



Climate, Energy, and Environment Policy Committee
DRAFT VIRTUAL MEETING SUMMARY: MAY 25, 2022

CEEPC MEMBERS IN ATTENDANCE

- Hon. Koran Saines, Loudoun County
- Hon. Mary Cheh, District of Columbia
- 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
- Amanda Campbell, City of Rockville
- Eric Coffman, Maryland Energy Administration (MEA)
- Tara Failey, Air and Climate Policy Advisory Committee (ACPAC)
- Randy Freed, Citizens' Climate Lobby
- Ari Gerstman, District Department of Energy and Environment (DOEE)
- Kim Goddu-Alexander, Bethesda Green
- Beth Groth, Charles County
- Dawn Hawkins-Nixon, Prince George's County
- Rachel Healy, Washington Metropolitan Area Transit Authority (WMATA)
- John Lord, Fairfax County Public Schools
- Evan Marolf, DC Councilmember Cheh's Representative
- Demetra McBride, Arlington County
- Shannon Moore, Frederick County
- Deborah Moran, City of Gaithersburg
- Scott Pomeroy, Scalable Strategies
- Jim Ponticello, Virginia Department of Transportation (VDOT)
- Matt Ries, DC Water

- Adam Roberts, Bethesda Green
- Erica Shingara, City of Rockville
- Maria Sinner, VDOT
- Dr. Dann Sklarew, George Mason University (GMU)
- Antoine Thompson, Greater Washington Region Clean Cities Coalition (GWRCCC)
- Hilari Varnadore, U.S. Green Building Council
- Luke Wisniewski, Maryland Department of the Environment (MDE)

ADDITIONAL ATTENDEES:

- Hon. M.C. Keegan-Ayer, Frederick County
- Mary Abe, Prince George's County
- Dawn Ashbacher, Frederick County
- Marc Aveni, Loudoun County
- Christopher Beck, Maryland Department of the Environment (MDE)
- Brian Booher, Montgomery County
- Ernest Brown, Loudoun County
- Martin Brown, District of Columbia
- Rich Charnovich, Town of Bladensburg
- Emmett Deitcher, WMATA
- Maya Dhavale, Fairfax County
- Rich Dooley, Arlington County
- Bill Eger, City of Alexandria
- Matthew Gaskin, District Department of Transportation (DDOT)
- Carrie Giles, ICF
- Claudia Glen, WMATA
- Kathie Hoekstra, City of Alexandria
- Allison Homer, Fairfax County
- Elizabeth Lovinggood, WMATA
- Matthew Meyers, Fairfax County
- Regina Moore, VDOT
- Bill Pugh, Coalition for Smarter Growth
- Helen Reinecke-Wilt, Arlington County
- Alison Riley, EPA

COG STAFF IN ATTENDANCE:

- Chuck Bean, COG Executive Director

- Leah Boggs, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Lyn Erickson, COG Transportation Planning
- Jeff King, COG Director Climate, Energy and Air Programs
- Brian LeCouteur, COG Environmental Programs
- Wyetha Lipford, COG Environmental Programs
- Tim Masters, COG Environmental Programs
- Nicole McCall, COG Transportation Planning
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- Jane Posey, COG Transportation Planning
- John Snarr, COG Environmental Programs
- Dusan Vuksan, COG Transportation Planning

1. WELCOME AND MEETING SUMMARY

Koran Saines, CEEPC Chair

Climate, Energy, and Environmental Policy Committee (CEEPC) Chair Koran Saines called the May CEEPC webinar meeting to order. The March CEEPC Meeting Summary was approved.

2. COMMITTEE AND MEMBER UPDATES

A. Built Environment Energy Advisory Committee (BEEAC)

Dawn Ashbacher, BEEAC Chair

- The next BEEAC meeting is April 21.
- With equity and clean electricity as priorities for the committee this year, BEEAC will be focused on how to better center equity in energy- and built environment-related work.
- At the April meeting, BEEAC focused on how to leverage equity in Community Choice Aggregation (CCA). BEEAC intends to continue exploring tangible implementation strategies like this to not only support the regional goals but also individual jurisdictional goals.
- The next BEEAC meeting is June 16.

