



Climate, Energy, and Environment Policy Committee

DRAFT VIRTUAL MEETING SUMMARY: JANUARY 26, 2022

CEEPC MEMBERS IN ATTENDANCE

- Hon. Koran Saines, Loudoun County
- Hon. Patrick Wojahn, City of College Park
- Hon. Monique Ashton, City of Rockville
- Hon. Sarah Bagley, City of Alexandria
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Penny Gross, Fairfax County
- Hon. Takis Karantonis, Arlington County
- Hon. Alanna Mensing, City of Manassas Park
- Hon. Tom Osina, City of Manassas
- Hon. Dave Snyder, City of Falls Church
- Melissa Adams, Washington Gas
- Dr. Kambiz Agazi, Fairfax County
- Erica Bannerman, Prince George's County
- Mike Barancewicz, Loudoun County Public Schools (LCPS)
- Michele Blair, City of Laurel
- Carlos Camacho, Montgomery County
- Amanda Campbell, City of Rockville
- Austina Casey, District Department of Transportation (DDOT)
- Andrea Crooms, Prince George's County
- Randy Freed, Citizens' Climate Lobby
- Susan Gerson, LCPS
- Ari Gerstman, District Department of Energy and Environment (DOEE)
- Kim Goddu-Alexander, Bethesda Green
- Beth Groth, Charles County
- Stephen Gyor, District of Columbia
- Jenn Hatch, DOEE
- Rachel Healy, Washington Metropolitan Area Transit Authority (WMATA)
- Maureen Holman, DC Water
- Adriana Hochberg, Montgomery County
- Geoffrey King, Connected DMV
- John Lord, Fairfax County Public Schools
- Su Ly, U.S. Environmental Protection Agency (EPA)
- Evan Marolf, DC Councilmember Cheh's Representative
- Robert McGrory, Town of Bladensburg

- Dale Medearis, Northern Virginia Regional Commission (NVRC)
- Shannon Moore, Frederick County
- Deborah Moran, City of Gaithersburg
- Scott Pomeroy, Scalable Strategies
- Jim Ponticello, Virginia Department of Transportation (VDOT)
- Erica Shingara, City of Rockville
- Dr. Dann Sklarew, George Mason University (GMU)
- Antoine Thompson, Greater Washington Region Clean Cities Coalition (GWRCCC)
- Luke Wisniewski, Maryland Department of the Environment (MDE)

ADDITIONAL ATTENDEES:

- Jack Anderson, Bethesda Green
- Dawn Ashbacher, Frederick County
- Marc Aveni, Loudoun County
- Emmett Deitcher, Field Strategies
- Rich Dooley, Arlington County
- Kim Drake, MDE
- Bill Eger, City of Alexandria
- Jay Fisette, DMV Strategic Advisors
- Matthew Gaskin, DDOT
- Sarah Grabowski, Frederick County
- Michael Grant, ICF
- Kathie Hoekstra, City of Alexandria
- Allison Homer, Fairfax County
- Ryan Iacaruso, Montgomery County
- Tianni Ivey, Loudoun County
- Michael Knapp, Regional Tree Canopy Sub-Committee
- David Lorenzo-Botello, Montgomery County
- Paola Massoli, ICF
- Demetra McBride, Arlington County
- Diamond McDowell, Town of Bladensburg
- Matt Meyers, Fairfax County
- Keara Moore, Loudoun County
- Regina Moore, VDOT
- Richard Moore, Connected DMV

- Bill Pugh, Coalition for Smarter Growth
- Alison Riley, EPA
- Amir Shahpar, VDOT
- Kathleen Staples, Dominion Energy

- Jeff King, COG Director Climate, Energy and Air Programs
- Wyetha Lipford, COG Environmental Programs
- Tim Masters, COG Environmental Programs
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- John Snarr, COG Environmental Programs
- Kanti Srikanth, Deputy Executive Director Metropolitan Planning
- Dusan Vuksan, COG Transportation Planning

COG STAFF IN ATTENDANCE:

- Chuck Bean, COG Executive Director
- Leah Boggs, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Paul DesJardin, COG Director Community Planning Services
- Katie Dyer, COG Environmental Programs
- Lyn Erickson, COG Transportation Planning

1. WELCOME AND MEETING SUMMARY

Koran Saines, CEEPC Chair

Climate, Energy, and Environmental Policy Committee (CEEPC) Chair Koran Saines called the January CEEPC webinar meeting to order and welcomed new members to the committee. The November CEEPC Meeting Summary was approved.

