GOVERNMENT OF THE DISTRICT OF COLUMBIA

Commission on Climate Change and Resiliency

Quarterly Meeting Minutes

March 14, 2024
3:00 – 5:30 pm

Meeting Recording:
https://dcnet.webex.com/recordingservice/sites/dcnet/recording/62efd4b4c463103cbbaf005056815359/playback

DC-CCCR Commissioners	Invited Speakers
Present:	Al Carr, DOEE
Uwe Brandes	Katy Lang, DDOT
Jim Dougherty	Aaron Goldbeck, DDOT
Alan Etter	Joseph Jakuta
Erica Green	Tasin Malik, DDOT
Maureen Holman	Jeremy Strauss
Kate Johnson	Amy Mesrobian, WMATA
Anthony Kane	Richard Morris
Steve Moore	
Jason Turner	
Edward Yim	
	Other Guests
Absent:	Adam Carlesco
Peggy Keller	Allen Etter
Jim Landau	Erika Filter
Justin Lini	Gabrielle
Colin McCormick	Hannah Ashenafi
Akiima Price	Jaleel Shujath
Kathryn Zyla	Jennifer Hara
	Juliette Wilson
DC-CCCR Staff (DOEE)	Kate Johnson
Connor Rattey	Knia Tanner, OPC
Tasneem Islam	Renee R

1. **Call to Order 3:02 PM**

2. **Announcement of Quorum** – Quorum confirmed.

3. **Approval of Agenda** – A motion to approve the 3/14/2024 meeting agenda (Erica Green, Jim Dougherty) was passed unanimously.

4. **Approval of Previous Meeting Minutes** – A motion to approve the 12/14/2023 Quarterly Meeting Minutes (Jason Turner, Anthony Kane) was passed. Jim Dougherty abstained. A motion to approve the 2/2/2024 Annual Strategy Retreat Minutes (Jason Turner, Alan Etter) was passed unanimously.

5. **Chair's Welcoming Remarks** (Uwe Brandes)
    - All 16 Commission seats have now been filled. Kate Johnson and Akiima Price are the newest members.
    - Introduction of Tasneem Islam who will be replacing Connor Rattey as the new Executive Staff person for the Commission.

6. **Staff Report** (Connor Rattey)
    - Staff report included updates on administrative items and projects, events, and accomplishments from DOEE and other stakeholders. The report, including relevant links, is available on the CCCR website.

7. **Finance Report** (Uwe Brandes)
    - Uwe requested funding for the Commission at the DC Council Oversight Hearing.

8. **Governance Report** (Uwe Brandes)
    - Reminder to new commissioners that the Commission has historically had 3 sub-committees: climate mitigation, climate adaptation, and community engagement.
    - Discussed the formation of a new legislative sub-committee. Jim Dougherty, Kate Johnson, Jason Turner, Edward Yim, and Anthony Kane expressed interest.

9. **Guest Presentations:**

    Transportation Electrification Roadmap & Policy Overview – *Al Carr, Renewable Energy & Clean Transportation Policy Analyst, DOEE*
    - DOEE published Transportation Electrification Roadmap late 2022.
        - Guides electrification efforts across the city in transit electrification, personal vehicles, taxis, charging stations, and more.
        - Goal: 25% of all registered vehicles in the District will be zero emission by 2030. Status: 2.6% of private passenger vehicles registered in DC are electric vehicles (EV) as of Dec. 2023.
    - U.S. Department of Energy manages a database of Alternative Fueling Locators, which shows that DC has a total of 337 public EV charging stations and 1,054 ports. Additionally, there are 48 privately-owned charging stations and 132 ports. The database does not include residential chargers.
    - DC EV Incentives:
        - New or used fully-electric vehicles are exempt from DC Excise Tax.

