

# Fairfax County Community-wide Energy and Climate Action Plan (CECAP)

Working Group Meeting

Votes on Goals & CECAP Report Draft Discussion

Monday, May 10, 2021

6:00 pm – 8:30 pm

Held Electronically via WebEx

# Welcome & Meeting Overview

Michelle Paul Heelan, Ph.D. – ICF Facilitator



# Agenda

Summary of Public Feedback

2040 Interim Goal Discussion & Verbal Vote

Sector-Based Goals Discussion & Verbal Vote

Prepare for Review of Draft of Part I of CECAP

Feedback on Draft of Part I of CECAP

Wrap Up and Meeting Feedback

# Meeting Objectives

- **Provide an overview** of public feedback from the February and March public feedback sessions.
- **Discuss and vote** on the 2040 interim year goal.
- **Discuss and vote** on sector-based goal(s).
- **Discuss feedback** on the Draft of Part I of CECAP.
- **Determine** whether a May meeting Part II is needed on May 13.

# Framing Today's Discussion

- We will discuss the draft of Part I of CECAP today.
- We will be taking notes on the feedback we receive today, and you will see changes reflected in the second draft, along with the second half of the report.
- There will be an opportunity to comment on the second half of the report at the June meeting.
- We will once again take that feedback in June and incorporate it into the final report that goes to the Board.

# Ground Rules for Today's Discussion

## **What are our ground rules today?**

We have a large group and our time today is finite. Please:

- Use the WebEx chat where feasible to respect our time today
- Remember to type in SPEAK to speak up

# CECAP Process Timeline



# Summary of Public Feedback

Maya Dhavale, Fairfax County



# Public Engagement Survey Results

- **Respondents are interested in financial incentives and rebates as a tool to influence climate action for individuals.**
- **There is an identified need for more public education and outreach around climate change issues.**
- **Development and infrastructure are major areas of interest for County action.**

