

**National Capital Region Transportation Planning Board**

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**DRAFT  
MEMORANDUM**

November 6, 2009

To: Stuart Freudberg, Director  
Department of Environmental Programs

From: Ronald F. Kirby, Director  
Department of Transportation Planning

Subject: Comments to COG's Climate, Energy and Environment Policy Committee  
on its Draft 2009 – 2012 Regional Climate Action Workplan

Following up on the November 2008 COG publication, National Capital Region Climate Change Report, COG's new Climate, Energy and Environment Policy Committee (CEEPC) has undertaken work activities to address greenhouse gas (GHG) emissions reduction targets established in that initial work effort. An ad hoc committee of CEEPC has released for review and comment a draft workplan (Attachment 1) to obtain emissions reductions from all emissions sources to achieve the 2012 goal, a 10% reduction below 'business as usual' emissions levels.

TPB staff and VDOT provided comments upon the initial draft workplan (Attachments 2 and 3) and, in an October 22<sup>nd</sup> conference call of the ad hoc group, were asked to suggest more specific recommendations for consideration at the group's next conference call, scheduled for November 9<sup>th</sup>. Following discussion of the topic with the state transportation agencies and at the November 6<sup>th</sup> meeting of the TPB Technical Committee, this memo provides additional detail in that regard.

**General Observations on the Workplan**

Since the TPB already has mobile source GHG emissions inventory and control strategy assessment work activities funded and in progress, these activities could be directly cited as a resource within the CEEPC workplan. The TPB's current technical work efforts will inform the discussion of near term actions, performance measures and goal-setting. We request that the TPB be given the opportunity to report on the results of these technical assessments before any specific implementation measures for which

the TPB has responsibility are advanced by CEEPC.

### **Specific Recommendations**

Based upon these general observations, staff has prepared the following recommended changes to the workplan. The changes are shown in Attachment 4.

1. Insert the major work tasks being conducted by the TPB as item III.1 of the workplan;
2. Transfer to the TPB work tasks 3 and 4 all of the 'Recommendations' and 'Performance Measures' for which the TPB has responsibility, i.e., III.2.B.1, 8, and 11, and III.2.D.1 - 3; and
3. Re-label section III.2.B as Travel Efficiency.

### **Transmittal**

TPB staff and the TPB Technical Committee recommend advancing the specific elements and language contained in Attachment 4 for consideration by the CEEPC ad hoc work group. This memo is being provided for inclusion in the materials which you are providing to the ad hoc work group. TPB staff will be available to assist in the work group's discussion of comments at the November 9<sup>th</sup> conference call.

We appreciate this opportunity to comment upon the draft workplan.

Attachments (4)

# ATTACHMENT 1

2009-2012 Regional Climate Action Workplan			Target Date for Completion												Emission Impact					
ROW ID	Recommendations	Performance Measures	Responsible Parties	2009				2010				2011				2012				
				4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd		3rd	4th			
<b>I. Regional Greenhouse Gas Reduction Goals/Plans</b>																				
1	1.	2012: Reduce 10% below 2012 Business-as-Usual																		
2		<i>a) Reduce emissions of greenhouse gases in the region by 10% below projected business-as-usual levels by 2012 (i.e., return to 2005 levels).</i>	Local Governments, COG, Community (Business and Individuals)													X	Yes			
3		<i>b) COG prepares progress report with annual updates on meeting the 2012 goal.</i>	COG			X				X					X					
4		<i>c) 100% of jurisdictions prepare government and community wide greenhouse gas inventories.</i>	Local Governments								X									
5		<i>d) 100% of jurisdictions prepare plan to reduce greenhouse gas emissions from government operations, including adopting a reduction target.</i>	Local Governments										X				Yes			
6		<i>e) 50% of jurisdictions prepare community-wide plans to reduce greenhouse gas emissions.</i>	Local Governments										X				Yes			
7	2.	2020: Reduce 20% below 2005																		
8	3.	2050: Reduce 80% below 2005																		
9	<b>II. Energy</b>																			
10	<b>Local/Regional Strategies for Government and Business</b>																			
11	<b>A. Improve Energy Efficiency in Buildings</b>																			
12	1.	Implement COG Green Building Policy																		
13		<i>a) 100% of jurisdictions adopt and implement COG Green Building Policy requiring all new public-sector buildings to achieve LEED Silver levels and all private-sector commercial buildings to meet a regional LEED-certified plus standard or equivalent.</i>	Local Governments, IGBG, USGBC						X								Yes			
14		<i>b) Intergovernmental Green Building Group (IGBG) proposes COG Green Building Policy Recommendations for schools and residential buildings.</i>	IGBG			X														
15	2.	Set energy performance goals for govt buildings, new and existing																		
16		<i>a) 80% of jurisdictions benchmark energy performance in all government buildings.</i>	Local Governments											X						
17	3.	Identify best practices to reduce local govt energy use by 15% by 2012																		
18		<i>a) 100% of jurisdictions reduce energy use by 10% below business-as-usual by 2012.</i>	Local Governments													X	Yes			
19		<i>b) 100% of jurisdictions submit data to COG regarding energy efficiency program implementation.</i>	Local Governments, COG		X				X				X							
20	4.	Develop incentives for retrofitting existing buildings, commercial and residential																		
21		<i>a) 60% of jurisdictions have programs in place to support home energy retrofits, such as financing incentives, grants, or technical assistance.</i>	Local Governments, State Energy Offices, Weatherization Programs, Maryland Clean Energy Center, COG										X				Yes			