    - Reduced annual registration fees for tags.
    - Tax credits for installation of charging stations at both residential and non-residential properties.
    - Alternative fueling conversion credit to convert a gas vehicle to an EV.
- Additional EV incentives offered by Pepco, the Federal government, and other organizations, are listed in the presentation slides.
- DC Council Legislation 25-0106: *Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2023*, sponsored by Councilmember Allen, supports the rights of tenants and condo owners to install EV chargers at their own expense, among other things.
- Discretionary Federal Grants applied to by DOEE:
    - Federal Charging and Fueling Infrastructure grant program (Status: Not funded in the first round. Applying again Spring/Summer 2024.)
    - Federal Electric Vehicle Charging Reliability & Accessibility Accelerator grant program (Status: Funded in Jan. 2024.)
- Takeaways:
    - Subsidizing EV chargers is more effective in supporting the transition to EVs than subsidizing cars.
    - DOEE surveyed DC residents late 2023 on charging preferences. Data revealed residents want more public charging stations: curbside, city properties (parks, libraries, schools), and retail establishments.
- Q&A:
    - What is the spatial distribution of chargers and equity? (Jim Dougherty)
        - Currently, chargers are not equitably distributed, but it is a big priority to get more charging stations in Wards 5, 7, and 8. It's harder to serve people who don't have off-street parking.
    - While survey results showed many residents want more EV charging stations, some are resistant. How do you convince residents to want more capacity? (Jason Turner)
        - First priority is mode shift. Next goal is to get the cars that are on the road to be electric, and shift those who regularly drive (e.g., rideshare drivers) to go electric.
    - Has the District considered offering elective pay? (Kate Johnson)
        - Aware of elective pay. City owns fleets of vehicles (DPW, DDOT, DGS) all looking at fleet electrification issues. Considering how to stack incentives.
    - Is electrification totally subsidy-driven or are there other things we can change in regulatory frameworks? (Uwe Brandes)
        - Private sector motivated early adopters, but now we are seeing a transition of EV to the mass market. This requires incentives at all levels.

Panel 1 – Bikes

- Capital Bikeshare Electrification – *Aaron Goldbeck, Sustainable Transportation Programs Manager, DDOT*

    - Capital Bikeshare is a publicly owned shared micromobility system and is the oldest operating bikeshare system in the country.
    - 2023 marked the highest ridership year due, in part, to the introduction of next generation e-bikes in the Capital Bikeshare fleet; and an increase in dockless e-bikes (private sector).
    - Currently, 30% of the Capital Bikeshare fleet is electric. Pursuing station electrification so e-bikes can be charged directly at the stations instead of relying on DDOT battery swappers who drive around to all the e-bikes.
    - Q&A:
        - How many private e-bike operators are there? (Uwe Brandes)
            - There are four: Lime, Spin, Lyft, and Veio.
- E-bike Rebate Program – *Katy Lang, Transportation Planner, DDOT*
    - District E-Bike Incentive Program, signed by Mayor in 2023.
        - Purpose: to help residents buy e-bikes and support bicycle businesses in the District by issuing rebates for the upfront costs to purchase e-bikes at authorized retailers.
        - Application requirements: must be District residents, be over 18 years old, and be a preferred applicant (SNAP, TANF, Medicaid, or DC Healthcare Alliance). Standard applicants will be considered after preferred applicants.
        - DDOT anticipates fulfilling 250 vouchers with FY24 funding.
        - Timeline: In March, finalize outreach and announce application process. In April, open the application window. In May, issue vouchers. From June-September, monitor and write FY24 report.
        - Implementing additional outreach and technical assistance to ensure program success.
    - Q&A:
        - What is the source of funds? (Uwe Brandes)
            - Local operating funds.
        - Why are you providing incentives and training only for people with e-bikes? What about people who ride conventional bikes? (Jim Dougherty)
            - Now it's a law, so that's why e-bikes are the focus. Over the past five years through Go DC Go, DDOT has an initiative called "Get Paid to Pedal," which offers incentives for regular bikes for teachers, school staff, and then expanded to all residents. Delivered 101 vouchers ($600/per) this past year.

Panel 2 – Personal Vehicles and Infrastructure

- Vehicle Emission Standards – *Joseph Jakuta, Air Quality Planning Branch Chief, DOEE*
    - In Dec. 2023, DOEE finalized a regulation to adopt the California Advanced Clean Cars II regulation, which accomplishes two things: primarily sets a ramp up period for 100% of new vehicles to be zero emissions by model year 2035 (begins model year 2027, so in Jan. 2026).

And sets stricter emissions standards for new gasoline vehicles. Only effects registration of new vehicles under 8500 pounds gross vehicle weight.