B. Air and Climate Public Advisory Committee (ACPAC)

Leah Boggs, COG Environmental Programs

- ACPAC launched the [2022 Climate and Energy Leadership Awards](#) on Earth Day. The program was launched in full to all categories including government, NGO, and educational institution. The awards program runs through June 30.
- At the May 16 ACPAC meeting, there was a presentation by COG Staff on equity planning within COG and in the climate and energy programs. At future meetings, ACPAC hopes to hear and learn more about examples on how equity can be achieved in energy and climate planning.
- The next ACPAC meeting is July 18.

C. Greater Washington Region Clean Cities Coalition (GWRCCC)

Antoine Thompson, GWRCCC

- GWRCCC recently hosted an EV Village with the District Department of Transportation (DDOT), which focused on EV outreach. Access to EV charging is a big issue to many District residents.
- GWRCCC held their first equity listening session in Southeast DC. There are eight sessions planned. There will be three more in the District, with the rest in Maryland and Virginia. The goal of these sessions is to hear from stakeholders and residents about access to EV charging, as

well as other air quality, environmental and transportation-related issues.

- The GWRCCC [Green Jobs Fair](#) will be on June 29th.
- GWRCCC's virtual policy panel series will be ending next week.
- GWRCCC continues to work on the Mid-Atlantic Electrification Program and the Mid-Atlantic Electric School Bus Program. GWRCCC continues their efforts to deploy more EV charging stations. Over the next two years, they plan to deploy 300 chargers across the region. If CEEPC members have potential sites for consideration, contact [Antoine Thompson](#).

D. Regional Tree Canopy Sub-Committee (RTCS)

Brian LeCouteur, COG Environmental Programs

- RTCS is working to complete a report on regional tree canopy goals and related metrics.
- The next meeting of the sub-committee will be in June (exact date TBD).

E. Recycling Committee

John Snarr, COG Environmental Programs

- Last week, COG's Recycling Committee held a meeting focused on Special Municipal Solid Waste (MSW) Services, where they heard about bulk waste programs in Fairfax County, and about some innovative architectural developments in New York City.
- The Recycling Committee's "Go Recycle" media campaign will be launched in June. This annual campaign promotes different recycling messages to the public via radio, online adverts, social media posts, etc. They have a \$80,000 budget from their sponsors. There will be two different messages. One will focus on what to keep out of recycling bins and the other will be about reducing food waste. The campaign will run for four weeks beginning in June.

F. CEEPC Member and Staff Updates

Ari Gerstman, DOEE

- DOEE is waiting for the release of formula funds from the Infrastructure Investment and Jobs Act (IIJA) and positioning themselves for competitive proposals for funding.
- DOEE is working closely with DDOT on the National Electric Vehicle Infrastructure (NEVI) grant to ensure that alternative fuel corridors are well-stocked with charging stations.
- DOEE is excited to be working with Pepco on the [Connected Communities Roadmap](#) in Mount Vernon, which they are in the process of finalizing now.

Mary Cheh, District of Columbia

- The Council of the District of Columbia passed legislation recently to have a curbside composting program for 10,000 residences, which would be expanded in the future.
- The District has a variety of policies in place to protect their trees, but lacked the ability to issue a stop work order when developers planned to cut down heritage trees. This was a problem, as developers would cut them down and treat the penalty, which is significant, as a cost of doing business. Now, the District government will be able to issue stop work orders and prevent that from happening.

Eric Coffman, Maryland Energy Administration (MEA)

- MEA has several new programs in FY22 including the [Public School Decarbonization Program](#), the [Streetlight and Outdoor Lighting Efficiency Program](#), the [Clean Fuels Incentive Program](#), and the [Resilient Maryland Program](#).
- The [Clean Fuels Technical Assistance \(CFTA\) Program](#) will be launching soon. This program

provides eligible local government and municipal fleets with technical assistance as they consider alternative transportation fuel options for their on-road fleet.