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22		<i>b) All three states standardize training and certification of auditors and contractors, facilitating reciprocity across the region.</i>			X													
23		<i>c) 35% of jurisdictions develop and implement Home Energy Loan Programs.</i>											X					Yes
24		<i>d) COG prepares a feasibility study on a regional financing option to support Home Energy Loan Program.</i>				X												
25		<i>e) 10,000 homes retrofitted annually to achieve a 5-10 percent energy saving.</i>					X					X				X		Yes
26		<i>f) 500-1000 homes retrofitted annually to achieve a 10-30 percent energy saving.</i>					X					X				X		Yes
27		<i>g) 50% of jurisdictions have commercial building energy usage benchmarking requirements.</i>														X		
28		<i>h) 250 buildings retrofitted annually to achieve a 5-10 percent energy savings.</i>					X					X				X		Yes
29		<i>i) 100 buildings retrofitted annually to achieve a 10-30 percent energy savings.</i>					X					X				X		Yes
30	5.	Develop affordable energy efficiency programs for homeowners and businesses																
31	6.	Promote use of energy efficient appliances																
32		<i>a) 30% of jurisdictions implement incentive programs to encourage purchase of new energy efficient appliances.</i>									X							Yes
33	7.	Revise state and local building codes to promote energy efficiency																
34	8.	Develop green affordable housing policies/programs																
35	9.	Identify best practices for improving efficiency for public and private buildings																
36	B.	Reduce Demand for Energy																
37	1.	Partner with electric, gas and water utilities on regional energy conservation																
38	2.	Expand recycling programs																
39	3.	Reduce energy use at area water and wastewater treatment plants and landfills																
40	4.	Promote energy efficient streetlights across the region																
41		<i>a) 60% of jurisdictions implement a program to replace older street lights with new more efficient technology.</i>												X				Yes
42	5.	Promote regional energy performance contracting and cooperative purchasing																
43	6.	Explore opportunities to remove the disincentive for utilities to invest in energy conservation																

