



Climate, Energy, and Environment Policy Committee Meeting

DRAFT MEETING SUMMARY: JANUARY 23, 2030

CEEPC MEMBERS IN ATTENDANCE:

- Hon. Dan Sze, (CEEPC Chair) City of Falls Church
- Hon. Cindy Dyballa, City of Takoma Park
- Hon. Del Pepper, City of Alexandria
- Regina Moore, VDOT
- Gina Mathias, City of Takoma
- Elissa McDade, WMATA
- Tim Stevens, Sierra Club
- Colleen Turner, MDOT

ADDITIONAL ATTENDEES:

- Adam Birdsong, Dominion Energy
- Dawn Ashbacher, Frederick County
- James Bradbury, Georgetown Climate Center
- John Boland, DC Council
- Kevin Bryan, Keystone Policy Center
- Jamie Donovan, DC Department of Energy and Environment
- Richard Dooley, Arlington County
- Ira Dorfman, Greater Washington Regional Clean Cities Coalition
- Haley Erickson, ICF
- Jen Gasham, Pepco
- Kimberly Goddu-Alexander, Bethesda Green
- Lisa Goldberg, City of Alexandria
- Margaret Hansbrough, Waxman Strategies
- Keith Hardy, Arbonne National Lab
- Rachel Helbig, Keystone Policy Center
- Virginia Hewitt, Greenlots
- Naoya Hashimoto
- Joseph Jakuta, DC Department of Energy and Environment

- Wayne Killen, Electrify America
- Luis MacDonald, Autoflex
- Matthew Mansfield, Pepco
- Andrea McGimsey, Environment America
- Walter McLeod, Grid Innovate
- Nikki Mehta, Mehta Consulting
- Jacqueline Norris, ACPAC
- Alyce Ortuzar
- Helen Reinecke-Wilt, Arlington County
- Jason Reott, Alliance to Save Energy
- Adam Roberts, Bethesda Green
- Katherine Ryder
- Mark Sankey,
- Steven Soule, Washington Gas
- James Schroll, Cadmus Group
- Kathleen Staples, Dominion Energy
- Rick Tempchin, Alliance to Save Energy
- Brittany Whited, DC DOE

COG STAFF IN ATTENDANCE:

- Leah Boggs, COG Environmental Programs
- Sasha Clarke, COG Environmental Programs
- Katie Dyer, COG Environmental Programs
- Kristopher Drummond, COG Environmental Programs
- Jeff King, COG Environmental Programs
- Erin Morrow, COG Transportation Planning
- Dusan Vuksan, COG Department of Transportation
- Steve Walz, COG Environmental Programs (Director)



1. CALL TO ORDER, INTRODUCTIONS, MEETING MINUTES, CHAIR'S REMARKS

Dan Sze, CEEPC Chair

The CEEPC Chair, Dan Sze called the meeting to order.

2. EV AND EVSE MARKET UPDATES

A. *Leah Boggs, COG Senior Planner*

Leah Boggs briefed CEEPC on electric vehicle (EV) and charging stations inventory. COG staff receives VIN data every 3 years from the state agencies. The latest vehicle registration data is as of 2016, COG Transportation staff decode and quality control the raw data received from the states. They will begin decoding updated VIN data in June 2020. In the region, there were 8,225 registered EV's in the 2016 database; the number includes plug-in hybrid electric vehicles (PHEV) and battery electric vehicles (BEV). The amount accounts for fewer than one percent of the total number of registered vehicles in the region. PHEV's and BEV's are expected to see an overall increase. As of 2018, COG reported 852 charging stations in the region. Based on trend analysis from 2012, there is an expected 17% increase in the number of charging stations. [Is this 17% per year or since 2012?]

Updates were provided on the Volkswagen settlement (over allegations of emission certification cheating) emissions and mitigation plans and projects in West Virginia, District of Columbia, Maryland, and Virginia. The settlement was divided into three pots of money which include a \$10 billion buyback program for consumers with diesel vehicles, \$2 billion ZEV investment program, and establishing an environmental mitigation trust for \$2.9 billion. DC's Mitigation Plan funds programs including: The Locomotive Switcher Engine Replacement Program, the District Electrification and Low-NOX (DEAL) Program and the Rebates for Tailpipe Pollution Reduction Retrofits. Maryland's mitigation plan includes \$11.3 million towards the EV Charging Infrastructure Deployment to assist meeting the State goal of 60,000 charging stations. Maryland's mitigation activities also include: \$9.1 million Aviation Administration Bus Replacement that replaces 8 of 49 diesel buses with electric buses, \$5.5 million Transit Bus Replacement, and \$4.6 million for school bus replacement. In Virginia, the Department of Environmental Quality allocated \$14 million to electric transit buses, \$9 million awarded in FY20 to Alexandria, Blacksburg and Hampton Roads. \$20 million has been allocated for an Electric Clean School Bus Program which includes a small set aside for propane school buses. Multi-State Medium and Heavy-Duty Initiatives include California, Maine, Massachusetts, New Jersey, Oregon, Rhode Island, Vermont, and the District signed a statement of intent committing to faster transition to zero-emission trucks and buses. An MOU is expected by Summer 2020.