# 2040 Interim Goal Discussion & Vote

Michelle Paul Heelan, Ph.D. – ICF Facilitator

Adam Agalloco - ICF

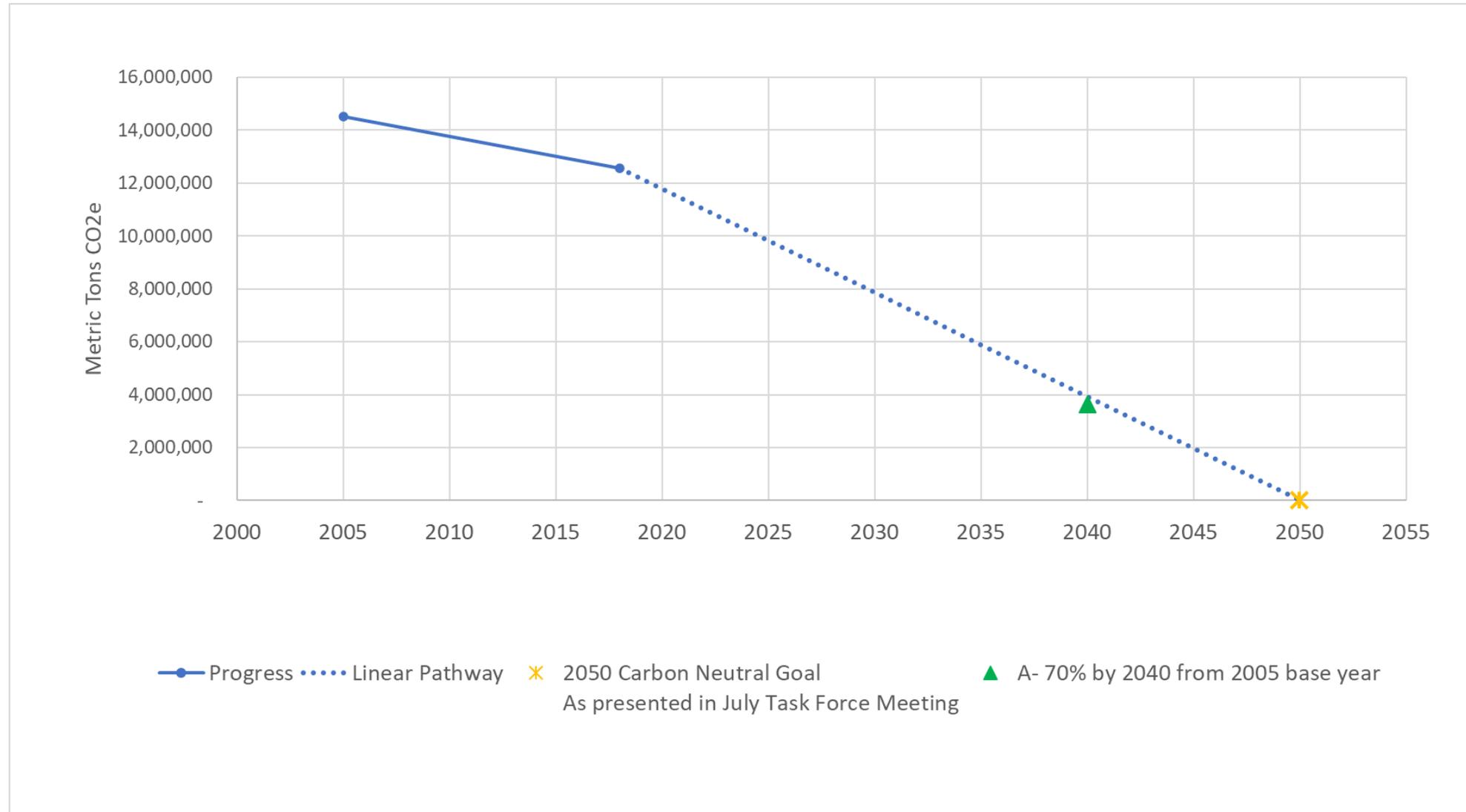


# Framing Today's Discussion – Interim 2040

Through the planning process so far, the following goals have been established:

- **2050 Long-term goal:** Carbon neutrality by 2050, with at least 87% coming from emissions reductions from a 2005 base year.
- **2030 Interim goal:** 50% reduction by 2030 from a 2005 base year.
- Decision to have a **2040 interim goal** was made by the Task Force at the November 2020 meeting, and reinforced at the March 2021 Working Group meeting.

# Interim Goal - 2040



# Discussion & Vote

Do you support an interim goal of 75% reduction by 2040 from a 2005 base year? If not, why not?

# Sector Goal Discussion & Vote

Michelle Paul Heelan, Ph.D. – ICF Facilitator

Adam Agalloco - ICF



# Framing Today's Discussion – Sector Goals

- At the March meetings, the Working Group discussed the need for sector-specific goals and discussed priority sectors and initial ideas on goals.
- ICF worked to distill the discussion at the March meetings into a list of potential sector goals:
  - Goal for Energy Efficiency
  - Goal for Renewable Energy
  - Goal for Electric Vehicles
  - Goal for Public Transit
  - Goal for Transportation Sector
  - Goal for Tree Canopy

# Framing Today's Discussion – Sector Goals, pt. 2

- Discussion at the March meetings also included how CECAP sector goals might be most effective. This discussion included:
  - A desire for regular data collection and reporting on metrics,
  - A focus on low- and moderate-income populations and affordable housing, and
  - A preference to connect activity data with GHG progress.
- These considerations can be taken into account in implementation of the goal and included in the narrative of CECAP.