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44	C. Promote Clean Energy Sources																
45	1. Adopt a goal of 20 percent renewable energy purchase by local governments by 2015																
46		a) 100% of jurisdictions purchase or consume 10 percent renewable energy by 2012.												X			Yes
47		b) 50% of jurisdictions assist or incentivize consumer purchase of renewable energy, such as Clean Energy Rewards Program.												X			
48		c) 25% of consumers purchase renewable energy.														X	Yes
49	2. Evaluate regional cooperative purchase to meet the 20% renewable purchase goal																
50	3. Examine options for removing barriers to implementing renewable energy, e.g., solar panels																
51		a) 75% of jurisdictions prepare plans, employ incentives, and implement government projects to increase deployment of renewable energy technology.												X			Yes
52		b) All state and local jurisdictions remove barriers to implementing renewable energy by the private sector, e.g., solar panels.														X	
53	4. Explore the possibility of implementing a community energy planning process in the region																
54		a) Northern Virginia Regional Commission completes pilot community energy planning process in Northern Virginia.						X									
55	5. Develop a regional inventory of renewable energy capacity and production, including solar, geothermal, district heating/cooling, wind, and biofuels																
56	D. Reduce Non-CO <sub>2</sub> Greenhouse Gas Emissions																
57	1. Best practices to reduce methane and biosolids from wastewater treatment facilities																
58		a) 100% of wastewater facilities identify and implement best practices to reduce methane and biosolids from wastewater treatment facilities. Evaluate the potential for reducing greenhouse gas emissions through methane recapture.												X			Yes
59	2. Adopt industry standard protocols to quantify greenhouse gas emissions and reductions for water and wastewater utilities																
60	III. Transportation and Land Use																
61	Local and Regional Strategies for Government and Business																
62	A. Increase Fuel Efficiency and Use of Clean Fuel Vehicles																
63	1. Promote clean fuel vehicles (cars, trucks, buses)																
64	2. Adopt regional green fleet policy																
65		a) COG adopts green fleet policy that includes accelerated implementation of federal CAFE Standards/GHG emission standards for local government fleets.						X									
66		b) 30% of jurisdictions implement the COG green fleet policy.														X	Yes

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67	3. Promote use of clean fuels																
68	a) 50% of jurisdictions implement alternative fuel infrastructure projects needed to support alternative fuel vehicle technology implementation (e.g., natural gas, biofuel, hydrogen, electricity).	Local Governments, COG, Private Sector													X		Yes
69	B. Reduce Vehicle Miles Traveled (VMT)																
70	1. Adopt VMT reduction goals																
71	a) TPB identifies feasible regional VMT reduction goals and recommends cost-effective VMT reduction programs.	TPB															
72	2. Invest more in transit																
73	3. Expand transit use (incentives, exclusive transit lanes)																
74	a) 100% of transit agencies examine options to promote the increased use of existing transit capacity.	Transit Agencies									X						
75	4. Expand transit infrastructure																
76	5. Expand commuter options (car sharing, financial incentives)																
77	a) TPB adopts goal to expand commuter options (telework, car sharing, bicycle/pedestrian, financial incentives).	TPB, Commuter Connections															
78	6. Promote transit-oriented development																
79	a) 80% of jurisdictions promote transit-oriented development/Concentrate future growth in Regional Activity Centers.	Local Governments, Planning Directors, Metropolitan Development Policy Committee									X						Yes
80	b) 50% of jurisdictions develop plans to meet the Greater Washington 2050 targets for growth (75% of commercial square feet and 50% of households) occurring in Regional Activity Centers.	Local Governments, Planning Directors, Metropolitan Development Policy Committee											X				
81	7. Examine parking policies to reduce VMT																
82	a) 50% of jurisdictions examine parking policies to reduce VMT.	Local Governments												X			
83	C. Travel Efficiency																
84	1. Adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion																
85	a) 60% of jurisdictions adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion.	Local Governments, DOTs, TPB									X						Yes
86	2. Implement the Metropolitan Area Transportation Operations Coordination Program																
87	3. Enforce existing idling regulations																