2. COMMITTEE AND MEMBER UPDATES

A. Built Environment Energy Advisory Committee (BEEAC)

Dawn Ashbacher, BEEAC Chair

- To be consistent with CEEPC and other COG committees, BEEAC will start rotating committee officers on an annual basis. Dawn Ashbacher, Frederick County will be serving as the new Chair of BEEAC with new Co-Vice Chairs; Marc Aveni, Loudoun County and a Co-Vice Chair from the District of Columbia (to be confirmed).
- This week, new committee leadership met to discuss focus areas for the year, which will align with the new planning framework for 2022 that COG’s Board of Directors recently adopted, along with BEEAC’s annual survey and the 2030 Climate and Energy Action Plan. Preliminary results show priority interests in Clean Electricity, Zero Energy Buildings, and Zero Emission Vehicles.
- BEEAC’s next meeting will be February 17, 2022.

B. Air and Climate Public Advisory Committee (ACPAC)

Leah Boggs, COG Environmental Programs

- ACPAC met on January 24 to vote in new committee leadership. The new ACPAC Chair is Tara Failey and the new Vice Chair is Era Pandya. New recruitment for 2022 concluded on January 19 and new members will be appointed on February 8.
- The next meeting is March 21, 2022.

C. Greater Washington Region Clean Cities Coalition (GWRCCC)

Antoine Thompson, GWRCCC

- GWRCCC has been hosting a number of informational sessions at the Washington DC Auto Show. On January 25, they hosted three sessions focused on electric vehicles (EVs) and other

opportunities through the Infrastructure Act. On January 22, they hosted sessions focused on electric school buses, and EV equity. On January 29, there will be sessions focused on alternative fuels advocacy, growing minority and women owned businesses in alternative fuels and green transportation, and emerging markets for EVs.

- GWRCCC will be hosting their annual [Opening Reception on February 9](#), which will be an opportunity to reconnect and network.
- On February 23, GWRCCC will be hosting a [virtual panel discussion on renewable natural gas](#).

D. Regional Tree Canopy Sub-Committee (RTCS)

Michael Knapp, Regional Tree Canopy Sub-Committee

- RTCS has continued to work on a set of recommendations for a regional tree canopy goal and related metrics. The sub-committee met with the planning directors technical advisory committee last October to present their recommendations. The sub-committee is incorporating their feedback into a publication, which they anticipate submitting for internal review in February.

E. CEEPC Member and Staff Updates

Ari Gerstman, DOEE

- DOEE has completed their Transportation Electrification Roadmap. It is currently being reviewed and will be made public in April.
- After recently finalizing the rules for the District's [Building Energy Performance Standards](#) (BEPS), DOEE has begun work on implementation. A summary of the BEPS rules from DC's Building Innovation Hub can be found [here](#). DOEE has also launched an [Affordable Housing Retrofit Accelerator](#) that will provide direct technical and financial assistance to multifamily affordable housing buildings so they can meet the compliance requirements of the BEPS.

Adriana Hochberg, Montgomery County

- The White House recently announced the launch of the [Building Performance Standards Coalition](#), together with 33 states and local governments around the country including Montgomery County, Prince George's County and the District of Columbia. Montgomery County has a building energy performance standard bill before the county council. If approved, the county will be able to implement building energy performance standards.
- Last week, Montgomery County launched the [Electric Vehicle Purchasing Cooperative Pilot](#) in partnership with COG. This will facilitate the purchase of new and pre-owned EVs by both residents and businesses. The co-op matches interested buyers with local dealers for potential perks and discounts on the purchase of EVs.

Erica Bannerman, Prince George's County

- As mentioned, Prince George's County is also part of the Buildings Performance Standards Coalition recently launched by the White House.
- Vice President, Kamala Harris, along with other senior officials with the Department of Energy (DOE) visited Prince George's County's Department of Public Works and Transportation building in Brandywine to announce a \$7.5 billion plan to construct an EV infrastructure system. The story can be found [here](#).

