



Climate, Energy and Environment Policy Committee (CEEPC)

MEETING SUMMARY: SEPTEMBER 28, 2016

CEEPC MEMBERS IN ATTENDANCE: (*) Indicates participation by phone

- Penny Gross, Fairfax County (Chair)
- Jay Fisette, Arlington County
- Konrad Herling, City of Greenbelt
- Fred Shultz, Takoma Park

- Melissa Adams, Washington Gas
- Kambiz Agazi, Fairfax County
- Mike Barancewicz, Loudoun County Public Schools
- Maribeth DeLorenzo, District Department of Energy and Environment (DOEE)
- Liz Entwisle, Maryland Department of the Environment *
- Rachel Healy, WMATA
- John Lord, Loudon County Public Schools
- Véronique Marier, Bethesda Green *
- Gina Mathias, City of Takoma Park
- George Nichols, DC Sustainable Energy Utility (SEU)
- Jerry Pasternak, PEPCO *
- Erica Shingara, City of Rockville *
- Dann Sklarew, George Mason University
- Tim Stevens, Virginia Sierra Club
- Ted Trabue, DC Sustainable Energy Utility (DCSEU)
- Glenna Tinney, ACPAC Chair
- Colleen Turner, Maryland Department of Transportation
- Michelle Vigen, Montgomery County *

ADDITIONAL PANELISTS AND ATTENDEES:

- Hayes Framme, Virginia office of the Secretary of Commerce and Trade
- Brian Hug, Maryland Department of the Environment
- Edward Yim, District Department of Energy and the Environment

- Bernard Devlin, Town of Edmonston
- Adriana Hochberg, DOEE
- Chris Somers, Arlington County
- Diaka Sow, Greater Washington Regional Clean Cities Coalition (GWRCCC)

COG STAFF IN ATTENDANCE:

- Steve Walz, COG Environmental Programs Director
- Leah Boggs, COG Environmental Programs
- Amanda Campbell, COG Environmental Programs
- Maia Davis, COG Environmental Programs

- Jeff King, COG Environmental Programs
- Daivamani Sivasailam, COG Transportation Programs
- Aaron Waters, COG Environmental Programs

1. CALL TO ORDER, WELCOME, AND INTRODUCTIONS

After introductions by Penny Gross (CEEPC Chair), the meeting summary was approved with modifications to change symbol notifying members serving on both committees.

2. COMMITTEE REPORTS

A. Built Environment Energy Advisory Committee (BEEAC) (*Michelle Vigen, Chair*)

- BEEAC has covered a variety of topics recently, including the extensive build out of EV infrastructure in Takoma park and in Frederick County, 5 new electric busses are now running.
- Recent joint meeting was with Housing Development Advisory Committee, and the focus was on the nexus of energy efficiency (EE), renewable energy (RE), housing, and affordability. A variety of presenters discussed housing and energy goals. The next meeting will be October 20, 2016.

B. Air and Climate Public Advisory Committee (ACPAC) (*Glenna Tinney, Chair*)

- Continued development of Environmental Justice (EJ) toolkit outline; will transition into draft document over coming months. Feedback will be asked from EJ advocacy groups.
- The Climate and Energy Leadership Awards applications were judged in July, and awards will be presented to recipients during the COG Board meeting on November 9th, 2016 at noon.

C. Member Updates

- DCSEU has completed installation of 140 solar photovoltaic (PV) systems for income-qualified residential sites. They have also installed several projects on small and medium-sized businesses, including a joint project with WMATA.
- Takoma Park will be converting all city street lights, about 1500 in total, to LED. This is in cooperation with PEPCO, who own the fixtures.
- Arlington has a renewed focus on increasing EE in in single family homes through the Green Home Choice program. New Green Home Choice program homes use 40% less energy per square foot than average homes, while retrofits on existing homes use 55% less energy than average. CEEPC members are encouraged to contact staff member Helen Reinecke-Wilt as a resource to help with data. Thermal cameras are available to check out from the public libraries to assess losses from inefficient weatherization and insulation of homes.
- The Norther Virginia Regional Council's (NVRC) Solarize Nova program is still continuing. Alexandria's portion should be completed in October.
- WMATA has recently changed out 95% of light bulbs in their headquarters with LEDs and should recoup its cost within two years. There is an RFP for efficiency upgrades at WMATA buildings.
- Washington Gas recently exceeded its 2020 goal of 70% emissions reductions from fleet and facilities operations, achieving a 76% emissions reduction below the 2006 baseline. To obtain reduction levels, WGL redesigned their operations center, converted 1/3 of their fleet to CNG, replaced operational lighting to LEDs, upgraded HVAC, optimized facility siting. Washington Gas also is operating a Bloom Energy fuel cell which delivers 50% reduction in greenhouse gases compared to the electrical grid.

D. Staff Updates and Announcements

- The Fleets for the Future (F4F) project is now underway. It is a joint project with the National Association of Regional Councils (NARC), other regional councils, the Clean Cities Coalitions, and industry leaders. It is focused on the cooperative procurement of alternative fuel and advanced

technology vehicles, as well as infrastructure. All jurisdictions, utilities, schools, state fleets will be eligible. A survey to determine needs is currently out and open for responses through December of 2016. Once completed, bids will be developed to facilitate potential cooperative purchasing opportunities.

