

# CLIMATE CHANGE MITIGATION ACTIVITIES AT COG/TPB

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## Climate Pollution Reduction Grant Program (CPRG) Comprehensive Climate Action Plan (CCAP) and Charging and Fueling Infrastructure (CFI) Grant Award

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TPB Technical Committee

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Metropolitan Washington  
**Council of Governments**

# Climate Pollution Reduction Grant (CPRG) Program

- Section 60114 of the Inflation Reduction Act (IRA), Climate Pollution Reduction Grants (CPRG) program provides grants to States, regions, and local governments to develop and implement plans for reducing GHG emissions and other air pollution **across all sectors.**
- Two-staged grant program provides funding of \$250 million for noncompetitive planning grants, and \$4.6 billion for competitive implementation grants. Mostly all funds have been obligated.



# CPRG Planning Deliverables

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## Priority Climate Action Plan (PCAP) – Complete

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- Focused list of near-term, high-priority, implementation ready measures to reduce GHG pollution
- Pre-requisite for implementation grant applications.

## Comprehensive Climate Action Plan (CCAP) – In Progress

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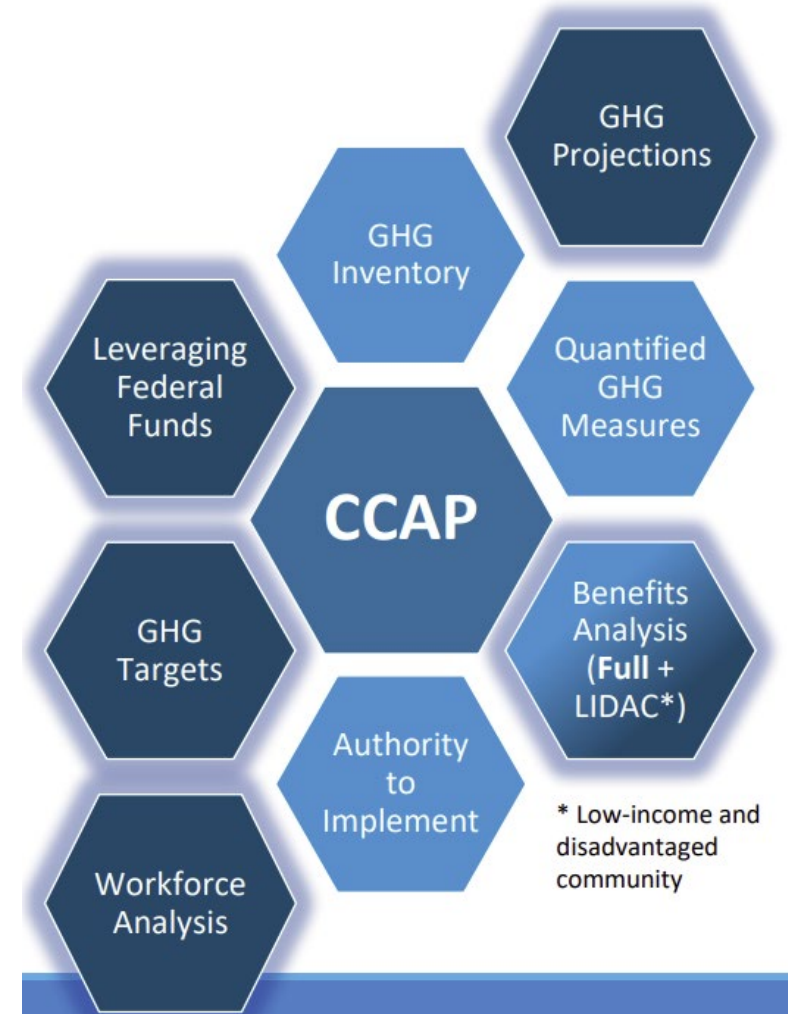
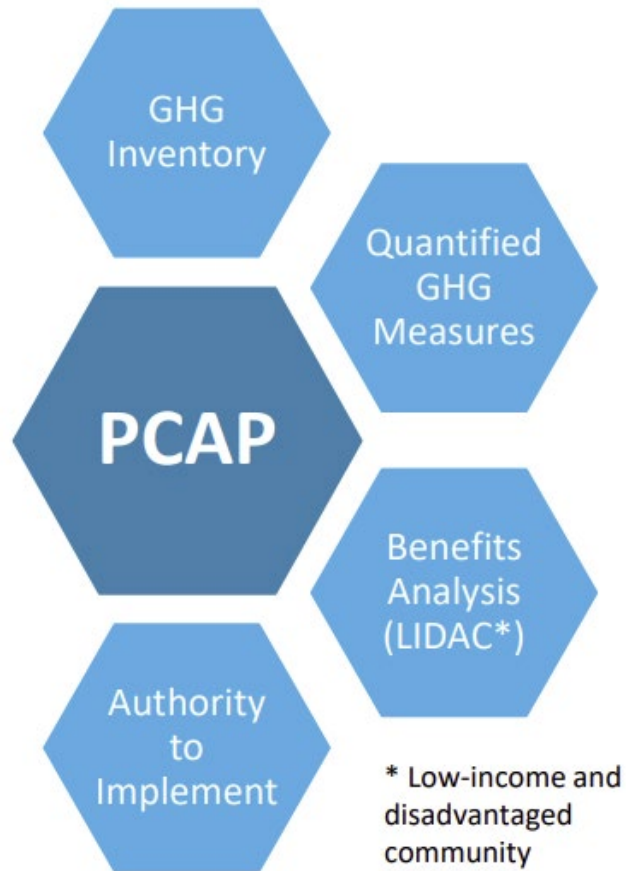
- All significant GHG sources/sinks and sectors, near-term and long-term GHG emission reduction goals and provide strategies to achieve reductions
- *Jurisdictions with existing climate plans may use planning grant funds to update or expand their existing plans*