# Framing Today's Goals Discussion

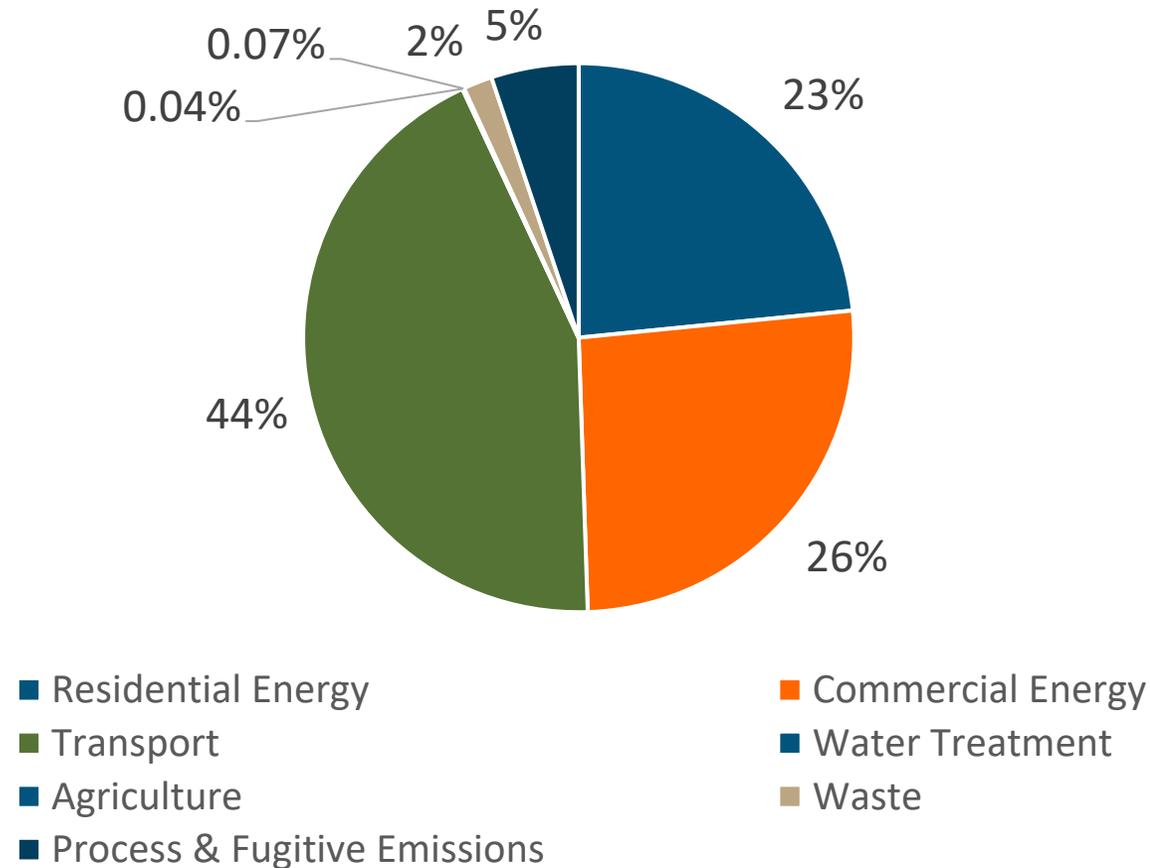
- Just under half of the plans reviewed by ICF included sector-specific goals.
- Best practice for climate action plans is to have strong priorities. Fewer goals indicate stronger priorities. Less can be more.
- More goals means more resources are required to produce regular tracking reports, which may take away resources from implementation.

# Sector goals should be SMART:

- **Specific:**
  - Be specific to **the community's priorities** and **ability to influence** the emissions reduction strategy or action (but not limiting); and
  - Be set for **specific metrics** that are **understood by the public** and would contribute to the overall goal (generally, not specified with a GHG emission reduction target)
- **Measurable:** Be **measurable** based on **available data**
- **Attainable:** Be **attainable** if in the short term
- **Results-Oriented:** Support **target** year goal & focus on **larger sectors** (not strategies)
- **Time-Bound:** Set a specific **timeframe** to achieve the goal

