CLIMATE CHANGE BUSINESS JOURNAL®

CCBJ 2025 Awards & 2026 Executive Review

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CCBJ 2025 Business Achievement Awards

Climate Change Business Journal is proud to announce the winners of the annual CCBJ Business Achievement Awards for outstanding business performance and achievements in the climate change industry. Congratulations to the 2025 winners and thanks to the companies that submitted nominations. An awards banquet and ceremony was held on April 2, 2026 as part of Environmental Industry Summit XXIV at the Coronado Island Marriott Hotel in San Diego County, California.

This national three-day executive event is the flagship meeting in EBI's Summit Series and provides ample networking opportunities for environmental industry executives and analysts. EBI's Summit Series offers a opportunity to gain perspective on today's environmental climate change industries from experts, executives and peers. Regional events in Toronto (May 7), Seattle and Boston are planned for 2026.

CCBJ Awards Process: In October-December 2025, CCBJ solicited industry, government, non-profits and the broader climate change community via e-mail, social media, its website, industry events and word-of-mouth for nominations for the 2025 CCBJ Business Achievement Awards. Nominations were accepted in 200-word essays in either specific or unspecified categories. Final awards were determined by a committee of CCBJ staff and contributing editors.

Executive Review 2026 & CCBJ Awards for 2025

The annual Climate Change Business Journal Business Achievement Awards recognize innovation, commitment, outstanding performance, project planning, execution or key accomplishments and milestones in 2025. Climate change industry players are challenged as policy shifts conspire to make business unpredictable, but leaders plan for 2026 to 2030 and beyond as market factors in climate change mitigation and adaptation & resilience remain dynamic.

Secondary data summarizes 2025 trends in natural disaster frequency and costs, global temperatures, global and U.S. greenhouse gas emissions, EVs, clean energy headlines and developments in solar, wind, geothermal, nuclear and hydrogen; Fossil Fuel CO2 Emissions Hit Record High in 2025; Berkeley Earth's Global Temperature Report for 2025; EV Sales Level But Charging Stays Ahead

Q&As with executives from CCBJ award winning companies:

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2025 CCBJ BUSINESS ACHIEVEMENT AWARD WINNERS

Climate Change Business Journal® presents its annual CCBJ Business Achievement Awards for outstanding business performance in 2025. Congratulations to the winners, and thanks to all the companies that submitted nominations.

Disclaimer: Company audits were not conducted to verify information or claims submitted with nominations.

Advancing Best Practices in Climate Resilience: Floodwater Depth Estimation Tool

Resilient Analytics

Resilient Analytics, a **Stanley Consultants** company, is strengthening the climate resilience of the City of DeBary, Florida, by providing a comprehensive, data-driven roadmap to address growing risks from storm surge, hurricanes, and extreme weather. DeBary's vulnerability was underscored in October 2024, when Hurricane Milton caused widespread flooding and power outages, reinforcing the urgent need for forward-looking infrastructure planning. The City engaged Stanley Consultants and Resilient Analytics to conduct an integrated vulnerability assessment of public infrastructure, guided by long-term community resilience objectives. Using advanced GIS-based analytics, the team evaluated 11 inundation scenarios across multiple climate time horizons from 2040 to 2070. The analysis combined exposure, sensitivity, and risk scoring to quantify infrastructure vulnerability under increasingly severe flood conditions. A key innovation was the adaptation of the Floodwater Depth Estimation Tool (FwDET) to address data gaps where flood models identified inundation extent but not depth. This enhancement enabled more accurate assessment of asset-level risk. The team also overlaid zoning and land-use data on flood scenarios, identifying potential tax revenue vulnerabilities and informing resilient land-use planning. Through close stakeholder engagement, the project delivered actionable recommendations for infrastructure upgrades and policy strategies, equipping DeBary with a clear, implementable path to climate resilience.

Growth In Climate Change Consulting

Climate Resilience Consulting

Climate Resilience Consulting (CRC) delivers measurable, scalable impact in a world where climate risk has become a business reality. Founded in 2016, CRC has grown dramatically—expanding multi-year partnerships with government, non-profit and philanthropic clients and serving 35 cities and 12 states in 2024 alone. The growth of CRC reflects a surge in demand for pragmatic, multidisciplinary consulting that bridges policy, funding, and implementation. CRC is redefining what resilience consulting means. The company helps clients secure funding, align governance, and move projects from plans to shovel-ready initiatives. The CRC team has shaped national resilience frameworks, equitable technical assistance programs, and workforce development initiatives across 10 sectors—from housing and health to insurance and infrastructure. In 2024-25, CRC's expansion was fueled not just by new contracts, but by nurturing dozens of partner organizations—helping them grow their own climate capabilities, market presence, and knowledge base. The company also continued developing a suite of AI-enabled tools to streamline resilience planning, reflecting its ongoing commitment to innovation in service of clients. As a woman-

Dewberry Energy Practice Goes National & Builds Integrated Services on 'Total Project Consulting'

Dewberry is a market-facing firm with a proven history of providing professional services to a wide variety of public- and private-sector clients. Recognized for combining unsurpassed commitment to client service with deep subject matter expertise, Dewberry is dedicated to solving clients' most complex challenges and transforming their communities. Established in 1956, Dewberry is headquartered in Fairfax, Virginia, with more than 50 locations, 2,500+ professionals nationwide and approximate revenues of $680 million.