- Enforcement will be through vehicle registrations instead of sales because DC does not have a high volume of vehicle sales. Maryland and Virginia also have this regulation in place, so DC is catching up. Working with DMV to implement the regulation.
- Q&A:
  - Where do you see us in the broader competitive landscape? (Uwe Brandes)
    - DC is slightly above the national average with 14% of new registrations as EVs. There are federal tax credits for folks with lower incomes that will help accelerate EV adoption, and communicating that is critical. Concept of "cash for clunkers" can also help the transition.
  - Do we have a comprehensive website for cars like we have for housing issues? (Uwe Brandes)
    - No, not about purchasing EVs.
  - A lot of this work is subsidy driven, what is the broader market solution? (Uwe Brandes)
    - Anticipate cost parity between EVs and gasoline vehicles around 2029-2032. If people don't have the upfront cost to purchase a new vehicle, we have to consider how upfront subsidies can help those people now, so you can start accruing the benefits of fuel cost savings with the EV.
  - Are you briefing DC Green Bank as well?
    - No, but will reach out.

- National Electric Vehicle Infrastructure (NEVI) Program – *Tasin Malik, Transportation Planner, DDOT*
  - NEVI is funded through the bipartisan Infrastructure Law. DC is receiving $16.7 million over five years to: accelerate the transition to electric vehicles, create a reliable network of EV charging stations to reduce range anxiety, and reduce greenhouse gas emissions. First funding round open later this month. One of the requirements of NEVI is there needs to be a charging station every 50 miles.
  - Alternative Fuel Corridors (AFCs) are designated by federal highways along the national highway system. DC currently has 5 AFCs designated.
  - DDOT created a NEVI site mapping tool to identify eligible locations that are within 1 travel mile of an exit point of an interstate highway (a NEVI requirement). DDOT is prioritizing privately owned parking lots that are publicly available (e.g., grocery stores, libraries, restaurants). Not placing any curbside chargers to meet mode shift goals. Minimum specifications for fast chargers: minimum of four ports, be publicly available 24/7, annual uptime over 97%, and contactless payment method.

- Status: Currently, have RFA to solicit grant proposals, and are pursuing stakeholder engagement. Grants will be awarded fall 2024, and NEVI chargers will open 2025.
- Q&A:
    - How were these corridors identified? (Uwe Brandes)
        - Identified by the Federal Highway Administration (FHWA) in this first round. Taking a phased approach. If there is additional funding leftover, they can be used along other roadways that are not considered AFCs.
    - Grant funding supports interstate funding, but it seems like it would be in the District's best interest to center those stations more in the community, so they're useful for District residents rather than people passing through. Given the fraught history of highway building in the city, has this been discussed? How will neighborhoods benefit? (Anthony Kane and Uwe Brandes)
        - Justice 40 (NEVI requirement): 40% of funding has to go to designated "disadvantaged" communities. Most locations along the national highway system are disadvantaged communities. Challenges is that most of the people who live in those communities do not own EVs, but the hope is installing these charging stations will encourage greater adoption of EVs.
        - Preference to locations that are near neighborhood amenities (e.g., libraries, schools). Spoken with DGS and DPR, so that these chargers can benefit the community while they use those facilities.
    - Have you had any meetings with OP on zoning issues? (Uwe Brandes)
        - No.
    - Do you have local DC-based partners in the community engaged with your outreach effort? (Jason Turner)
        - Work closely with DOEE, who has a robust list of community members. Regularly attend ANC meetings, and planning to work with DOEE in the future to communicate how users can benefit from these new chargers to inform future developments.
    - What are the challenges with this program? Why has it taken DC so long to get to this point? (Kate Johnson)
        - Staffing challenges have delayed the process. Worked with DOEE to split up grants to apply for. Other challenges will be with getting permits and coordination with utilities, which takes time.
    - Are you briefing DC Green Bank as well?
        - A requirement of NEVI is applicants need to provide a 20% local match, and Green Bank reached out about that.