## Status Report

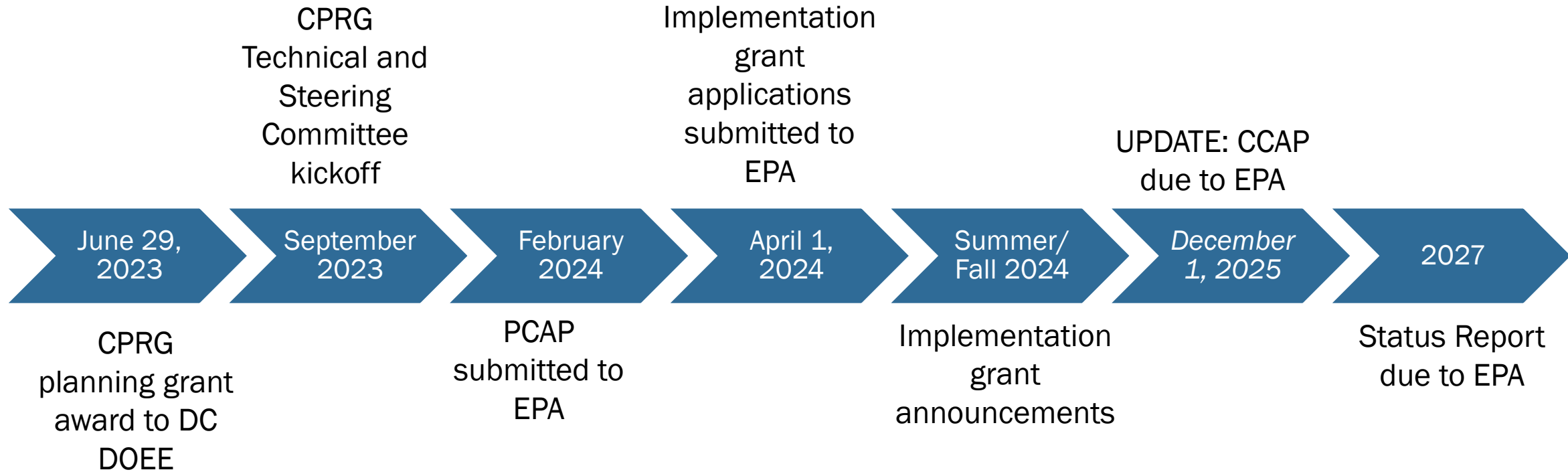
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- Updated plans and analyses
- Progress and next steps for key implementation metrics