- On July 1, many popular MEA programs will open for the new fiscal year, and MEA encourages CEEPC members to look into those moving forward.

Patrick Wojahn, City of College Park

- The City of College Park passed a tree ordinance that requires permits for removing urban forest trees. Anyone looking to cut down an urban forest tree has to plant a replacement tree or pay the Urban Tree Protection Fund fee. Those fees could range from \$250 to \$1000, with \$500 penalties for pruning trees and installing replacement trees.
- The city is also launching a curbside food waste pilot program.

Randy Freed, Citizens' Climate Lobby

- In November 2020, the Prince William County Board of County Supervisors passed a resolution to adopt the COG climate mitigation and resilience goals. In December 2021, they established a Sustainability Commission to advise the Board on how to achieve those goals. The commission had its first meeting a few weeks ago and will be having another in the near future where COG staff will provide an overview of the county's greenhouse gas (GHG) emissions inventory and the region's 2030 Climate and Energy Action Plan.
- Prince William County has hired an Energy and Environment Sustainability Officer, Giulia Manno, who will act as the liaison for the commission.

John Lord, Fairfax County Public Schools

- Fairfax County Public Schools has been awarded the 2022 ENERGY STAR Partner of the Year Sustained Excellence Award. Loudoun County Public Schools has also received this award this year. Any CEEPC members who are interested in participating in ENERGY STAR's programs and need help getting started are welcome to contact [John Lord](#).

Matt Meyers, Fairfax County

- Fairfax County has released their draft [Resilient Fairfax, Climate Adaptation and Resilience Plan](#) for public comment.

Amanda Campbell, City of Rockville

- The City of Rockville adopted its FY23 budget, and it includes several climate and sustainability items including streetlight replacement, a flood resiliency plan, a compost program and a new staff member.
- Rockville is promoting the [Capital Area solar co-op](#) this summer.
- The [Montgomery County EV Purchasing co-op pilot](#) wraps up at the end of May. They are close to reaching their goal of 1,000 interested pledges.
- The city also received an MEA grant for City Hall lighting.

Demetra McBride, Arlington County

- Arlington County will release their Community Energy Plan Roadmap in June.

Maia Davis, COG Environmental Programs

- COG staff ask that CEEPC members help promote the DMV Climate Partners Clips Subscription Campaign to encourage additional interested stakeholders to sign up for the DMV Climate Clips. Staff will send out an Outreach Toolkit to CEEPC members and encourage members to share the [subscription link](#) with local environmental commissions, green teams, local environmental non-profits, and other stakeholders.

Jeff King, COG Director Climate, Energy and Air Programs

- COG has released an [RFP](#) for a new Climate and Energy Consulting on-call Contract. The existing contract vehicle has been widely used but expires at the end of June.

3. FY23 WORK PROGRAM AND BUDGET

Jeff King, Maia Davis, John Snarr, and Brian LeCouteur, COG Environmental Programs

COG staff presented the Regional Environmental Fund Work Program & Budget for fiscal year 2023. COG's fiscal year runs from July 1 to June 30. The main goal of the work program is to support the Climate and Energy Action Plan, which includes implementing actions to meet the region's GHG emission reduction goals, as well as build local and regional capacity. The main program areas cover Climate and Energy, Recycling and Solid Waste Management, Regional Agriculture and Forestry Management, and Regional Water Quality Management. The Climate and Energy program area focuses on policy development, the Built Environment and Energy Advisory Committee (BEEAC), energy infrastructure, efficiency and renewables, adaptation and resiliency, the Air and Climate Public Advisory Committee (ACPAC), member support/Environmental Resources Work Program Development, climate and energy projects, and external projects, vehicle emission reductions, and resilience reviews. These activities are funded via the Regional Environmental Fund, which is made up of contributions from COG's member governments, COG member funds, and federal and state grants.