Cindy Dyballa, City of Takoma Park

- The City of Takoma Park is considering an American Rescue Plan Act (ARPA) plan. This proposed plan is a project to merge housing and electrification in multifamily buildings and single-family

homes in the city. The City of Takoma Park requests a future discussion on how communities in the region plan to use ARPA funding for climate-related projects.

Amanda Campbell, City of Rockville

- The City of Rockville adopted its first [Climate Action Plan](#) (CAP) on January 10. It includes 42 action items, 16 government-focused and 26 community-focused. Resiliency and equity are incorporated throughout the plan. Climate, resilience, and energy, including efficient transportation, is also integrated into the city's Comprehensive Plan.
- The city also adopted a city fleet electrification resolution, reinforcing the conversion plan in the CAP. The city is looking to expand public charging options.

Shannon Moore, Frederick County

- On January 18, Frederick County's Council passed several climate change and energy initiatives. This includes measures linked to the county's climate and energy action planning process, which is underway with the county's partnership with COG and ICF. The initiatives fund a number of projects related to clean fuels and clean vehicles, resiliency, clean building energy, and clean energy procurement, which includes 100 percent clean energy procurement for county buildings.

Robert McGrory, Town of Bladensburg

- At the last Town of Bladensburg council meeting, the council mandated that staff pursue a state bond bill for the construction of a new town hall. In support of the town's climate goals, the town hall is proposed to be LEED certified.

Dave Snyder, City of Falls Church

- The City of Falls Church recently opened a net zero energy high school, Meridian High School, that relies heavily on geothermal.
- The city is requiring EV charging stations in new multi-family buildings. City staff are working on a comprehensive approach to EV charging infrastructure. The city has added several EV charging stations at the city hall. A few businesses are also adding stations. EV charging infrastructure is not widely available to support the goals for electrification of the vehicle fleet. Greater funding and collaboration are needed to achieve these goals.
- A challenge that the city faces is the practicality of achieving certain goals, particularly with regard to natural gas and replacing heating and other uses of natural gas. Further discussion on this topic at CEEPC would be helpful.

Takis Karantonis and Rich Dooley, Arlington County

- Arlington County is working on their Community Energy Plan roadmap and an energy assurance plan, which will be open for public comment in the coming weeks. The county is also working on a decarbonization of transportation plan, which will be addressing a wide variety of transportation issues, such as electrification of the transportation sector.
- Of concern is that the incoming Virginia administration and the new governor have expressed desire to withdraw Virginia's participation in the Regional Greenhouse Gas Initiative (RGGI), which provides enormous benefit to climate and energy investment in the Commonwealth.
- The county is hosting an [Our Environment, Our Future](#) event on February 12, which will be a discussion of what the next 50 years of climate and energy action will look like in the county.

Randy Freed, Citizens' Climate Lobby (Prince William County)

- Prince William County has been making progress toward meeting the COG greenhouse gas (GHG) reduction and renewable energy goals. The county is increasing their capacity to meet those goals by [hiring an Energy and Environmental Sustainability Officer](#), who will be embedded within

the county executive office, as well as setting up a [Sustainability Commission](#). The Board of County Supervisors has identified several nominees and that commission will be established within the next month.

- The planning commission is in the process of updating the 2040 Comprehensive Plan, including the mobility, housing and environment chapters. Transportation emissions are a top source of emissions in Prince William County. Mobility and housing are very important to address.
- The planning office is considering zoning actions that would open additional areas in the county for data centers. This is an area that needs attention with regard to reducing GHG emissions.

Sarah Bagley, City of Alexandria

- On Saturday, the city council voted in support of a new high school campus building. The Minnie Howard High School building is going to be rebuilt to a net zero energy standard, as well as to a LEED Gold standard. It will maximize geothermal and solar energy to achieve net zero energy.

Marc Aveni, Loudoun County

- Loudoun County is moving forward with an update to its energy plan and are in the process of reviewing proposals from consultants.
- The county's [Environmental Commission](#) is working on some initiatives focused on energy, sustainability, government by example, environmental justice, and public engagement. These initiatives will be brought to the County Board for further discussion and implementation.

Koran Saines, CEEPC Chair

- Loudoun County approved a five-cent [plastic bag tax](#) that will take effect July 1, 2022. The county hopes to encourage people to use reusable bags to reduce plastic waste.

