. COG has partnered with more than a dozen equipment owners/operators and leveraged the DERA program to reduce emissions from diesel fleets in the Washington metropolitan region. COG has been doing a lot of work with the passenger vessels down on the Potomac River. The most recent one being the Spirit of Washington, which has new clean diesel engines. The next phase of this will be working under a contract with DOEE to look at repairing the remaining five Amtrak switcher locomotives at Union Station.
- COG has two new sustainability externs, Camilla Cook and Sabreen Rash, who will be working with COG as part of the DCSEU's Workforce Development Program.
- Climate change is a top priority for the Transportation Planning Board (TPB). In response to this priority as well as interests and inquiries expressed late last year from TPB and CEEPC members and advocates, TPB staff is undertaking a Climate Change Mitigation Study to evaluate transportation strategies to reduce GHG emissions. Specific measures will be evaluated in 3

main buckets including mode shift and travel behavior (VMT and trip reduction), vehicle fuel and fuel economy (EV deployment), and operational efficiency (such as signal optimization).

3. MONTGOMERY COUNTY DRAFT CLIMATE ACTION PLAN

Adriana Hochberg, Montgomery County Office of the County Executive

Stan Edwards, Montgomery County Environmental Protection

In December 2020, Montgomery County released its Draft Climate Action Plan (CAP) for public review. The climate action plan is the County's strategic plan to cut greenhouse gas (GHG) emissions 80% by 2027 and 100% by 2035. The climate action plan details the effects of a changing climate and includes strategies to reduce GHG emissions and climate-related risks to the County's residents, businesses, and the built and natural environment. After receiving community input on the draft climate action plan, the County plans to finalize the plan in spring 2021. To date, there has been a lot of community engagement regarding the County's plan. The result of this engagement was the convening of technical climate workgroups and the development of 900 recommendations for consideration. Racial equity and social justice are central to the CAP. There are a number of maps in the plan that highlight the intersection of vulnerable populations and climate impacts. Each of the GHG reduction actions in the plan include equity enhancing measures.

Montgomery County's GHG emissions inventory identifies residential and commercial buildings, along with transportation as the main contributors to GHG emissions in the County. The actions in the CAP focus on addressing potential emission reductions in these major sectors. Decarbonizing the electric grid is crucial to achieving the County's goals. The CAP includes community choice energy, energy efficiency incentives and requirements, and renewable energy deployment as primary actions to address the electric grid. Regarding the transportation sector, there are two primary strategies. One is to have people shift to public transit and other transportation modes like walking and cycling. The other strategy is to switch out vehicles to EVs. Finally, there are two strategies that focus on the built environment. One is to establish building energy performance standards and net zero building codes, and the other focuses on building electrification. There are other emission categories such as aviation emissions, refrigerants, and industrial and process emissions that the County has not established specific actions for yet. Some carbon sequestration actions are also present in the plan.

The CAP includes actions related to governance. This includes organizational structure and culture, staffing and technical capacity, as well as processes and decision-making that will institutionalize climate change considerations and provide the foundation and capacity to implement the CAP. The County is still working on funding the CAP through innovative financing mechanisms and partnerships. They also need to evaluate their planning processes to leverage climate change action. The CAP focuses on public engagement, partnerships and education. The success of the CAP is based largely on the degree to which community members are actively engaged in the process. Implementing the actions identified in the CAP calls for a commitment from both the public and private sectors while leveraging state and federal government resources. Resources are constrained, and the County will need to creatively pursue actions that provide multiple benefits.

There are a number of ways that the community can engage with the CAP and provide feedback. There is a brief survey on the County's [website](#). The survey closes on February 28. The County also launched an innovative [virtual information room](#) for the community to engage with.

Discussion:

- DOEE has recently released their Building Energy Performance Standards (BEPS), which may

be helpful to Montgomery County. Montgomery County has been working closely with DOEE.