Discussion:

- Regarding urban agriculture, there was a question about the viability of planting fruit-bearing trees and plants in the District. The problem with this is that these crops require immediate harvesting when fruit is mature. If this does not occur, the dropping fruit can be hazardous and/or make a big mess.
- There was discussion about how activities aimed at reducing GHG emissions in the transportation sector fit into the FY23 work plan and budget. CEEPC members have discussed two primary strategies before: vehicle electrification and vehicle miles travelled (VMT) reduction. Members felt that the work plan only includes the vehicle electrification piece but should also include the VMT reduction piece. In the past, the VMT reduction strategy has generally been under the Transportation Planning Board's (TPB) purview, while the fleet electrification strategies have been included in COG's Department of Environmental Programs work. CEEPC members suggest adding VMT reduction to the work plan and CEEPC_TPB staff coordination.
- EV infrastructure is key to support fleet electrification. The regional plan should support charging station access in common-interest communities with limited areas for charging.

Action Item: After review and discussion, CEEPC members approved the FY23 Work Program and Budget with the addition of VMT coordination language. COG CEEPC staff will coordinate with TPB staff and CEEPC leadership to finalize the language.

4. REGIONAL ELECTRIC VEHICLE DEPLOYMENT PLAN COORDINATION

Jeff King, COG Director Climate, Energy and Air Programs

A 2022 climate priority for the COG Board of Directors is development and coordination of local and regional electric vehicle (EV) deployment plans. A coordinated deployment strategy will help accelerate the transition to low-carbon transportation options and enhances the region's ability to secure Bipartisan Infrastructure Law funding for deployment of EV chargers and other supportive infrastructure.

Mark Moran, TPB Program Director, Travel Forecasting and Emission Analysis

To inform discussions and potential action on developing reduction goals and strategies specific to on-road transportation that could be incorporated into its long-range planning process, TPB commissioned the [Climate Change Mitigation Study \(CCMS\) of 2021](#). After reviewing and discussing findings from the CCMS, TPB wanted to determine what actions its 23 member jurisdictions would be able to adopt as transportation planning priorities. TPB members were surveyed on the topic of adopting GHG reduction goals and strategies that were specific to the on-road transportation sector. A majority of the respondents were in favor of adopting transportation-sector-specific GHG reduction goals, but the levels for those goals were still being debated. Many TPB members were ready to adopt seven of the 14 strategies as planning priorities, including EV strategies.

ICF conducted a second analysis, "CCMS #2," that analyzed the GHG reduction potential of the seven supported strategies at two levels of implementation: High, e.g., 100 percent of new light-duty vehicles sold in 2030 will be EV, and Moderate, though still aggressive, e.g., 50 percent of new light-duty vehicles sold in 2030 will be EV. EV strategies were found to be the most effective transportation-sector GHG reduction strategies. TPB members were presented with three choices for setting transportation-sector-specific GHG reduction goals: Aspirational (50 percent by 2030, 80 percent by 2050), Ambitious (32 percent by 2030, 80 percent by 2050), or Pragmatic (23 or 29 percent by 2030, 80 percent by 2050). There was no clear consensus on transportation sector goals or on the preferred level of implementation for seven preferred strategies. TPB will decide, possibly via a formal vote, on transportation-sector GHG reduction goals and strategies at its June 15 meeting. Adopted goals and strategies should become part of the planning priorities, i.e., be added to the 2022 update of the long-range transportation plan (LRTP), Visualize 2045.