Dale Medearis, Northern Virginia Regional Commission (NVRC)

- NVRC sent a very direct letter to the State Air Pollution Control Board in support of Virginia's continued participation in RGGI. This letter was circulated to all NVRC members, as well as the Northern Virginia representatives in the Virginia Senate and House of Delegates.

Jeff King, COG Director Climate, Energy and Air Programs

- In 2019, the COG Board endorsed four major regional priorities, housing targets, a climate goal, and two planning concepts related to transit and equity. Together these priorities now form Metropolitan Washington Planning Framework. In January, the COG Board of Directors agreed to focus on advancing the [new planning framework](#) and identify ways for COG to support and boost its member's efforts to turn these goals into action. The new 2030 planning framework has the following four planning elements: Equity Emphasis Areas, High-Capacity Transit Station Areas (HCTs), the 2030 Housing Targets, and the 2030 GHG Reduction Goal. For the climate piece, staff are working with COG leadership to identify key initiatives that could be further supported and enhanced in the coming years. These will be presented to the COG Board in March.

Katie Dyer, COG Environmental Programs

- CEEPC's Legislative Committee has kicked off their legislative advocacy for this year. CEEPC members who have an interest in participating can email [COG staff](#). The committee tracks relevant pieces of legislation in the District of Columbia, Maryland, and Virginia and holds a series of ad hoc calls to discuss legislation and potential comment letters. The committee's first call will be held on January 31.
- CEEPC members expressed the desire to support Virginia's continued participation in the Regional Greenhouse Gas Initiative (RGGI) and the CEEPC Legislative Committee followed up on a comment letter.

3. NATIONAL CAPITAL HYDROGEN CENTER

Richard Moore, Connected DMV

The National Capital Hydrogen Center will accelerate the creation of a hydrogen eco-system in greater Washington. The first key project of the Center is the DMV Hydrogen Greenprint, showing how hydrogen can be produced, transported, stored, distributed, and utilized throughout the region. The Greenprint will include an analysis of the opportunity: how much hydrogen could be produced in our region? How much could be consumed? What would be the financial investment required? What would the climate and environmental outcomes be? What would be the social and economic outcomes of undertaking this work, especially among vulnerable communities? The plan portion of the Greenprint will articulate a proposal for the optimal siting of the infrastructure and will look at: where should production be located? Where would storage infrastructure be located? How can hydrogen be distributed around the region? What is the best use of the assets and locations that will benefit the whole region? The full Greenprint will be completed and available in about 10 weeks.

The H2 DMV program is organized with emphasis on developing shovel-ready and finance-ready projects. The program focuses on both supply and demand to help accelerate hydrogen deployment. The main sectors that H2 DMV is focused on are regional airports and maritime ports, regional public transportation, and resilient power (i.e. grid support and baseload power demands for infrastructure such as data centers).

Discussion:

- There are promising monetization opportunities as it relates to hydrogen and landfill gas. The DMV Hydrogen Greenprint does not cover this topic exhaustively, but this provides a great opportunity for decarbonization, energy efficiency and cost effectiveness.
- With regard to transitioning to hydrogen vehicles at the fleet level, there are some key criteria to decide where a battery electric vehicle outperforms against a fuel cell vehicle. The Hydrogen Greenprint is trying to find where there are “companion” opportunities; where operationally the fuel cell makes sense, or if portfolio diversity could benefit some fleets.
- DOE is planning to release a classification system for the carbon intensity of hydrogen fuels in the coming weeks, which will be a measure of carbon intensity from creation, shipping, storage and end use. The National Capital Hydrogen Center will adopt this. Some CEEPC members stated that to feel comfortable with hydrogen, they would need to know where that hydrogen is coming from specifically.
- Hydrogen poses unique explosion hazards for its production, transportation, and use. Adequately addressing the public safety concerns with fire chiefs and emergency managers is important. There are several entities that are focused on hydrogen safety. Safety considerations are important as it relates to hydrogen, jet fuel, diesel fuel, and natural gas.
- WMATA has a 1,600-bus fleet, as well as their own non-revenue fleet. As they transition to zero emission buses, they would like to have options other than electric buses for portfolio diversity, giving them flexibility as it relates to new technological developments.