# CPRG Planning PCAP/CCAP Requirements

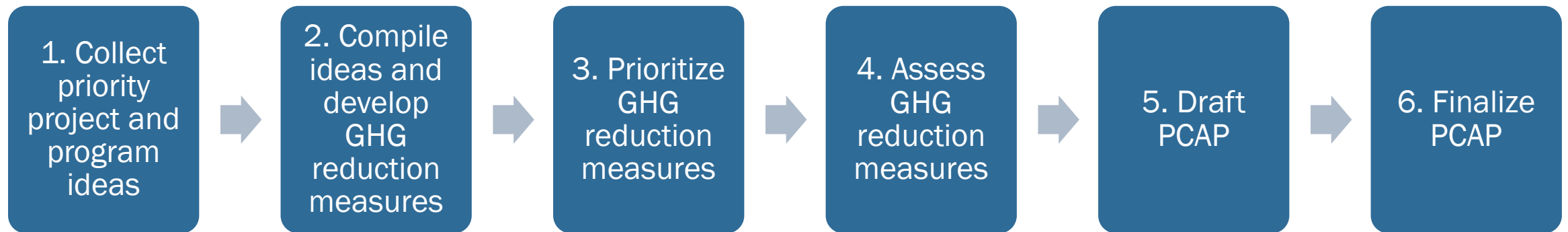


# CPRG Status Update



# PCAP Measures Development

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# Approved Transportation Planning Used for PCAP

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- Consistent with Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies (TPB Resolution R18-2022) and the supporting Climate Change Mitigation Study of 2021 (CCMS)
- Integrated priority strategies from Resolution R18-2022 as part of approach to GHG reduction in the transportation sector
- Grouped into two broad strategies and integrated additional actions from CPRG Steering Committees

## Priority GHG Reduction Strategies Grouped into Broader Buckets

- Improve walk/bike access to all high-capacity transit stations.
- Increase walk/bike modes of travel, e.g., complete the National Capital Trail Network by 2030.
- Add additional housing near high-capacity transit stations and in COG's Regional Activity Centers.
- Reduce travel times on all public transportation bus services.
- Implement transportation system management and operations improvement measures at all eligible locations by 2030.
- Convert private and public sector light-, medium-, and heavy-duty vehicles, and public transit buses to clean fuels, by 2030.
- Deploy a robust region-wide EV charging network (or refueling stations for alternative fuels for light, medium, and heavy-duty vehicles.

# PCAP Measures

<b>Buildings and Clean Energy</b>	Accelerate the deployment of energy efficiency solutions and decarbonization of residential, institutional, municipal, and commercial buildings.
<b>Buildings and Clean Energy</b>	Accelerate the deployment of clean and renewable energy.
<b>Buildings and Clean Energy</b>	Study, plan for, and deploy district energy and microgrid opportunities.
<b>Transportation</b>	Provide and promote new and expanded opportunities to reduce VMT through public transportation, non-motorized travel, micromobility, shared travel options, and development.
<b>Transportation</b>	Accelerate the deployment of low- and zero- emission transportation, fuels, and vehicles.
<b>Transportation</b>	Accelerate the deployment of off-road/non-road electric equipment.
<b>Waste</b>	Reduce GHG emissions from waste and wastewater treatment.
<b>Land Use</b>	Accelerate the expansion of the regional tree canopy and reduce tree canopy loss.



### Example actions from PCAP

- Expand the reach of existing programs, such as Solarize NoVA, SUN-Switch, and Capital Area Solar Switch programs.
- Map solar opportunities across the MSA to determine potential priorities and investments.
- Provide clean energy and microgrid feasibility assessments at key facilities (e.g., university campuses, hospitals).
- Incorporate community energy infrastructure needs, goals, and strategies in master plans, comprehensive plans, and small area plans.
- Adopt new solar-ready construction ordinances, building codes, and/or incentive programs.



# CCAP Approach Overview

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## In Progress

- Refining list of GHG reduction measures
- Re-engaging with existing stakeholders and expanding reach to other parts of the MSA
- Pursuing funding in parallel
- Updating GHG inventories and projections

## Upcoming

- Understanding potential scenarios to achieve or exceed COG's established GHG reduction goals of 50% GHG emission reductions by 2030 80% GHG emission reductions below 2005 levels by 2050 **across all sectors**
- Developing more robust implementation information
- More extensive stakeholder outreach and engagement
- Conducting more extensive analytics for air quality, LIDACs and workforce

# Refining list of GHG reduction measures

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- For On-Road Transportation, COG is proposing to maintain approved GHG reduction goals and the approach taken in the PCAP, tying the GHG reduction measures to TPB Resolution R18-2022 and using the analyses from the supporting CCMS
- For other sectors COG will be:
  - Seeking input from ACPAC, CEEPC, BEEAC, CPRG Steering and CPRG Technical Committees
  - Reviewing new or updated local plans

# Re-Engaging with Stakeholders

## Goals

- Build support for the CCAP and inform the plan with key stakeholders' projects and programs
- Build regional collaboration and active participation throughout the CCAP process
- Effectively incorporate LIDAC members' input in the CCAP through meaningful engagement
- Incorporate and support jurisdictions' ongoing community engagement efforts
- Inform and create awareness with community members throughout COG members' jurisdictions and the MSA

## Tools

- Website, Project Materials and Summary Sheet, Listening Sessions, Interviews/Small Group Discussions, Webinars, and options for social media, special workshops/forums/public meetings.