Carrie Giles, ICF

In terms of regional EV planning, there are numerous competitive federal funds coming out this year that look to award programs at state or regional efforts and encourage localities to work together. The siting, ease of use, accessibility of EV charging infrastructure should be as uniform as possible to encourage EV adoption. EV charging station deployment and siting plans form the foundation of future funding applications and enhance community support. Utility coordination is needed across the entire service territory, and equity considerations must be included in the entire process. Regarding federal funding, a number of programs will be kicking off soon. The EPA's Clean School Bus Program just launched, which provides \$500 million each year for zero or low emission school buses. The U.S. Department of Transportation's (DOT) Federal Highway Administration released the 180 Day Minimum Standards and Requirements for the National Electric Vehicle Infrastructure (NEVI) Formula Program. New EV IJA Funding Programs of local government interest include: [Alternative Fuel Corridor Grants](#), [Community Alternative Fuel Infrastructure Grants](#), [State Carbon Reduction Program](#), [Public School Energy Program](#), and [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#). ICF is working with COG to address the region's EV planning needs. There is a need for a gap analysis to determine what EV plans, policies, programs, and funding exist across

the region, as well as a centralized hub to capture all these activities. Charging station siting analyses will also be crucial.

The proposed regional scope of work to coordinate EV deployment across the region includes EV ownership projections and priority charging zones analysis. To identify where EV charging is needed the first step is a Census tract level screening that examines demand for three types of charging: residential charging, workplace charging, and opportunity charging, which occurs when a convenient opportunity arises in the day for EV owners to charge. After assessing market demand by census tract, information on a high priority parcel analysis is conducted to determine each parcel's suitability for hosting charging sites. This analysis factors in proximity to existing charging stations, multi-unit dwellings, highway on-ramps or off-ramps, Equity Emphasis Areas, and high-capacity transit areas and Activity Centers. Local governments can take this work a step further by identifying specific site selections within the high priority parcels.

Discussion:

- In the first quarter of 2022, EVs make up five percent of all vehicle sales in the US.
- None of the IIJA funding is specifically for EV purchases, other than the bus programs. Most of the funding is aimed at infrastructure deployment. The Build Back Better framework was meant to include the vehicle component. However, this was not passed.
- The NEVI program is 80 percent federal funding and 20 percent cost share. Some jurisdictions have balanced that cost share with Volkswagen funding, as this is private funding, or state funding. It just cannot be balanced with other federal funding.
- The Regional EV Deployment Plan will be focused on light duty fleets to begin with. There may be potential to move on to transit fleets thereafter, and then look to medium- and heavy-duty fleets in the long term.
- One of the key components of the IIJA is workforce development around fleet electrification. This workforce development piece is still forthcoming.

5. ELECTRIC VEHICLE PLANNING ROUNDTABLE

CEEPC Members

Demetra McBride, Arlington County

Arlington County is working on their Transportation Decarbonization Master Plan. The county is also moving forward with adding 25 EV chargers for their fleet, as well as a rate ordinance for public EV charging stations. The county is also vetting sites for the installation of fast-charging hubs. The county's design for a new ARTBus Maintenance and Operations Facility is modeled for fleet electrification, EVSE networks and onsite solar.

Ari Gerstman, DOEE

The District passed the Clean Energy DC Act in 2019. Title V of that act focuses on transportation electrification. DOEE has developed a Transportation Electrification Roadmap with the Electrification Coalition. This will be made public soon. The District is also planning to apply for EPA's Clean School Bus Program. A bill for EV readiness was recently signed into law. It requires that new parking garages or any parking garage retrofits have at least a fifth of parking spaces be EV ready. EV ready is defined as having level one charging capacity with the ability to install level two charging later.

Bill Eger, City of Alexandria

In April 2021, the City of Alexandria approved its [EV Charging Infrastructure Readiness Strategy](#), which includes many of the items being considered here for regional planning, including mapping and siting as well as identifying program and policy options for the city to consider in the future to