David Taylor, VP Commercial Utility Energy. Mr. Taylor works directly with clients in all aspects of entitlements, permitting, and engineering for energy infrastructure, solar, and electric vehicle projects. He has more than 30 years of experience and is based in Dewberry's Baltimore, Maryland, office.

Benjamin Revette, VP Electric Vehicle Charging. Mr. Revette has a background in all areas of EV design, including electrical systems, power distribution, permitting, and civil/structural engineering. He has more than 25 years of experience and is based in Dewberry's Boston, Massachusetts, office.

CCBJ: How has Dewberry's energy practice evolved over the past five years?

Taylor: Over the past five years Dewberry's energy practice has evolved from being individual client and geographically based, to market facing, with a national reach, allowing for efficiencies with shared people, processes, and tools. We support regulated utilities, federal agencies, and private commercial entities for electric, natural gas, solar, electric vehicle infrastructure, and data center infrastructure.

The need for engineering, entitlements, permitting, and property rights acquisition have shifted from a support function to a primary function for many energy projects. Capital to develop energy infrastructure has been, and is still, historically inexpensive, and is abundant in certain areas of the market, whereas having the skill sets and experience for navigating federal, state, and local entitlement and permitting strategies has become scarcer.

Demand for what we call total project consulting—which includes consideration for business, finance, operations, technical, and strategy aspects of energy projects—continues to grow. The ability to articulate a comprehensive asset delivery plan and execute it is key. Relying solely on technical capabilities isn't enough and is separating multi-disciplined consulting engineering teams from single subject matter firms. Time to market is much more important to energy clients than it was just five years ago. This is especially evident with off-site data center energy infrastructure buildout and the need for powered (electric and gas) land.

CCBJ: What macro forces are driving energy infrastructure spending now? Which feel structural versus cyclical?

Taylor: According to the 2026 PJM Load Forecast Report, following decades of flattish energy demand, load growth in the PJM Interconnection territory (the grid operator for 13 states and Washington, D.C.) is projected to grow upwards of 2% annually over the next 10 years, with localized growth in Virginia and Illinois potentially greater. At a macro level this increase in energy demand is driven by data center proliferation, a further shift toward a digital economy, electric vehicles, heat pump adoption, and reshoring of industrial production, such as semiconductor fabs and battery manufacturing.

Time to market is much more important to energy clients than it was just five years ago.

For example, some hyper-scale data centers are requesting 1 Gigawatt electric (GWe) of power be provided by utilities, which is the equivalent of a typical nuclear reactor – enough to power roughly 700,000 homes. Reportedly coming with 15-20-year power purchase agreements plus extension options pushing them out 30+ years. Further, industrial facility buildouts can have a 20-30-year lifespan, locking in decades of power demand. This is encouraging utilities to front load capital expenditures for substation and transmission infrastructure to get power where it is needed, which feels structural versus cyclical.

After the Inflation Reduction Act was enacted, there was a surge in renewables such as solar, microgrid, net metering–projects; although that has abated to some extent over the past 18 months. Renewables energy infrastructure is encouraging a decentralized power generation system, versus the traditional hub (fewer but larger power generation facilities, like coal, gas, and nuclear) and spoke system, which is driving the need for the movement of energy (new transmission lines) to where it is needed or can be interconnected to the grid. This is a structural shift that may take a generation to plan, permit, build, adopt, optimize, and train a workforce to implement and maintain this new system.

CCBJ: Where is investment accelerating fastest? Where is it slowing?

Taylor: Energy infrastructure investment to support data centers has accelerated quickly over the past two to three years, followed by grid modernization and reliability. With hyper-scale data centers, the ability to get powered (electric and gas availability) land is a necessity, which is driving demand for substation and transmission line upgrades or new builds. With this comes a need for navigating federal, state, and lo-

cal entitlement and permitting strategies, which are often on the critical path, followed closely by supply chain bottlenecks reaching two to three years.

CCBJ: What parts of the development cycle are becoming more complex?

Taylor: By far the most complex and time-consuming part of the development cycle is navigating federal, state, and local entitlement and permitting approvals. It can take longer to obtain these approvals than it does to construct the infrastructure that is being reviewed for development. Followed closely is procurement and supply chain long lead times for transformers, breakers and other equipment, often taking two to three years for arrival.

