

BRADDOCK DISTRICT CECAP MINUTES | July 20, 2020

Meeting was virtual. Video, audio and chat were recorded by the County.

In attendance: Task Force liaison Tom Calhoun, David Kepley, David Kuebrich, George Kralovec, Jeanne Kadet, Paul Duncan, Paul Gross and Jim Hickey.

Meeting commenced at 7:15 PM, Tom presiding. He reviewed our purpose, which is for the District to discuss ideas and presentations, then frame our goals. We want to provide these to the Task Force meeting on July 29, 2020.

We discussed the March 31, 2020 CECAP meeting. Topics included how to involve the community, goals for 2030 versus 2050, interim goals, carbon already in the atmosphere, and a good definition of Net Zero.

Among points brought up:

- David Kepley reminded us that we have been asked what our goal is, not necessarily how to achieve it.
- George said an ambitious program is needed because the climate system responds slowly. Our goal is not strictly renewal but clean energy.
- David Keubrich reminded us of the Cool Counties program from the mid-2000s, which did an inventory and tried to reduce greenhouse gases; it has been neglected since the 2008 recession.
- Jeanne said tree planting needs many years to be effective; planting is good but preservation of existing trees is better.
- Paul D suggested setting 2040 as a goal to reach Net Zero, with a mix of suggestions on how to reach it.
- Paul G asked if Net Zero by 2040 is in line with Governor Northam's recently released plan. We should meet or exceed the state goals. Any interim goals should be no less than five years, or they will be neglected.
- Raising taxes too much will have a detrimental effect, driving residents away.
- Dominion Energy may provide subsidies for electric school buses.

It was agreed that our input to the Task Force for as an aggressive and serious goal as possible to reach Net Zero by 2040 and to include interim five-year goals as well as supporting sector goals. The group also recommends clear understanding of what defines the scope of Net Zero.

Meeting was adjourned at 8:26 PM.

Dranesville CECAP Focus Group Webex Meeting Minutes | July 22, 2020

Nine members of twelve members participated in the meeting.

The immense contribution of the Faith Alliance for Climate Solutions (FACS) in providing helpful documentation to review was noted and it served as the basis for much of the discussion. The Springfield paper was acknowledged to have provided a useful discussion of various points of view, particularly the notion that low-income families will need some financial help in supporting attainment of goals which meet the end objective, but the overall focus of the discussion concerned what kind of effort this group should recommend.

The following points were made on a non-attributable basis:

The County has a responsibility to do its part in meeting the 2050 goals and should be a leader within the Metropolitan area. There was some feeling, looking at Arlington, Alexandria and DC, that we were behind.

It was not clear to the group why 2005 is listed as the baseline when the most recent data is where we were in 2018.

The Group, as a consensus, felt that Scenario E or something more aggressive was the only sensible approach since none of the others came close to meeting the 2050 objective.

Looking at the needs of Dranesville, as evidenced by the number of Title I schools, low-income families may have difficulty supporting any program that does not include some incentive or mitigation for low-income families. In the near term, for example, a federal subsidy could meet that need, where in the longer term, county changes in zoning, building codes, and affordable housing could help support the effort.

We have been realizing some environmental benefit from the impact of the virus, better air due to reduced transportation effects, lower building energy use, etc. Economics may well turn out to have the biggest impact, although it may take some time to actually get comprehensive measurements of the impact.

It is important to maintain the big picture as the sum of the individual parts. In that respect, overall goals should be set in the various sectors, and broken down to clearly identify the respective parts.

Interim goals should be set every five years and progress measured to enable corrective/adaptive measures to be developed and implemented as needed.

Goals, all goals preferably, but particularly near-term goals (e.g. through 2035) should be attainable, and aspirational only when necessary.

If the simulations in the FACS paper are even close, Scenario E as presented is not sufficient for us to attain our 2050 objective without state and federal assistance. Accordingly, provisions should be included in the plan to identify limits of County efforts within the various sectors and to aggressively seek state and federal support to augment county efforts.

In recommending an aggressive schedule, the group also realizes that consideration of the costs associated with implementation are an important factor. We are in the position of recommending an approach without being able to see what actions are required to meet any particular goal. That said, the group still felt that we have a responsibility to act.