- ii. Amanda Campbell presented a new poster that was developed to showcase climate resilience and flood awareness activities and leadership in the region, which used at a recent climate adaptation event.

3. STATE ENERGY AND CLIMATE PLANNING – MD/DC/VA

Brian Hug, Maryland Department of the Environment

Ed Yim, District Department of Energy and Environment

Hayes Framme, Virginia Office of the Secretary of Commerce and Trade

Maryland's climate planning activities are governed by state legislation. The first component includes the Maryland Commission on Climate Change (MCCC). The second component is the establishment of the Greenhouse Gas Emissions Reduction Act (GGRA), enacted in 2009, focused on a 25% reduction of emissions by 2020, based on 2006 levels. To meet the 2020 goal, Maryland had to reduce emissions by 35 MMTCO₂; reduction efforts provided a net reduction of nearly 38 MMTCO₂, exceeding the goal. Most of these reductions will come from energy, transportation, and smaller programs such as ecosystem management, waste, forestry, and leadership & innovation. The economic benefit of these programs is expected to be \$2.5 to \$3 billion with an estimated creation of between 26,000 to 33,000 jobs by 2020.

The GGRA was written to sunset in April of 2016 if not updated; however, the updated law went into effect on April 4, 2016. The goal of the updated law is to achieve a 40% reduction of emissions by 2030, based on 2006 levels. The balancing provisions stated in updated bill include ensuring net economic benefit, net increase in jobs, and a reduced impact to utility reliability. The updated law also protects vulnerable populations, considers impact to rural communities, and allows aviation services to continue to grow.

The District of Columbia's new Comprehensive Energy Plan (CEP) is in the final stages of stakeholder input. This is a unique, hybrid combination of a long-term climate action plan, and short-term, state energy plan. The CEP contains three facets: reduce greenhouse gas emissions by 50% by 2032, decrease energy consumption within the District by 50% by 2032, and increase renewable energy sources to 50% of electricity supply by 2032. Within the plan, there is a robust de-carbonization scheme which includes focusing on an increase in building efficiency, reducing energy consumption, upgraded heating and cooling systems, using cleaner sources of electricity within the grid, and converting fleet vehicles to electric power. The plan was formulated using the unique energy profile of the District, in which approximately 70 District Government buildings use nearly 70% of electrical supply. Current calculations estimate emissions reductions of 50.1% based on the trajectory of actions which are already underway.

The plan is organized into three main sectors: buildings, energy systems, and transportation. It includes a net zero energy code for new residential and small multi-family buildings, and by 2032, one out of five existing buildings must undergo retrofits to meet updated building codes in order to reach the 50% reduction goals. The transportation portion was developed to leverage the District of Columbia's Department of Transportation (DDOT) multimodal long-range transportation plan known as "moveDC", to increase mass transit utilization and make the city friendlier for biking and walking. The plan will also leverage federal Corporate Average Fuel Economy (CAFE) standards as an emissions reduction method. The plan also includes a goal of implementing a 100% Renewable

Portfolio Standard (RPS) by 2050. This will be achieved through both the establishment of a long-term Power Purchase Agreement (PPA) and from setting a greenhouse gas (GHG) emissions limit for suppliers.

Virginia is preparing to release the interim update of the 2014 Energy Plan in October of 2016. The update has 4 sections: strategic growth, infrastructure development, alternative fuels advanced vehicle technology, and workforce development within energy sector. The governor has decided to not incorporate all tenets of carbon reductions from the proposed federal Clean Power Plan; however, Executive Order 57 was issued in 2016 as a measure to decrease carbon emissions. Notable milestones include installation of almost 300MW of solar generating capacity, and an increase of net metering by 50% over the previous 14 years. Currently, there are about 778MW of proposed solar installations in a permit-by-rule queue plus numerous other projects smaller than 100 MW. There is a map of current projects on the Virginia Department of Environmental Quality website.

Current estimates suggest that 8% of electric generation in Virginia will be derived from renewables within the next three years. Notable private projects include: Oceana Solar's 18MW solar installation, a public/private partnership with the Microsoft 20MW solar facility, and the Council of Independent Colleges (CIC) solar pathways development of 30MW of solar by mid-2017.

The allocation of Qualified Energy Conservation Bonds (QECBs) is estimated to be \$39.4 million as an interest rate subsidy through Virginia Saves program in order to make energy efficiency upgrades within the commonwealth. Virginia Dominion Power and APCO's Weatherization Innovation Pilot Programs were used to distribute energy vouchers for 840 veterans and weatherize 7,000 homes of vulnerable populations.

Recent investments in alternative fuels include installation of 40 new fast electric charging stations. With the addition of 25 new charging stations, virtually all of Virginia is range for DC fast charging electric stations. In total, 97 state fleet vehicles were recently converted to alternative fuels through funding from congestion mitigation programs.