## Key Audiences

- COG CPRG technical and steering committees
- Other COG committees
- Local, state, and regional government partners and industry partners
- Tribes
- Community members, Energy/Climate Advisory Committees, and Community-based organizations (CBOs)
- Advocacy groups representing and providing direct services to LIDAC, Equity Emphasis Areas (EEA), and Environmental Justice populations (EJ)

### January 30, 2025 EV Forum

- In concert with policy day of DC Auto Show
- Will target local governments, industry and other stakeholders to advance EV deployment across the region

# CCAP Asks for TPB Tech

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- Any issues with proposal to use TPB-approved goals and strategies (TPB Resolution R18-2022 and Climate Change Mitigation Study results) for the CCAP as was done for the PCAP?
- Please review the PCAP transportation section and provide any suggested edits or feedback for incorporation to the CCAP to Erin Morrow ([emorrow@mwcog.org](mailto:emorrow@mwcog.org)) by December 20

<https://www.mwcog.org/documents/2024/03/01/priority-climate-action-plan/>  
- Section 4.2, pages 33 to 41

# Federal Funding for On-road Transportation GHG Reduction

Program	Funding	Status
FHWA Carbon Reduction Program (Bipartisan Infrastructure Law (BIL))	\$6.4B	<ul style="list-style-type: none"> <li>Plans available and work in progress</li> </ul>
EPA Climate Pollution Reduction Grants Program (IRA)	\$5B	<ul style="list-style-type: none"> <li><i>MD and VA awarded multistate coalition for natural and working lands (coastal)</i></li> <li><i>VA awarded funds for methane reduction</i></li> <li><i>MD awarded multistate coalition for MD/HD charging infrastructure on I-95 corridor</i></li> </ul>
FHWA CFI Program (BIL)	\$2.5B	<ul style="list-style-type: none"> <li>COG awarded Phase 1 grant and submitted application for Phase 2</li> </ul>
FHWA NEVI Program (BIL)	\$5B	<ul style="list-style-type: none"> <li>In progress for states</li> </ul>
FTA Low-No Vehicle Program (BIL)	\$5.625 B	<ul style="list-style-type: none"> <li>Last funding period closed in July 2024</li> </ul>
EPA Clean School Bus Program (BIL)	\$5.0B	<ul style="list-style-type: none"> <li>Awards made to some jurisdictions, rebate program currently open; grants closed</li> </ul>

Additional Resources: [Investing in America Climate Action Funding Resource Guide](#) (e.g., Low Carbon Transportation Materials Program and Tribal Diesel Emission Reduction Grants).

# FHWA CFI Round 1 Proposals and Awards

## Proposals in Metro Washington

1. COG – **Awarded!**
2. Maryland Clean Energy Center (MCEC) – **Awarded!**
3. District of Columbia
4. Montgomery County, MD
5. Alexandria, VA
6. Prince William County, VA

*\* MCEC's proposal includes EV charger deployment sites in Frederick and Montgomery Counties*

## COG Partners/Subrecipients

1. Alexandria, VA
2. Arlington County, VA
3. Fairfax City, VA
4. Fairfax County, VA
5. Frederick County, MD
6. Manassas, VA
7. Prince George's County Housing Authority, MD
8. Greater Washington Region Clean Cities Coalition (GWRCCC)

# FHWA CFI Round 2 Proposals

## Proposals in Metro Washington

1. COG
2. Maryland Clean Energy Center (MCEC)
3. District of Columbia

## COG Partners

1. Alexandria, VA
2. Arlington County, VA
3. Brunswick, MD
4. Fairfax County, VA
5. Frederick County, MD
6. Gaithersburg, MD
7. Gordonsville, VA
8. Leesburg, VA
9. Loudoun County, VA
10. Manassas, VA
11. Montgomery County, MD
12. Orange County, VA
13. Prince George's County, MD
14. Prince William County, VA
15. Takoma Park, MD
16. Citizen Energy
17. VoltPost/ZipCar
18. GWRCCC

# FHWA CFI COG Proposals

## Round 1 Proposal

- **\$3.9** Million Award
- Proposes to install EV chargers at **37** locations across the region
- **59%** located in or near disadvantaged communities
- All partners providing 20%+ match:
  - COG = \$48,055
  - Local Govts = \$907,120
  - GWRCCC = \$20,000