4. TRANSPORTATION PLANNING BOARD CLIMATE CHANGE MITIGATION STUDY

Mark Moran, COG Department of Transportation

Michael Grant, ICF

The National Capital Region Transportation Planning Board's (TPB) [Climate Change Mitigation Study of 2021](#) (CCMS) determined the types of GHG reduction strategies that would be needed to achieve COG's 2030 and 2050 GHG emissions reduction goals, through strategies focused on the on-road transportation sector alone, such as cars, trucks, and buses. The study analyzed what it would take to 1) reduce on-road GHG emissions 50 percent by 2030, compared to 2005 levels; and 2) reduce on-road GHG emissions by 80 percent by 2050, compared to 2005 levels. The study included three "top-down" scenarios and 10 "bottom-up" scenarios that explored single and combination pathways to reduce on-road, transportation-sector greenhouse gas emissions. During the development of this study, CEEPC has had briefings and been provided opportunities for input.

The study's ten transportation scenarios explored single and combination pathways to reduce emissions. The strategies that were examined included measures to: 1) improve vehicle technology, such as stepped-up deployment of electric vehicles; 2) reduce driving, measured as Vehicle Miles of Travel (VMT), by increasing the supply of alternatives to solo driving, as well as reducing demand through road and parking pricing; and 3) transportation operations improvements through strategies like better incident management and traffic signal coordination, as well as future deployment of connected/automated vehicles.

For 2050, one to six of the 10 scenarios, depending on assumptions about the electrical grid, successfully achieved the study's goal of reducing GHGs in the transportation sector by 80 percent by 2050. Of these, the scenarios that were most successful combined a variety of vehicle technology and VMT-reducing measures along with a clean electric grid.

The study's most aggressive 2030 scenario achieved a 43 percent GHG emission reduction by 2030. This fell short of the 2030 goal because full deployment of the most effective measures cannot be implemented in such a short amount of time. However, the transportation sector did achieve a reduction that was large enough to meet the levels assumed in COG's 2030 Climate and Energy Action Plan (CEAP). In the CCMS, the estimated reduction in GHG emissions in the transportation sector, combined with reductions from the other sectors assumed in the CEAP, would allow the region, in total, to reduce GHG emissions by 50 percent by 2030.

Discussion:

- There was a suggestion that CEEPC could comment in support of next steps and implementation. COG staff will follow-up with the CEEPC Chair on this suggestion.

5. ELECTRIC VEHICLES AND GRID CAPACITY

Kate Staples, Dominion Power

The Biden Administration has set a goal to decarbonize the transportation sector by 2050. To meet metropolitan Washington greenhouse gas reduction goals, scenarios show the need for significant expansion of EV ownership. Dominion Energy is working to electrify their fleet, and is also working on education programs, implementation of smart charging technologies, expanding their [electric school bus program](#) (the largest in the nation), grid transformation, as well as innovating, providing turn-key solutions, and working to use federal stimulus funding for further EV and grid strategy implementation. Dominion sees the challenge of EV adoption and the cleaning of the grid as an opportunity. They are preparing Virginia's grid for the future with an emphasis on transportation and

building electrification. The focus is on the energy mix and decarbonization, but Dominion is also working to make the grid more flexible and adaptable, especially with regard to distributed solar and battery storage. The move towards greater building and fleet electrification has meant that Dominion is focusing on their integrated resource planning and distribution planning to deal with increasing demand. Upgrading Dominion Energy's distribution system is going to be more important than ever.

Discussion:

- Dominion Energy is testing vehicle-to-grid (V2G) technology with electric school buses at over a dozen locations in Virginia. The Virginia Department of Environmental Quality (VDEQ) is issuing [grant funding](#) to school districts to obtain electric buses. Dominion Energy will purchase and install the charging infrastructure for those school districts if they allow Dominion to use V2G technology with them.
- Dominion has a neighbor transformer replacement program to upgrade transformers on its distribution system. To date, upgrades required for residential customers to install an EV charger have been minimal and often no cost. Dominion Energy is also implementing managed charging programs to reduce the strain on transformers.

6. ADJOURN

Koran Saines, CEEPC Chair

Chair Saines adjourned the meeting. Upcoming CEEPC meeting dates for 2022 include: March 23, May 25, July 27, September 28, and November 16.

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

<https://www.mwcog.org/events/2022/1/26/climate-energy-and-environment-policy-committee/>