Panel 3 – Public Transportation & Fleet Conversion

- DC Streetcar & Circulator Bus Zero-Emission Fleet Conversion – *Jeremy Strauss, Sustainable Transit Branch Manager, DDOT*
    - DC Circulator Bus Electrification Program currently operates 15 battery-electric buses. Buses rely on 50kW chargers. Plan is to renovate facility to store up to 46 battery electric buses and increase electrical capacity.
    - Challenges: charger reliability (intense summer heat and they are uncovered), procurement of more buses canceled due to OEM issues (undergoing bankruptcy), service optimization, funding.
    - Battery-powered charger solution at South Capital Street facility, utilize these chargers that can dispense power higher than 50kW. No additional infrastructure work required for this solution.
    - Q&A:
        - What are the challenges with procurement? (Uwe Brandes)
            - Procure vehicles with cooperative agreement off other state contracts. Most recently, the major manufacturer went bankrupt. Coordination with OCP and their decisions.
        - What about the nexus of energy and transportation? As a commission, we are forward looking. (Edward Yim)
            - Original plan for South Capitol St. facility renovation was to include backup solar power for resiliency.
- WMATA Zero-Emission Fleet Conversion – *Amy Mesrobian, Zero-Emission Vehicles Director, WMATA*
    - Metro's Strategic Transformation Plan (2023) identified goals to transition bus fleet, metro access para-transit fleet, and non-revenue vehicle fleet to zero emissions. Importance of mode shift.
    - Metro's Zero Emission Bus (ZEB) Transition Plan and the broader Better Bus initiative aim to improve Metrobus for the region and meet climate goals.
    - There are many coordinated actions that need to happen for this transition in: infrastructure, charging equipment, safety, fleet and planning service, and more.
    - Activities currently underway:
        - First ZEB transition plan completed in spring 2023. Goals: 100% ZEB purchases by 2027 and 100% ZEB fleet by 2042.
        - Preparing facilities for ZEBs. There are nearly 1,600 buses in the fleet now, trying to convert 9 bus division facilities in DMV, 4 of these are in DC.
        - 2 ZEBs in service as of 2023, which are 60 ft. articulated buses.
        - Metro awarded $104 million Low or No Emission Vehicle grant from Federal Transition Administration in 2023.
        - Regional coordination with other transit agencies. Sub-committee created to collaborate and discuss how to add more benefit to the region.
        - Metro's hosting a Fleet of the Future Expo on the National Mall from March 20 to April 3.

- Q&A:
  - What are the procurement strategies? Are there enough vendors to deliver this for us? (Uwe Brandes)
    - It's not just about buying the buses. Having the charging infrastructure and thinking of the two together is important.
    - Metro has a funding challenge: only have funding for the first three years; and funding for first 400 electric buses, but fleet is four times bigger. Funding situation impacts Metro's ability to run more frequent, reliable service in the short term, and also impacts ability to execute the full zero emission bus plan in the future.
    - Market conditions present another challenge: there are only three companies that are federally approved that Metro can buy buses from. Long lead times (about 2 years between when you buy and receive the buses). Electrical transformers also have long lead times.
    - Discussing with peer agencies to ensure buses across the region are compatible and with less customization.
  - What about the nexus of energy and transportation? (Edward Yim)
    - Two facilities are slated to have solar photovoltaics (PVs). One challenge is limited space given the amount of panels we would need to fully charge the buses. Power outages are infrequent and solutions for backup power are expensive. Comparing cost of each option to the relative benefits.

- DPW Zero-Emission Fleet Conversion – *Dr. Richard Morris, Vehicle Control Officer, DPW*
  - Dr. Morris works in procurement of the District's agency vehicles. Currently, the District has 2,579 government-owned or leased vehicles, out of which 476 are fully-electric or hybrid (18% electrification completion rate).
  - Inter-agency procurement between DPW and DOEE to purchase 3 EV sweepers.
  - Challenges over the last three years: global chip shortage, Ford temporarily discontinued the Ford Lightning (which was a popular recommendation for all agencies), recalls of Chevy Bolt EV, manufacturers are behind in producing medium and heavy duty EVs, and charging station installation has slowed down.
  - Legislative challenge: Law 13-172, prevents most agencies from procuring SUVs without the Mayor's prior approval. Need should be modified to allow for the purchase of electric SUVs that now exist on the market.
  - Q&A:
    - What are the challenges with procurement? (Uwe Brandes)
      - Lots of bidding, but becoming a member of Sourcewell eliminates the bidding process, which increases our lead time. Proactively reached out to Sourcewell vendors to give

them a projection of what we need to order, and try to cut down lead times that way (heavy-duty vehicles). For EVs, many vendors are slow to electrify or have no desire, so limited to big vendors like GSA, which everyone floods to and it's very competitive.

10. Public Comments

- No comments

11. Discussion & Upcoming Meetings

- Next quarterly meeting: June 13, 2024, 3-5:30 PM

12. Adjourn: 5:31 PM