facilitate EV charging infrastructure deployment. The city is incorporating charging infrastructure or EV readiness requirements into development conditions, making amendments to the city's zoning ordinance to include more options for charging infrastructure, and working with their code and planning administrations to make it easier to plan and site charging infrastructure. In addition, the city's CIP program was established by the City Council to support their fleet charging infrastructure investments and support publicly accessible charging investments. The city is also providing one-on-one technical assistance regarding charging station installation to members of the community, including condos and apartment buildings, as well as commercial partners. This past week, there was discussion on curbside, right-of-way charging. The city is beginning a legal evaluation process and looking at program options for how they might implement this. The city is also finishing up an RFI on how local governments might partner with private sector industry to roll out more options for publicly accessible charging. That RFI should be available in the next couple weeks. The city will be advertising for an EV Planner/Coordinator position soon. The city has also engaged with VDOT regarding the NEVI planning process, as well as engaging with Dominion Energy. In addition, the city is reviewing its Energy and Climate Change Action Plan development process. Currently, GHG emissions from the transportation sector feature prominently with a focus on mode shift and electrification as primary strategies. The city's DASH zero-emissions bus program is expanding. The city will be submitting a grant application to the Federal Transit Administration for additional charging infrastructure and utility distribution system upgrades to support that program. Last week, the Alexandria City Public Schools (ACPS) electric school bus program was awarded roughly \$2 million by the Virginia Department of Environmental Quality (VDEQ) to support the purchase of 10 additional electric buses for their fleet, adding to the five electric buses that they have via a partnership with Dominion Energy.

Brian Booher, Montgomery County

Montgomery County is eager to collaborate in the regional planning process. The county is focusing on the equity emphasis areas and the existing EV charging infrastructure, as they begin planning for EV expansion. Montgomery County launched an EV purchasing co-op as a phase I pilot. This will be wrapping up at the end of this month. As of today, more than 960 residents and businesses have pledged to make their next vehicle an EV. The idea for the purchasing co-op is to leverage the combined demand in the county to negotiate with dealers and get better prices on EVs. The next phase will be focused on the actual purchases.

Melissa Adams, Washington Gas

Washington Gas is working on a medium- and heavy-duty Hydrogen Fuel Cell EV initiative to fill the gap where battery electric is challenged.

Tom Osina, City of Manassas

The City of Manassas has installed some EV chargers downtown and at some of its parks. The private sector is also starting to install them at parking lots in the city.

Dr. Kambiz Agazi, Fairfax County

Fairfax County is currently implementing its 2022/2023 EV Charging Station Game Plan. This plan prioritizes county government sites to support the Board's fleet electrification target of 100 percent eligible fleet by 2035. They are also exploring the development of a new program called "Charge Up Fairfax" that will provide support to common-interest communities to facilitate EV deployment.

Dawn Ashbacher, Frederick County

Frederick County has adopted legislation requiring newly constructed single-family homes to be EV capable. The county also has 9 electric buses powered by solar on capped solar landfill. They are

currently working with COG and ICF on a fleet transition plan and community-wide EV readiness plan.

Koran Saines, Loudoun County

Loudoun County has ordered two electric Gillig buses and two compressed natural gas Gillig buses as part of the Transit Fleet Alternative Fuel Pilot Study estimated to arrive in July 2023. The county is in the process of finalizing two reports that further explore the implementation of Zero Emission Vehicles for the county's fleet. These include: Administrative Vehicles Zero Emission Fleet Feasibility Plan as part of the Board directed Bi-Annual Alternative Fuel assessment; and an Implementation Plan to Install Electric Vehicle Charging Stations at Loudoun County Government Owned Facilities, which proposes a viable, phased and grant dependent, way forward for the Boards consideration of building and implementing EV charging infrastructure on county property.

Erica Bannerman, Prince George's County

Prince George's County's EV planning process is currently underway. It would be extremely beneficial to place more emphasis on the local permitting process during this planning process. Perhaps the region could convene the local permitting organizations to share best practices on how to streamline the permitting process, especially for the DC fast chargers.

Cindy Dyballa, City of Takoma Park

The City of Takoma Park would like to electrify their police vehicle fleet, but manufacturers have been slow to make these models available. The Ford Mustang Mach-E is a popular model for police fleet electrification. This model was just certified as a pursuit vehicle in Michigan.

6. ADJOURN

Koran Saines, CEEPC Chair

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

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

<https://www.mwcog.org/events/2022/5/25/climate-energy-and-environment-policy-committee/>