Discussion

- Greenbelt is pursuing zero-waste efforts and is curious about the abolishment of incinerators. Constituents are concerned about the loss of jobs. Maryland has a zero-waste program which does not prohibit incineration, but does not call for increasing capacity. Virginia did not investigate waste-to-energy (WTE) programs, but WTE by-products could be used to offset other carbon emissions. DC's plan does not include zero-waste as a major reduction mechanism.
- Virginia recently received grant to coordinate C-PACE in Northern Virginia alongside DC and Maryland.
- In response to questions about coordination of building code adoption efforts, in Virginia, commercial standards have historically been adopted without amendments, while residential standards are forthcoming with some modifications anticipated.
- Virginia's State Corporation Commission (SCC) is an executive branch of government that looks at ratepayer efficiency to eliminate traditional cost recovery program is looking at alternative means to advance EE within the commonwealth. A report from the SCC will be published in December 2016.
- Virginia's current administration does not have an identified GHG reduction goal, but the working group established under Executive Order 57 may define those. Based on fuel switching and other efficiencies, there has been a 21% reduction in GHG in VA since 2005.
- In response to an inquiry from Washington Gas about the reduction of fossil fuel usage, DC's Department of Energy and Environment (DOEE) indicated they will maintain open communication and will be accepting comments while supporting interest in diversification of energy input types. De-carbonization by

2050 does not include many innovative technologies such as the development of biogas. Fossil fuel reductions of 80% are based on scientific consensus, and use of fossil fuels will need to be limited to usage by the heavy lifting applications such as heavy duty trucks and construction vehicles.

- The governor of Virginia is focused on funding energy plan development. Recent commitment by the governor includes opening three new energy efficiency positions and providing a \$500,000 budget for energy data tracking.

4. REGIONAL CLIMATE AND ENERGY ACTION PLAN UPDATE

Steve Walz, COG Environmental Programs Director

Maia Davis, COG Senior Environmental Planner

The Multi-Sector Working Group (MSWG) has identified 22 scenarios to help the region reach its GHG reduction goals. One of the more important scenarios needed across the board was outreach and engagement. The eleven most widely supported strategies are available for implementation across the region such as solid waste management and energy efficiency upgrades in new buildings. Due to logistical constraint, five strategies may not be broadly applicable across the region, but are available for select local implementation. Results will be incorporated into future work from COG. Scenarios are included in the list of options presented by staff.

CEEPC then was given a first look at the Climate Action Plan update for 2017-2020. Staff are beginning the process of seeking input and feedback. The dashboard was designed to track progress across sectors. It shows how the COG is making progress. The data can be parsed out to local governments as well as at the regional level. The questions remain as to whether the goals currently outlined are worth reporting, and if the timeline is adequate. This is the very first version, and future iterations will become more user-friendly; however, feedback for components which members feel are missing are welcome.

Priority measures for the final action plan will be pulled from the larger menu of ideas. In November, a draft of the plan will be available to be presented to the larger committees to be considered for adoption. Copies of the plans that were referenced in the formulation of this document can be made available to members.

Discussion and Feedback

- Equity is a cross-cutting issue within the report. It is a focus in the list of actions, but will be woven throughout the report. Concepts from DCSEU and DOEE could be included in document.
- Including historical figures in the report would be beneficial to local agencies. Net-carbon uptake figures would also be useful, especially in terms of re-forestation. It would also be helpful to include sustainable development indicators from international standards. It was noted that a “basket of options” approach could be more useful than a line-item selection process.
- The draft dashboard is based on the set of data which has been gathered as of the CEEPC meeting. The dashboard and the ideas menu were developed after consideration of the MSWG feedback and also additional data gathered from transportation community. COG’s Department of Transportation Planning and the TPB Technical Committee will also provide data and feedback in development of the plan and dashboard.
- It was suggested that it could be helpful to see information by sector, including transportation or resiliency. It may be difficult to track accomplishments in resiliency, but information could be reported on yearly progress report.
- In regards to the local ideas menu, the finalized document could include an executive summary to describe what the action plan is, as its current format is rather complicated. There is no sense of cost

benefit as it stands. Concern was expressed about mission creep in the plan related to items that are not as clearly linked to climate and energy. Linkages of climate related topics by section would be beneficial. Nothing in the document shows roles and responsibility by agency. Consideration should be given as to whether localities in the region have the authority to implement measures on the list. Suggested retitling of menu to be “Menu of Potential federal, state, local, and private sector best practices.” It is important to be wary of dates and timeframes within the menu in order to remain consistent.

- Solar renewable energy credits (SREC) should not be counted by more than one entity.
- The menu of options is not the finalized action plan; it is a comprehensive list of ideas and best practices from which jurisdiction can choose to utilize within their own plans. It will be possible to add to the list if ideas arise, however, the next steps would be to identify highest priorities and actions going into the November CEEPC meeting. Staff are seeking input and feedback in October.
- It was suggested that resilience, outreach, and education should be tied together in the report.

5. ADJOURNMENT

The next CEEPC meeting is scheduled for November 16, 2016.