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88	4. Explore opportunities to reduce emissions from the aviation sector																
89	a) Explore opportunities to reduce emissions from the aviation sector.	MWAA, COG, Federal, State, and Local Government					X										
90	5. Explore opportunities to reduce emissions from the freight sector																
91	a) TPB adopts goals to reduce emissions from the freight sector, including considerations of shifting freight from trucks to rail.	TPB															
92	D. Land Use																
93	1. Develop plan to meet goal of increased tree canopy																
94	a) COG and local governments prepare regional plan to meet goal of increased tree canopy.	COG, Local Governments												X			
95	2. Evaluate Leadership in Energy and Environmental Design (LEED-ND) standards for new development																
96	3. Carefully plan the location and design of new, infill, and redevelopment projects																
97	4. Integrate GHG analyses into comprehensive planning, new projects																
98	a) 50% of jurisdictions integrate greenhouse gas analyses into comprehensive planning for major new transportation and other new capital projects.	Local Governments								X							
99	E. Regional Metropolitan Planning Process																
100	1. Develop regional metropolitan planning process for greenhouse gases																
101	a) TPB develops a regional metropolitan planning process for greenhouse gases modeled after the current process for transportation and air quality planning.	TPB															
102	2. Make greenhouse gas reduction a stated goal of regional transportation planning activities																
103	3. Consult with other regions around the country to broadly evaluate options for regional approaches to greenhouse gas reductions																
104	IV. Adaptation																
105	Local/Regional Strategies for Government and Business																
106	1. Research best practices to prepare for effect of climate change																
107	a) Evaluate impact of climate change on one or more sectors, including water, air, energy, and public safety.	COG, Universities, Private Sector, State and Federal Government											X				
108	2. Partner with universities and private sector to research climate change and adaptation strategies																
109	3. Analyze impacts and risks to region's transportation infrastructure, buildings and populations in low-lying areas																
110	4. Develop regional adaptation policies																
111	5. Conduct Adaptation Workshops																
112	a) COG holds general and sector-specific adaptation workshops.	COG	X		X												
113	V. Economic Development																
114	1. Promote green business & green jobs																
115	a) 100% of jurisdictions promote green business & green jobs.	Local Governments											X				
116	2. Promote eco-business zones																
117	3. Promote cooperative green purchasing																
118	4. Promote local food production options																
119	5. Promote local vendors and suppliers																
120	6. Regional green jobs analysis																
121	a) COG expands DC Green Jobs Analysis to the Region.	COG								X							

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122	<b>VI. Financing Mechanisms</b>																	
123	1. Evaluate financing mechanisms for energy efficiency projects (energy fee, tax, other)																	
124	2. Establish a clean energy fund																	
125	3. Participate in cap and trade program revenues																	
126	4. Develop a regional carbon offset fund for preserving tree canopy																	
127	5. Secure addtl financing for public transit																	
128	6. Establish funding for building retrofits																	
129	<b>VII. Regional Outreach &amp; Education</b>																	
130	1. Implement a regional public education campaign																	
131	2. Develop partnerships with private sector and other organizations																	
132	a) Develop partnerships and coordinate with others to develop and implement a regional public education campaign.	COG, Utilities, State Energy Offices	X						X									Yes
133	3. Support COG member outreach efforts																	
134	a) 35% of jurisdictions develop energy challenge/pledge programs (community, green business, employee) and/or encourage energy leaders programs.	Local Governments							X									Yes
135	b) 35% of jurisdictions develop green business challenges.	Local Governments							X									Yes
136	<b>VIII. COG Climate Change Program</b>																	
137	1. Establish COG Climate and Energy Policy Committee																	
138	2. Develop work program priorities, schedule, staffing plan, budget																	
139	3. Prepare Plan to reach 2012 and 2020 goals																	
140	4. Evaluate cost effectiveness of measures																	
141	5. Design outreach and education program																	
142	6. Track initiatives and develop advocacy positions																	
143	a) Establish advocacy subcommittee.	CEEPC, COG	X															
144	7. Develop system for tracking progress toward GHG goals and periodically review targets																	
145	8. Develop a regional standardized analytical methodology for use by individual local governments in developing their greenhouse gas emission inventories																	
146	9. Prepare annual progress report to COG Board of Directors on implementation progress for COG's Climate Change Initiative																	

## ATTACHMENT 2

From: Mike Clifford  
Sent: Thursday, October 15, 2009 9:04 AM  
To: Stuart Freudberg  
Cc: Joan Rohlfs; Jeffrey King; Ron Kirby; Rawlings, Mark (DDOT); Howard Simons; Kanathur.Srikanth@VDOT.Virginia.gov; Sorenson, Jo Anne  
Subject: 2009 - 2012 Regional Climate Action Workplan

Stuart,

Following your conversation with Ron Kirby yesterday, this email provides comments upon the transportation section of your Climate Action Workplan, which you presented to the COG Climate, Energy and Environment Policy Committee (CEEPC) at its September 23rd meeting.