B. *Ira Dorfman, Greater Washington Regional Clean Cities Coalition*

Ira Dorfman provided updates on alternative fuel vehicles and programs. He emphasized the need to continue developing and promoting the electric vehicle charging grid. There is a limited number of charging stations in the District of Columbia. He pointed to the District of Columbia's Department of For-Hire Vehicles (DFHV) initiative that issues taxi licenses to new 100% electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV) resulting in over 150 electric vehicle taxis operating in the District with limited charging stations. He noted the need to increase the number of charging stations at airports. Real estate and infrastructure for chargers continues to pose challenges, a regional approach to solve this is needed. On

April 13, the Greater Washington Regional Clean Cities Coalition will host the 2020 Electric Vehicle Showcase [Note: This was rescheduled due to the coronavirus pandemic].

C. *Wayne Killen, Electrify America*

Since the May 2018 deployment, Electrify America has seen the fastest ever deployment with 400 completed EV charging stations. The largest quantity are DC fast chargers. The charging stations are available at four metro Washington locations with the next phase to add an additional eight metro locations. A smartphone app was introduced to streamline the charging process, payment, and provide the ability to monitor charging sessions. The company is currently in Cycle 2. Obtaining real estate remains a large challenge. Having permits is essential, as is the need to promote investments in electric vehicle charging infrastructure. Establishing electric vehicle specific rates are key. Research is currently being conducted on robotic arms to increase accessibility.

3. TRANSPORTATION AND CLIMATE INITIATIVE (TCI) DRAFT MEMORANDUM OF UNDERSTANDING (MOU)

Steve Walz, COG Director of Environmental Programs

James Bradbury, Georgetown Climate Center

Steve Walz and James Bradbury provided background and an update to the TCI draft MOU that outlines the initiative's approach for a regional cap and investment program to reduce transportation-related greenhouse gas emissions. TCI is a regional collaboration of 12 Mid-Atlantic and Northeast States including Maryland, Virginia and the District of Columbia working to reduce greenhouse gas emissions. Since 2010, TCI States have worked together on clean vehicles, freight analysis and sustainable communities' policies. TCI States have held three regional TCI workshops with participation of 1,000 people and have received over 1,200 submissions of public input to the portal. The MOU outlines a "cap-and-invest" program to cap emissions from consumption of motor gasoline and on-road diesel fuel destined for consumption in the participating localities. Revenue generated from any needed purchases of allowances for the emissions would be strategically invested in programs to assist residents' transition to affordable, low-carbon emission transportation options. TCI is accepting public input on the draft MOU through February 28, 2020. COG staff will present proposed resolution and a support letter for the COG Board of Directors to consider at its February meeting. A final MOU is expected in the Spring of 2020 [Note: This was rescheduled due to the coronavirus pandemic]. Each jurisdiction will decide whether to sign the MOU and participate in the regional program. As early as 2022 program implementation may begin.

4. LOW-EMISSION SUSTAINABLE TRANSPORTATION – MARKET DEVELOPMENTS, FLEETS, AND INNOVATION

A. *Margaret Hansbrough, Waxman Strategies*

Margaret Hansbrough from Waxman Strategies discussed ways forward to reach 2030 goals and strategies to increase coordination among stakeholders and focus on procurement options. She discussed the current climate and biodiversity crisis, the need to bring nature back to cities, and to increase low emissions transportation initiatives and innovation. She pointed to a detailed report from the Government Accountability Office that found the

Renewable Fuel Standard (RFS) is unlikely to meet its greenhouse gas goals. Waxman Strategies is working on a range of topics including reducing food waste, setting the stage for production of clean steel, and various initiatives supporting sustainability standards in forestry.

B. Steve Soule, Washington Gas

Washington Gas has started to explore options to expand the use of renewable natural gas (RNG). Part of the impetus for the work is to determine options for meeting local government and corporate climate and sustainability goals. The company has commissioned a study to look at the potential for RNG in the region. A detailed and comprehensive analysis and report will be released in March. The company believes that RNG will be an important option to consider in the context of filling the needs of certain sectors of the economy, including for situations where electrification may not be as cost effective or feasible, such as heavy-duty fleets. There is also interest in exploring the role of hydrogen, particularly as part of a longer-term solution.

C. Adam Birdsong, Dominion Energy

Dominion Energy is partnering with local Virginia school districts to replace diesel school buses with electric models. Phase one will deploy 50 electric school buses across 16 localities within Dominion Energy's Virginia service area. Adam Birdsong discussed the positive impact electric school buses have on the environment and health through reducing emissions, improving air quality within the buses, and reducing operation and maintenance costs. The next phase will bring an additional 1,000 electric buses by 2025. He asked CEEPC members for support in the Virginia legislature for House Bill 75 – Electric School Bus Pilot Program that would authorize Dominion Energy to implement the pilot program. [Note: This bill failed to pass the 2020 Virginia General Assembly. Press reports suggest similar legislation will be introduced into the 2021 legislative session.]

D. Keith Hardy, Argonne National Labs

Keith Hardy from Argonne National Labs provided information on his EV-Smart Grid Interoperability Center. His work involves a range of activities, including coordinating internationally on the development of standards, EV charger network compatibility, new standards for truck charging, and vehicle to grid technology. He is also working on issues related to connecting buildings, to renewable systems, to vehicles and charging systems. Resilience aspects of these potential solutions are of strong interest. He discussed a range of other topics as well, including the need to address demand charges, metering for multi-family buildings, controllers between chargers and vehicles, balancing different use cases of V2G, implementing time of use charges, and cyber security. Effectively addressing a variety of infrastructure challenges will also be important.

5. ADJOURN

Dan Sze, CEEPC Chair

The meeting was adjourned. The next CEEPC meeting is scheduled for March 25.