There are several ways in which implementation of this program may yield cost benefits, in terms of reduced health issues, for example, or creation of additional jobs, and an opportunity to build something new and different.

In addition, there are non-energy benefits such as the climate for wildlife, our own comfort, etc.

There is also a cost associated with not doing anything. Not only does the air get worse, but increased severity of storm related damage, flooding will result in losses to property, increased cost of insurance, etc.,

There was reference to the book Drawdown, edited by Paul Hawken, which offers up a number of easy steps to promote within the county, such as composting, recycling, plant rich diets, and ridesharing as well as many other ideas, some of which may deserve longer term assessment.

There is room for action regarding methane and wastewater, but the group did not have time to get into a further discussion.

We'll need a strong education program.....steps available to do a good job on Carbon.....e.g. Metro, Electric vehicles, rooftop solar....

Focus should be commercial and residential as the arena where greatest support and participation is needed.

CECAP Focus Group Meeting Minutes: Hunter Mill District July 21, 2020

A virtual meeting was held on 21 July 2020 via Webex.

The meeting started at 6:30 pm. Maya Dhavale assisted in launching the meeting and remained available for technical assistance.

The following persons participated in the meeting:

- Amanda Lowe (represented Supervisor Alcorn's office)
- Doug Britt (Focus Group Chair and Task Force Liaison)
- Erin Trager
- Mary Brown
- Shyamali Hauth
- Alex Rough

The Group revisited the Google-form questions that were received and responded to in March. The Group reiterated their concerns about how the County will address the new Virginia legislation concerning greenhouse gas targets, the Trump administration's rollback of vehicle emissions and other environmental regulations, and the effects of Covid-19 policies – all of which were not considered in developing the initial business-as-usual (BAU) projections. Various individuals also expressed concerns that the background information did not reflect the consequences of landfilling solid wastes, aviation emissions, and urban sprawl.

With regard to the ranking of scenarios, there was consensus that Scenario E was the highest priority. Most members listed the other scenarios in descending order of importance (D, C, B, and A). One person believed Scenario C was second most important, followed by D, B, and A. Other scenarios that were suggested worthy of assessing included: achieving the Paris Agreement goals, achieving carbon neutrality, and assuming a long-term change in where people work and how they commute caused by new norms associated with our response to the pandemic. One person questioned why low-carbon gas received so much emphasis in the scenarios when other strategies seemed to be more broadly treated.

With regard to a target year, three members argued for 2050, but two thought an earlier target was necessary. There was consensus that there should be interim targets, and these should be at 5-year intervals with those up to and including 2030 targeted as attainable and those thereafter as aspirational. One person expressed that every 10 years the goals should be re-evaluated as to what is attainable and what is aspirational based on the latest science and newest technology. The Group uniformly agreed that there should also be sector-specific goals, at least for the three largest sector contributors of GHG emissions.

Other comments from the group stressed that the role of carbon sequestration, green infrastructure, and land use, including urban agriculture and urban forest expansion, should be considered. The group also recommended that the County provide the Focus Groups with a briefing explaining what legal and policy tools the County has at its disposal to affect change.

Making the CECAP website more user friendly was also recommended, along with the need to receive earlier communications from the County when there is new tasking for the Focus Groups.

The meeting ended at 7:30 pm.

Lee District CECAP Focus Group July 22, 2020 Minutes

Lee District Focus Group met virtually via WebEx, set up and recorded by Fairfax County.

Attendees: Renee Grebe, Holly Dougherty, Karen Sheffield, and Johna Gagnon, with Fairfax County staff Kelly Naylor, Kaylie Teshome, and Maya Dhavale.

Meeting opened at 6:33pm by Maya, with Renee presiding. The purpose of the meeting was presented as an opportunity to discuss our and others' responses to the March 2020 materials and ultimately decide which goals/scenario this focus group wishes to advocate for. Renee, as liaison, will represent these views at the July 29th Task Force meeting.