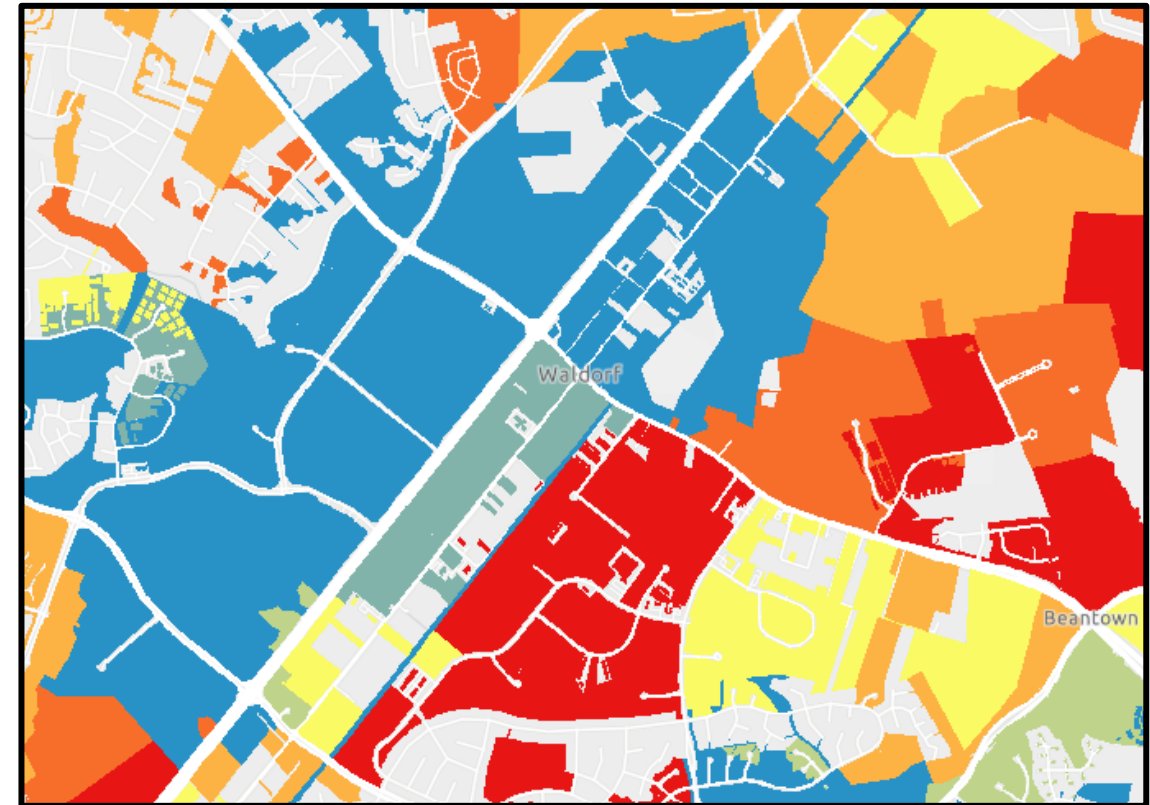
## Round 2 Proposal

- **\$14.87** Million Funds Requested
- Proposes to install EV chargers at **90** locations across the region
- **70%** located in or near disadvantaged communities
- All partners providing 20% match:
  - COG = \$229,711
  - Local Govts = \$2,789,584
  - GWRCCC = \$68,180
  - Citizen Energy = \$411,585
  - VoltPost = \$216,198



# Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy

- 41% of Round 1 sites are in REVII priority equity areas for deployment, 43% in Round 2
- REVII developed supportive of and highlighted in Round 1 application
- REVII is core to COG's Round 2 proposal, serving as the Round 2 NOFO's required equity impact analysis
- REVII satisfies requirements in the FHWA-COG CFI Agreement related to climate change, GHGs, equity, and environmental justice



- Highest ranking/priority: Red
- Lowest ranking/priority: Blue

# CFI Round 1 Award Priorities

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## 1. Adopt Round 1 CFI Awarded Project into TIP and STIP

- The project has been adopted into the TIP and provided to DDOT for adoption in STIP.
- The project must be adopted into STIP before FHWA will sign the FHWA-COG CFI agreement.

## 2. Finalize FHWA-COG CFI Agreement

- COG has completed and signed the agreement.
- The agreement has been provided to FHWA for final review.

## 3. Start NEPA Process

- NEPA must be completed prior to project construction.
- EV infrastructure projects are expected to all be Categorical Exclusions (CE).
- COG will coordinate with local partners on completing the forms. COG will submit forms on behalf of its partners.

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