- Members appreciate the way that equity is handled in Montgomery County's CAP. These issues are presented well, especially the equity mapping and the little boxes that are not just calling out the equity issues, but giving some options about how to deal with them.
- Community choice aggregation is an important piece in reducing the region's emissions. Members want to learn more about this.
- The Coalition for Smarter Growth (CSG) wrote a memo, which included suggestions such as quantifying VMT reductions needed to meet climate goals and strategies that bring housing and jobs closer together, amongst other strategies that should be looked at moving forward.
- The full process, from community engagement to getting to the point where the plan was drafted and available to the public, took roughly 18 months. The County called for volunteers in June, 2019. The draft CAP was released in December, 2020.
- At the staff level, the core climate planning team consists of seven staff members from four different departments within the County. The County also hired a team of outside consultants who did much of the technical analysis, modeling and mapping. It was a heavy lift in terms of facilitating the workgroup process and working with the consultant team on the draft report. Towards the end of the process, staff were working around the clock on the document.
- Washington Suburban Sanitary Commission (WSSC) staff participated in the climate planning workgroups, and there are several of the actions included in the climate adaptation section that list WSSC either as a lead, implementer or a contributor. The County is going to have to work closely with them as the plan moves forward. The County does not have any combined sewers, which simplifies things from the standpoint of stormwater.
- The County has a solar coop that is going well and growing. In the fall, the County issued a request for information regarding an EV coop, which recently closed. They are still sorting through the responses, and they plan to roll out a pilot effort before the end of our current fiscal year.
- Montgomery County has not done any extensive modeling of the cost of electrification versus the cost of renewable natural gas. What the plan is identifying is that the County needs to have everything electric and the electricity supplied needs to be from renewable sources. Gas, while it has helped reduce GHG emissions, has GHG emissions of its own. If the goal is zero emissions, the County needs to figure out ways to eliminate the use of gas or to use renewable gas as a fuel. Electrification is one of the strategies for doing that. The cost of doing that and the timeframe is something the County will be exploring in the future, but the plan does not include any detailed cost analysis.
- The County is very interested in establishing partnerships with neighborhood-based organizations and co-creating the messaging, as the actions for specific communities may differ across the County. The County aims to hone in on three to five actions that will have the greatest impact within a community and connect with that community on those issues.

4. TREE CANOPY COMMITTEE AND TREE CONSERVATION COOKBOOK

Michael Knapp, Tree Canopy Committee Chair, Montgomery County

Brian LeCouteur, COG Urban Forestry Program Manager

In 2019, the Board endorsed the formation of a two-year Regional Tree Canopy Subcommittee (RTCS) to CEEPC to develop strategies, tactics and recommendations that can be used to conserve and manage regional tree and forest resources in support of regional environmental, land use, and socioeconomic goals. CEEPC charged RTCS with developing several key recommendations of the 2108 Tree Canopy Management Strategy Report including "Examine local tree-related policies and

ordinances for opportunities to enhance and strengthen tree preservation and maintenance policies.” In response, RTCS developed the Tree Conservation Cookbook (Cookbook) which provides examples of regulatory and technical language that jurisdictions can consult when strengthening local regulations, policies, and programs. Mr. Knapp and Mr. LeCouteur reviewed the status of RTCS activities, provided an overview of Cookbook contents, and requested support for continuation of the RTCS.

Discussion:

- Takoma Park set tree canopy goals last year. The City adopted a tree canopy goal of no net loss, with two other goals to increase biodiversity and replacing trees as they die, as a way to address the local equity impacts of decades of tree planting. The RTCS is preparing a document, which has a section focused on the regional tree canopy, as it relates to environmental equity.
- Members feel that the concept of a ‘cookbook’ is a clever way to present the information. One suggestion is to include more graphics to make it more illustrative and readable.
- The cookbook does not provide any information or methodology for calculating carbon storage. However, the COG is developing and testing methodologies for sequestration and will have more information later this year.

5. STATE LEGISLATIVE OUTLOOK

Katie Dyer, COG Environmental Programs

In January, the COG Board adopted the 2021 Legislative priorities that include the climate and energy innovation priorities identified by the CEEPC Legislative Committee. The CEEPC Legislative Committee’s proposed positions on upcoming state legislation was presented. Katie provided an overview on the bills being tracked and positions of the CEEPC Legislative Committee.

Discussion:

- DC has introduced the Green Food Purchasing Amendment Act of 2021, which directs DOEE to develop a methodology for estimating GHG emissions that occur through the life cycle of foods and beverages, and provide purchasing guidance to District agencies on how to mitigate these emissions. Agencies would be required to quantify emissions from their food purchases and take steps to reduce these emissions by 25 percent by 2030.
- A piece of legislation that the City of Rockville has recently taken a position on is HB 116. The idea is to encourage more mass transit via I-270, which would get people from Maryland to Virginia. Last year, the City also supported bills encouraging incentives for EVs. This is another area to watch potential legislation and offer support.

6. ADJOURN

Deni Taveras, CEEPC Chair

Deni Taveras adjourned the webinar meeting. CEEPC meeting dates for 2021 include:

- March 24
- May 26
- July 28
- September 22
- November 17