Summary of the items discussed include:

- Renee: Discussed new state legislation which better support CECAP goals such as the VA Clean Economy Act; is comfortable with Scenario E or potentially with a more aggressive scenario, particularly given the state legislation which should help us achieve those goals.
- Holly: Concerns (1) that this process/goals may be duplicative with what the state did, (2) that the economy is already under significant stress with the health crisis and that these goals should, at minimum, not add to that stress; Would like to see a clear cost/benefit analysis.
- Johna: So much is unknown with COVID; While the Board would like a process lined up, perhaps a more conservative scenario and set of goals is more appropriate; prefers to shoot for something reasonable and achievable (e.g. Scenario A) and work to exceed it if possible.
- Karen: Highlighted that this planning process will take a long time and the horizon for the goals will hopefully outlive the health and economic crisis (e.g. 20-30 years); COVID has changed our world but also allowed us to see what a world is like with reduced emissions; When thinking about the cost/benefit, considering equity across all residents with One Fairfax is another thing to be considered; even more optimistic given the changes we've seen with the health crisis (e.g. working from home; fewer car trips) that an aggressive scenario can be achieved.
- Johna: A lot of infrastructure will be needed
- Holly: Achievable goals are most important; Hesitant to move forward more aggressively with so much unknown at the federal and state level; Fairfax County has been doing well with current goals.
- Discussion of Cool Counties Pledge – aim was to reduce greenhouse gases county wide by 20% from the 2005 baseline by 2020, but the County only reduced it 10%.

Our feedback for the Task Force centers around three points:

- Our group was split evenly between (1) wanting at least as an aggressive goal as, if not more aggressive than, Scenario E and (2) taking a far more conservative approach closer to Scenario A.
- There were concerns about the cost/benefit of the scenarios and about the economic hardships that small businesses and residents may be exposed to with a more aggressive scenario.

- The majority did highlight, however, that people most affected by air pollution/climate change have been the people most affected by COVID and that if there is one reason to move forward with CECAP, it is this and the One Fairfax policy.

Meeting was adjourned at 7:59pm.

Springfield District Second Focus Group Input on Greenhouse Gas Goals

On July 20th, the Springfield District CECAP Focus Group met and discussed aspirational and feasible greenhouse gas goals. They came to the following consensuses:

- A majority of Focus Group members would support a goal of an 80% reduction in GHGs by 2050, but with very specific caveats.
 - An 80-50 goal is only aspirational and not currently “realistic” or “feasible”.
 - An 80-50 goal cannot be achieved through voluntary action of the greater community alone.
 - To approach, much less achieve, an 80-50 goal would:
 - Require Fairfax County to take steps beyond its current activities;
 - Require the State to take actions and authorize actions beyond their current mandates and activities; and,
 - Require the Federal Government to take actions and authorize actions and fund actions beyond their current mandates and activities.
 - To make it feasible, any commitment to an 80-50 goal would require the County to recognize that while a majority of Virginia families agree climate is important, only a minority (44%) were willing to pay to address the issue; and this was before the current pandemic and economic downturn. Thus, no less than 20% and perhaps as many as 40% of families would need economic assistance to take actions that more financially secure families might take voluntarily, and which would be necessary to achieve or even approach an 80-50 goal.
- The Focus group recognized the potential of local volunteer organizations (e.g. Rotary, Lion’s Club, Habitat for Humanity) to provide advice and direct assistance in a manner that would significantly expand voluntary (non-governmental) carbon reduction.
- Climate is but one issue confronting Fairfax County. Addressing that issue should be compatible with, for example, maintenance of low-density, high arboreal development at the edges of the County, as these are the largest areas of carbon sequestration within the County and serve essential public health and environmental functions. In like measure, other County services, such as dealing with drug abuse and gang violence, cannot be sacrificed in order to pay for climate programs. As well, investments in, for example, roads and mass transit, and changes in land use and housing, must reflect and be adjusted in light of an 80-50 goal.
- In setting CECAP goals, the majority of Springfield District Focus Group members recommend:
 - First identifying “no regrets” options, i.e., those things that will reduce CO2 emissions that have low costs and save money. The Focus Group believes the

Task Force should aspire toward maximum buy-in from myriad cross-sections of our community on such approaches. And, when setting goals, the Task Force should aspire to claim all emissions reductions associated with those “no regrets” actions.