CCBJ: Tell us about the EV charging infrastructure and current market trends?

Revette: We have designed over 3,000 electric vehicle (EV) level 3 charging stations and 20,000 charging stalls in 47 states for federal, private, and public entities. Our EV development team focusses on level 3 DC Fast Chargers (DCFC) charging stations that utilize 400-800V DC power and provide 50-500 kW of output to add 100-250 miles of range in 30-45 minutes. These are located along major transportation corridors, retail outlets, and even at existing gas stations. Charging infrastructure has expanded significantly over the last few years.

Per the Joint Office of Energy and Transportation, as of January 2026 there are 67,696 public DC fast chargers in the U.S. which is an almost 200% increase from 2021, according to Joint Office of Energy and Transportation. These charging stations are being installed by an interesting mix of developers. These include car manufacturers (OEMs), EV focused network developers, industrial power and technology firms, charging manufacturers, retailers, and traditional oil and gas companies. The largest level 3 system in the U.S. is Tesla's Supercharger Network with approximately 3,000 stations and over 33,000 ports.

Along with the national charging growth we are also seeing some industry trends, including the transition from stand-alone chargers in existing parking lots to a more refined user experience that can include canopies and amenity buildings. These may also have integrated solar and battery energy storage systems (BESS).

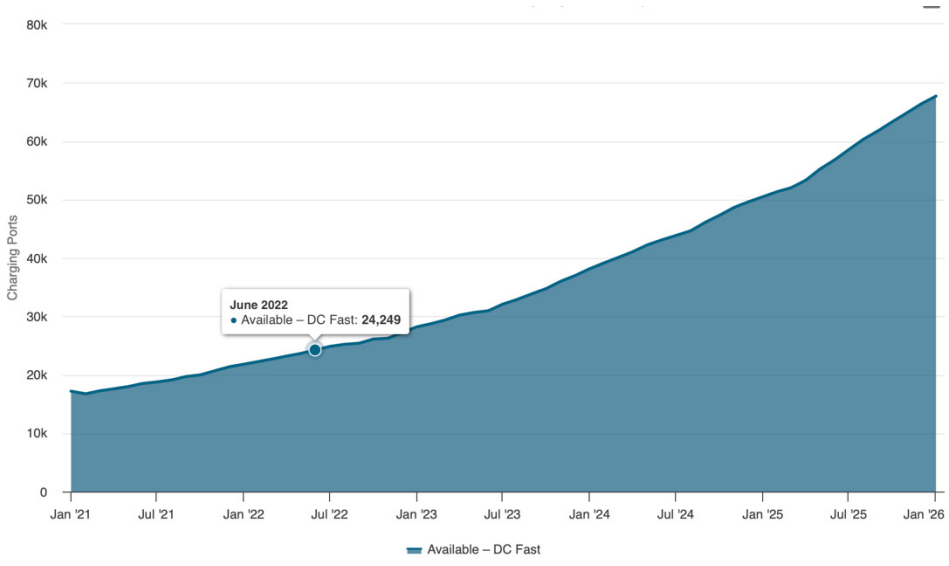
Another trend we are seeing is major retail stores providing chargers as an amenity for shoppers. Walmart, for example, has added over 100 DCFC sites to their retail stores in over 19 states. As EV adoption grows, we will continue to see customer experience being prioritized as market competition increases. ☼

The need for engineering, entitlements, permitting, and property rights acquisition have shifted from a support function to a primary function for many energy projects.

CCBJ Award: Project Merit: Low-Carbon Energy – Port Newark Container Terminal

The Port Newark Container Terminal (PNCT) handles more than 1.3 million 20-foot equivalent units of cargo capacity annually. Aligning with the Port Authority of New York and New Jersey's Net-Zero Roadmap, PNCT partnered with Standard Solar Inc. for a 25-year power purchase agreement for this solar installation project. The installation spans 7.8 acres and uses 14,663 solar panels mounted on rooftops and canopies over parking lots, building facilities, and 15 active truck lanes. The 7.2-megawatt project generates up to 50 percent of the PNCT's annual electrical demand, greatly reducing emissions and improving air quality. In addition to generating power for terminal operations, the system can feed excess power into the regional utility grid, providing clean energy to the city of Newark and nearby areas. A computational fluid dynamics analysis was conducted to optimize the arrangement and spacing of the solar panels, allowing for proper air circulation beneath the canopies for drivers and personnel, thereby maintaining a safe and efficient environment. **Dewberry** was the Engineer-of-Record for this complex project, constructed without interruption to terminal operations. The project saves 8,994 metric tons of carbon dioxide annually, equivalent to removing 2,098 gasoline-powered passenger vehicles from the road.

US Public Electric Vehicle Charging Ports



Source: Joint Office of Energy and Transportation. January 2026. Electric Vehicle Charging Infrastructure Growth.