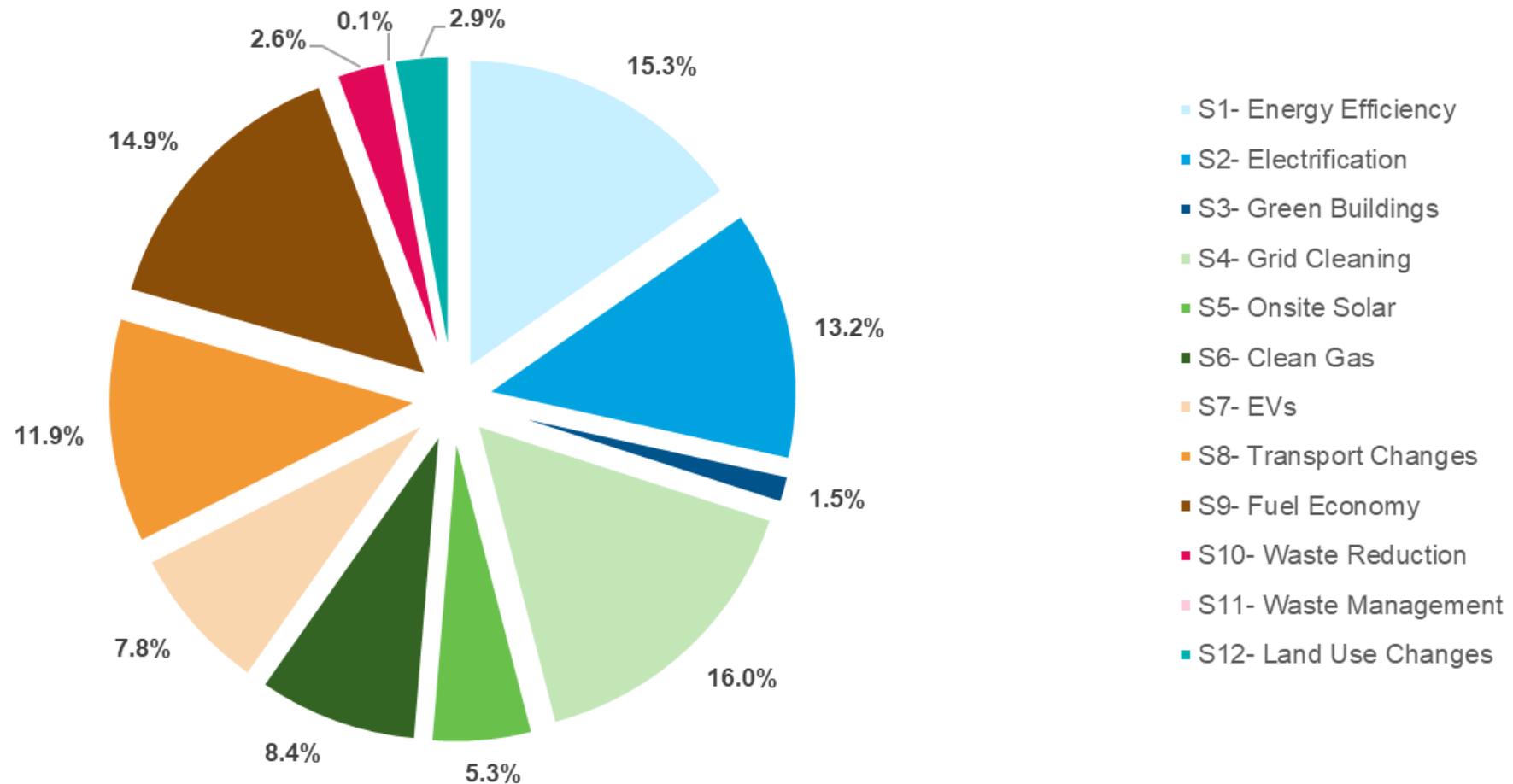
# Context: GHG Inventory (2018)

Total: 12.6 million metric tons of CO<sub>2</sub> equivalent



# GHG Modeling Results

Reductions compared to BAU by Percentage 2050



# Discussion & Decision on Sectors

- Do we need an energy efficiency sector-based goal? Yes/No
- Do we need an energy supply sector-based goal? Yes/No
- Do we need a transportation sector-based goal? Yes/No
- Do we need a forestry/land use sector-based goal? Yes/No

# Buildings and Energy Efficiency

## **Retrofit 100,000 homes with energy efficiency measures by 2030**

**Currently:** Fairfax County currently does not track this measure and would need to create either new methods and/or partnerships to track progress in this sector. This will be a significant challenge to track and will require additional work and partnerships.