As you know, Ron briefed the Committee that day on the TPB's planning activities to address greenhouse gas (GHG) emissions reductions; for convenience his power point presentation is attached. These activities, characterized as "What Would It Take" Scenario Analysis, identify the substantial efforts underway by the TPB and staff to address GHG emissions reductions from the transportation sector. These UPWP work program activities have been funded for two years now and progress reports are routinely provided to the full TPB as well as to its Scenario Task Force. The CEEPC seemed quite interested and supportive of these efforts and indicated that they looked forward to future study products and a continuing working relationship with the TPB.

In the Transportation and Land Use section of your draft workplan, you identify proposed work activities and you reference coordination with the TPB's goals and work activities. Given the TPB's existing work program efforts, we therefore suggest that the approved TPB work program structure, outlined on page 7 of Ron's attached slides, be substituted for the draft section of your proposed workplan. In addition, on page 16 we particularly emphasize the importance of the use of cost-effectiveness and cost-benefit analyses as a means of developing optimal emissions reduction strategies.

I think this will facilitate the continued close coordination between staff planning activities among the various GHG emissions sources being analyzed at COG, and the budding partnership between the TPB and CEEPC.

Thank you for the opportunity to comment upon the draft workplan.

Mike

## ATTACHMENT 3

From: Srikanth, Kanathur N. [Kanathur.Srikanth@VDOT.Virginia.gov]  
Sent: Tuesday, October 20, 2009 12:25 PM  
To: Stuart Freudberg  
Cc: Sorenson, Jo Anne; Ron Kirby; Mike Clifford; Howard Simons; Mark.Rawlings@dc.gov; Ponticello, James; Voigt, Christopher G.; Joan Rohlf; Jeffrey King  
Subject: VDOT's Comments on Draft 2009-2012 Regional Climate Action Plan

Greetings:

Thank you for the opportunity to review and comment on the CEEPC's Draft 2009-2012 Regional Climate Action Plan document. I understand from the CEEPC's September 23, 2009 meeting that an ad hoc group of CEEPC members will be working on developing a work program to implement the 2009-2012 Regional Climate Action Plan. Our comments are provided to assist both the CEEPC's ad hoc group in developing the work program and the CEEPC in its effort to finalize the 2009-2012 Climate Action Plan document. VDOT's representatives at the ad hoc group's meeting/conference call and the CEEPC meeting will be happy to answer any question on these comments.

General comments on a work program to implement the 2009-2012 Climate Action Plan:

1. The 2009-2012 Action Plan has many elements including a Transportation and Land Use element. I believe that the Transportation Planning Board is best suited to develop any work program related to efforts to be taken to assist the region implement its 2009-2012 Climate Action Plan. As such it would be best for the ad hoc group to work with the TPB in developing those parts of the CEEPC's work program related to Transportation and Land Use.
2. The TPB has already started working towards examining various transportation related actions to address climate change and green house gases. The TPB has also developed and adopted a work program for the current fiscal year. As such it would be best for the ad hoc group to work with the TPB to integrate the TPB's work program for addressing regional Greenhouse gas goals with the larger work program the ad hoc group is developing for the CEEPC.
3. The TPB is very likely to continue its Climate Change/Greenhouse gas related work program activities next year as well. Should the TPB be able to identify work program elements for the next year associated with its Greenhouse gas initiative the ad hoc group could include these elements in the 2009-2012 work program being developed for CEEPC.

General Comments on the Draft 2009-2012 Climate Action Plan (Part III: Transportation and Land Use):

Section III of the Action Plan pertains to the Transportation and Land Use sector. Many elements under this section relate to local governments and/or transit agencies. From a state government perspective I note that many of the strategies in this section area currently being implemented and have

been for many years. I have noted some of the specific programs identified in the Draft work plan that I am aware are being implemented. Also note that the TPB is analyzing any additional benefits that may be available by expanding these programs. Preliminary results indicate some small benefits. Finally I believe focusing on actions that would have a systemic impact on reducing greenhouse gases and on actions that are cost-effective would best serve regional efforts to attain its greenhouse gas reduction targets.

1. III.A.1 Promote clean fuel vehicles: This is currently being done by the Commonwealth by means of providing an exemption to the vehicle occupancy requirements to use the HOV lanes in Northern Virginia (NoVA). This exemption is a legislative matter at the state level and subject to FHWA regulations and policies.