- Additional actions that may have a higher buy-in cost, but which also save money in the long run plus issues with high risk/benefit ratio and should be appropriately factored in goal setting.
- Those actions that would significantly reduce households’ disposable income (over the short and long term) should be addressed with anticipated participation among only mid- to high-income households and mid-high profit businesses, in the absence of direct governmental assistance to lower income families.
- The majority of Focus Group members recognize that citizens’ attitudes will control the likely success of the CECAP effort, it being a program seeking voluntary participation. The following table describes the attitudes of Virginians (pre-COVID).

Attitudinal Group	Illustrative Members	Potential Arguments
Climate is important Willing to pay	44% Northern Virginia voters 88% Liberal Democrats 74% Moderate/Conservative Dems 60% Moderate/Liberal Republicans 35% Conservative Republicans 68% households (higher incomes)	<ul style="list-style-type: none"> ▪ Climate leadership is a duty ▪ We have an intergenerational responsibility ▪ GHG reduction is more important than philanthropy ▪ Investment in low-GHG technologies paves the way for lower future costs and wider adoption of them
Climate is important Less willing to pay	44% Northern Virginia voters 33% Democrat voters 20% Republican voters 34% Independent voters 20% Households (lower incomes)	<ul style="list-style-type: none"> ▪ We have an intergenerational responsibility ▪ Many actions are reasonably priced ▪ There are opportunities to reduce GHGs while making routine investments (e.g. hybrid cars)
Climate is not important	65% Republican voters 29% Independent voters 4% Democrat voters 10% Households (very low income)	<ul style="list-style-type: none"> ▪ There are low/no-cost actions that save money ▪ There are assistance and subsidy programs that allow lower income households to acquire new technologies

- One in five of Fairfax County households (20th percentile) has income less than \$54,600, with an average value of \$30,200. The poverty line for a family of five is \$30,700. Low-income families spend 84% of their income on essential goods and services. That leaves 16% for other things; about \$4,800 per year.
 - The electricity and transportation cost increases associated with Virginia’s new renewable portfolio standard and proposed transportation climate initiative will further reduce family disposable income by another \$1,000 a year, an amount that will increase over time.
 - It is not reasonable to believe lower income families, those also most harmed by the economic problems rising out of the COVID pandemic, will place carbon reduction ahead of other goods and services they will want and/or need.
 - In response to these economic realities, Focus Group members suggest that, when setting goals, if the Task Force applies the “regardless of cost” aspirational, but currently infeasible goal approach, it could do so only on the assumption that local, state or federal governmental subsidies would be available to the lower income members of our community.

MINUTES OF THE MEETING OF THE
FAIRFAX COUNTY SULLY DISTRICT CECAP FOCUS GROUP
ON THURSDAY, JULY 23, 2020

The meeting was called to order at 3:08 p.m., held virtually through Webex.

Present: Jeff Anderson
 Molly Bakal
 Richard Cramond
 Karen Campblin
 Bill Hafker
 Sam Walker
 Jehanne Arslan
 Richard Weisman

Also present at the meeting was the following staff from the Office of Sully District Supervisor Kathy Smith and the Office of Energy and Environmental Coordination: Sam Kang and Kate Daley, respectively.

Agenda

- Motion to verify the need for an electronic meeting
- Goal setting for CECAP
- CECAP goals pertaining to the Sully District
- Comparative analysis of green technologies
- Walking to schools and bike riding
- Impact of COVID-19 on fighting climate change
- Importance of goals relating to future developments
- Additional comments

Motion to verify the need for an electronic meeting

- Kate Daley of the OEEC took roll call of members who were present and made the appropriate motions to verify the need for this meeting to be conducted electronically due to the COVID-19 pandemic.