### **Why this goal:**

- Focuses progress in a high emitting sector
- Equivalent to roughly one-fourth (1/4) of existing homes being retrofitting
- Builds capacity (contractor and programs) for deeper work
- During implementation, programs and resources could focus on low-moderate income homeowners and equity considerations.

**Context on Numbers:** Fairfax County currently has 415,000 homes, a number that is projected to grow to over 550,000 homes by 2050.

# Transportation – Transit and Commuting

## **Increase transit and non-motorized commuting to 30% (including telework) by 2030**

**Currently:** 9.7% (2018)

### **Why this goal:**

- Commuting patterns are readily tracked and it will be easy to understand progress.
- Fairfax County has significant transit infrastructure in place to build from.
- Reducing emissions from single occupancy vehicles is key to lowering emissions from the transportation sector.

### **Context on Numbers:**

- As of 2018, about 8% of commuters were taking public transit (metro, bus, rail), slightly above the U.S. average; another 0.3% commuted by bike and 1.4% by walking.
- While modeling the strategy, ICF assumed that commuting by biking could triple and transit use could double by 2030, yielding a total increase in commuting by transit and non-motorized options to 20%. Doubling telework (from 4% to 8%) would raise this number to almost 30%.
- ICF's work with other localities tells us that 30% would be a very aggressive target, while 20% is more in line with what could be expected with moderate actions carried out within the existing infrastructure and policies, and the expected population growth of more than 100,000 people by 2030.
- COVID-19 has depressed transit ridership considerably and the impacts on future service and ridership are highly uncertain through at least 2023.

# Transportation – PHEV and BEVs

## **Increase plug-in electric vehicles (PHEVs) and battery electric vehicles (BEVs) to 7.5% of all light-duty vehicle registrations by 2030**

**Currently:** 0.8% (2019)

### **Why this goal:**

- Data on electric vehicle (EV) registrations for light-duty vehicles are readily available for tracking progress.
- Vehicle electrification greatly improves local air quality and advances carbon neutrality goals.
- EVs already have a lower carbon footprint per mile than internal combustion engines in Virginia and the gap will continue to grow as more clean electricity is brought on through the VCEA.
- Virginia is near adoption of a stringent clean car standard, similar to those in California and to become the next zero-emission vehicle (ZEV) state. Consequently, EVs will be more readily available at local dealerships.

### **Context on Numbers:**

- Light-duty vehicles consist of all passenger vehicles, SUVs and most pickup trucks, and currently make up over 83% of travel in Fairfax County.
- Fairfax County currently has 7,400 vehicles that are either PHEV or BEV (less than 1% of the on-road passenger vehicles). Reaching the goal of 7.5% of all light-duty vehicles being EV in Fairfax County by 2030 would equate to about 66,000 EVs on the road.
- Increasing EV registrations may require a variety of different strategies including installation of new EV charging equipment, incentives, and educational campaigns.

# Transportation Goals

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# Forestry and Land Use

## **Maintain or Grow Fairfax County's tree canopy to at least 57% through 2030**

**Currently:** 57% (2017)

### **Why this goal:**

- Aligns with the existing Tree Action Plan (2019) and implementation strategies outlined in the plan.

### **Context on Numbers:**

- In the longer term, Fairfax County will need to grow its tree canopy, however trends current activity is focused on reducing canopy losses, rather than making gains.
- Fairfax County's tree canopy is estimated to save \$34.3 million in energy use costs each year through shade and wind speed reductions.
- Fairfax County's trees have 7.5 mill tons of carbon within their tree biomass.

# Prepare for Review of Draft of Part I of CECAP

Michelle Paul Heelan, Ph.D. – ICF Facilitator



# Framing Today's Discussion – Report Review

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- We'll be taking notes on the feedback we receive today and you will see changes reflected in the second draft, along with the second half of the report.
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# Framing Today's Discussion – Report Review, pt. 2

## **Where did the material in the draft of Part I of CECAP come from?**

- The CECAP report is a compilation of all the materials that have been produced throughout the planning process.
- Throughout the draft, there is bolded text noting where the source materials come from, including links to meetings where the topics were discussed.
- Part I includes background and introductory material and two examples of strategy sections.
- Part II will include the full suite of strategy sections.

# Framing Today's Discussion – Report Review, pt. 3

## What will we discuss today?

1. Does the report **accurately reflect the process, the discussions, and the decisions** of the Task Force/Working Group?
2. Are there any areas that need **additional emphasis or explanation**?
3. Was **anything important left out**?
4. Are there any areas that could be **cut or deemphasized**?

**Focus on the content and not the design or editing**, as after the Working Group has finalized their changes the entire report will be professionally reviewed and produced.

# Feedback on Draft of Part I of the CECAP

Michelle Paul Heelan, Ph.D. – ICF Facilitator



# Part I includes:

Section	Materials come from:
Section 3: Introduction	Fairfax County policies and website
Section 4: CECAP Process & Methodology	Discussed at the January 2020 Task Force kickoff meeting
Section 5: Greenhouse Gas Emissions	Presented at the virtual March 2020 Task Force meeting
Section 6: GHG Reduction Goals	Discussed at the July 28 and September 30, 2020 Task Force meetings; Additional sector- and interim-goal discussions held at the March 30 and 31, 2021 Working Group meetings
Section 7: Emission Reduction Strategies	Result of brainstorming sub-group meetings on Dec 1/Dec 2, Jan 27/Jan 28, Mar 24/25, and Mar 30/31

# Section 3: Introduction (starting on pg. 6)

1. Does the report **accurately reflect the process, the discussions, and the decisions** of the Task Force/Working Group?
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# Section 4: CECAP Process & Methodology (starting on pg. 12)

1. Does the report **accurately reflect the process, the discussions, and the decisions** of the Task Force/Working Group?
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# Section 5: Greenhouse Gas Emissions (starting on pg. 16)

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# Section 6: GHG Reduction Goals (starting on pg. 28)

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# Section 7: Emission Reduction Strategies (starting on pg. 31)

**Important note:** This draft includes two examples of a Strategy section and an Action section to give an idea of the content of these sections. The final layout of these sections is in progress, and the full suite of strategies and actions will be included in the next draft.

1. Does the report **accurately reflect the process, the discussions, and the decisions** of the Task Force/Working Group?
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# Wrap-up and Next Steps

Michelle Paul Heelan, Ph.D. – ICF Facilitator



# Review of Meeting Objectives

- **Provided an overview** of public feedback from the February and March public feedback sessions.
- **Discussed and voted** on the 2040 interim year goal.
- **Discussed and voted** on sector-based goal(s).
- **Discussed feedback** on Part I of CECAP.
- **Confirm** whether a May meeting Part II is needed on May 13.

# Next Meeting

We'll resume this discussion at the next meeting:

Thursday, May 13 from 6-8:30pm

# What's Next?



Save the Date: Tuesday, June 8  
(and Thursday, June 10 if needed) at 6:00pm

# Stay Informed

[CECAP Homepage](#)

[Office of Environmental & Energy  
Coordination \(OEEC\) Climate Action  
News Blog](#)

**Twitter:** @ffxgreen / #ffxCECAP

**Follow for updates on the CECAP process**, as well as information on climate and energy science, policy, and best practices.

**Learn** about the topics and trends driving the climate conversation in Fairfax County.

# Thank You!

For further questions, please contact:

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