Goal setting for CECAP

- Members discussed the need for sector-specific goals and the importance of directing them towards the most material sectors (around 93 percent of emissions come from three sectors)
- Meeting a 90 percent reduction goal on a small sector may appear significant but is less effective in reality when compared to meeting a lower reduction goal on a much more substantial sector
- CO2 and methane were discussed as being the primary targets for reduction
- The question of whether CECAP goals should be aspirational or attainable may be inappropriate because the conversation should be about setting the goals that will allow the County to reach the 80 by 50 goal by 2050. Calling some goals “aspirational” may create a false sense of complacency if these marks are not met since their initial categorization imply that they were not mandatory.
- Goal setting should be dictated by the need to reach logical and sequential marks towards the ultimate goal of 80 by 50 rather than by dividing them into aspirational versus attainable. For instance, we cannot prioritize less ambitious but “attainable” goals for the next twenty years then hope for technological breakthroughs or miracles in the remaining years to help achieve the 2050 targets.
- Almost all members agreed that the County should pursue the most ambitious of the possible goal-setting options that were laid out by the consultants (Model E Plus). There were comments by one member who wanted to ensure that goals were still within the realm of being achieved (“better can be the enemy of good”). Some voiced that the County could even aim for a higher reduction figure than 80 percent by 2050.

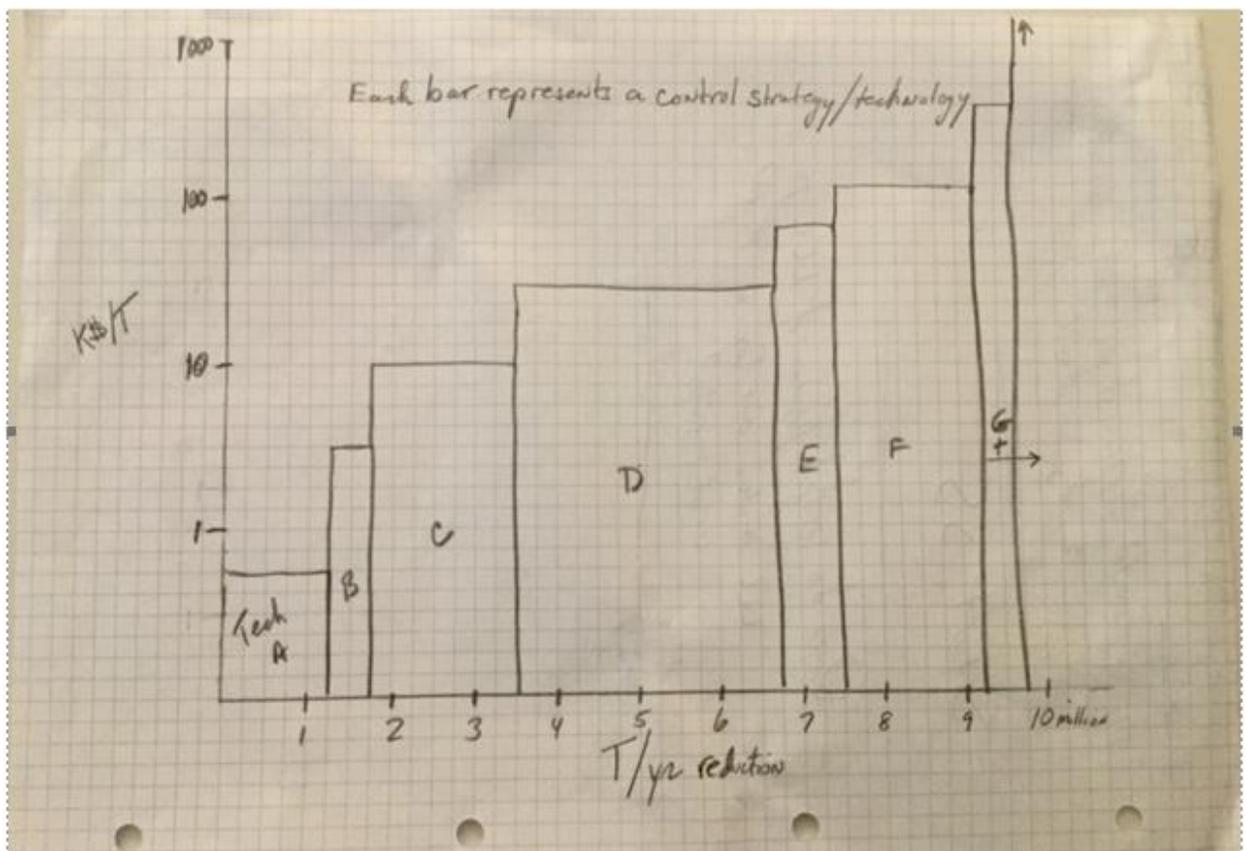
CECAP goals pertaining to the Sully District

- There was a discussion about the transportation infrastructure within the Sully District that should be brought up in the process of determining CECAP’s targets.
- Highly trafficked roadways like Route 50 and Route 28 were mentioned as examples of aspects specific to the Sully District that show the need for more public transportation options in certain areas of Fairfax County.

- Members pointed to the opportunities for increasing the tree canopy in the Sully District (especially Centreville).
- Another natural characteristic of the Sully District that could benefit from the creation of the CECAP is the presence of older office buildings. There are structures that were built in the 1950's and 1960's when energy efficiency had not been a focus. The impending rehabilitation of such buildings could offer opportunities for ensuring that they are upgraded for energy efficiency.

Comparative analysis of green technologies

- The group discussed the importance for the Board of Supervisors to request a comparative analysis of available technologies that clearly illustrate their cost and efficacy in reducing carbon emissions. Bill Hafker presented the following graph showing an example of what such figure may resemble:



The vertical bars labeled “A” through “G” represent various available green technologies (i.e. electric vehicles, solar energy, etc.) – this particular graph is intended to focus on the 3 categories that consist of around 93 percent of total greenhouse gas emissions:

transportation and mobile sources, commercial energy and residential energy. The Y axis represents financial cost per ton of reduction while the X axis points to the number of tons per year that each technology can deliver in reductions. It is crucial that the decision makers are able to compare various methods in this manner so that they can objectively prioritize reduction technologies by their efficacy (for instance, technology “G” is costly and fails to be as effective as the others).

Walking and bike riding

- Looking at the sidewalk inventory and addressing existing threats that are disincentivizing walking as a means of travel should be incorporated into the goals for CECAP (install speed bumps if such measure would make more residents feel comfortable with walking, etc.)
- One member referenced his previous experience with encouraging students to walk to schools and stated that it is often a matter of changing the culture around the practice. This appears to be a school-specific issue as some have managed to go through such culture change whereas other schools may have yet to do so.
- Some have suggested that bike sales have maintained high levels due to the desire from more people to exercise outdoors during the COVID-19 pandemic. There should be an emphasis in encouraging this trend and elevate bike-riding as a more feasible method of travel.

Impact of COVID-19 on fighting climate change

- Several members voiced their interest in reviewing the latest data (if available) on the impact that the COVID-19 pandemic has had on greenhouse gas inducing activities (toll road statistics, overall emission amounts, etc.).
- A comment was made about the fears around public transportation as a direct result of the current public health crisis and the impact on residents’ choices for modes of travel.
- Sam Walker indicated that the data collected during the COVID-19 pandemic could serve as a learning moment and pointed to the importance of incorporating such findings into future strategies (i.e. less gas-fueled vehicle travel made significant positive impact thus push harder for electric vehicle infrastructure)

Importance of goals relating to future development

- Karen Campblin emphasized the need to ensure that roadways are sufficient to handle additional stress due to new construction and the need for buses to be more accessible. Contractors and builders should be incentivized to correctly recycle as much of the construction materials as possible.

- Jehanne Arslan referenced the Green Neighborhood Initiative and the importance of preserving tree canopy and limiting impervious surfaces for new projects. There seems to be a disconnect between how projects are carried out in reality versus the policies in place – effective actions must be allowed and promoted actively via enforceable green regulations.

Additional comments

- The Board of Supervisors should be provided more in-depth briefings of the CECAP process and what has been deduced so far. Although the CECAP is in its first half of development, there have been initial submissions from Focus Groups that may be worth noting.
- The value of taking certain actions expeditiously where available rather than waiting until the full completion of CECAP was discussed.

The meeting was adjourned at 5 p.m.