2. III.B.1 TPB adopts VMT reduction goals: Recent travel demand modeling performed by the TPB indicates a reduction in the growth of per capita VMT in the region. While there are many factors to this, the many actions and programs that affect the mode choices people make that are in place and/or assumed to be in place is a factor in this reduced growth in VMT. As such I believe that this action ought to be "TPB adopts goals to reduce growth in VMT" as opposed to absolute VMT.

3. III.B.3 Transit Agencies Promote Transit use: I believe the transit agencies are doing this aided by many initiatives at the state, local and regional levels. The various program elements of the Commuter Connections program and local jurisdictions' Travel Demand Management program (including Employer Outreach) are some examples of the assistance transit agencies are getting at this time.

4. III.B.5 Expand Commuter Options: This is being done. The Commonwealth, in addition to supporting the regional Commuter Connections program, funds other Travel Demand Management programs at local jurisdiction level. VDOT and VDRPT are also looking to develop some NoVA district wide expansion of alternative commute programs.

5. III.C.1 Adopt best practices for traffic engineering: This is already underway in NoVA (and other parts of the region as well). For example VDOT has a yearly ongoing program that continually examines and optimizes the signal timing at the traffic signals it operates. Additionally VDOT also has an ongoing program to replace the regular bulbs used in its traffic signals with LED bulbs. VDOT also has extensive traffic surveillance and motorist's assistance program on its freeways to quickly clear incidents that lead to congestion.

6. III.C.5 TPB adopts goals to reduce freight emissions: The Commonwealth has supported development of rail freight movement as a means to assist reducing truck freight traffic and VMT. Most recently the Commonwealth has programmed funds to add rail capacity along the tracks owned by CSX and Northern Southern companies. The Commonwealth is supporting the efforts of these two railroad firms to secure federal funds for projects that will add rail line capacity. The Commonwealth has also undertaken studies to examine the viability of ferry operations along the Potomac River.

7. III.E.1 TPB Develops metropolitan planning process for greenhouse gases: VDOT believes that the TPB has already created such a process through its Scenario Study Task Force. The Task Force is currently examining and analyzing various transportation actions that would help reduce greenhouse gases from the transportation sector. The Task Force has also overseen development of

greenhouse gas inventories for the region. VDOT has fully supported and participated in this effort and plans to continue its support and participation.

Thanks and as always please call/email me with your questions/comments.

Sincerely,

Kanti Srikanth

Regional Transportation & Air Quality Planner | VDOT-NoVA | 14685 Avion Pkwy, Suite 345,  
Chantilly, VA 20151 | 703-383-2228

From: Stuart Freudberg [mailto:sfreudberg@mwcog.org]

Sent: Monday, October 05, 2009 4:56 PM

To: Stuart Freudberg

Subject: Feedback Requested on Draft 2009-2012 Regional Climate Action Plan (Please respond by 10/20/09)

To the COG Climate, Energy and Environment Policy Committee:

As our last meeting the committee had an initial conversation on the draft 2009-2012 Regional Climate Action Plan.

Your comments are encouraged on the document. The ad hoc committee will be meeting soon to consider all feedback received.

Please respond by October 20th.

If you have any questions or require further information, please feel free to contact me.

Sincerely,

Stuart

Next meeting of the full committee:

Wednesday November 18, 2009, from 9:30 am – 11:30 am at COG.

Note earlier start and end time for this meeting only.

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web: [www.mwcog.org](http://www.mwcog.org)

# ATTACHMENT 4

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<b>LEGEND</b>																		
	<b>Yellow</b>	Existing Measure																
	<b>Orange</b>	Proposed Relocation																
	<b>Blue</b>	Proposed Addition or Revision																
<b>1 III. Transportation and Land Use</b>																		
<b>1. TPB Work Program Activities</b>																		
	1. Prepare greenhouse gas emission inventories																	
	a) TPB prepares regional greenhouse gas inventories for all milestone years.		TPB	x														
	2. Evaluate greenhouse gas emission reduction measures.																	
	a) Perform cost effectiveness and cost-benefit analysis of greenhouse gas emission reduction measures.		TPB		x													
	3. Identify Emission Reduction Strategies																	
	a) TPB identifies cost effective strategies for implementation, e.g., VMT reduction from travel demand management, system operations improvement such as signal optimization and MATOC, and freight operations.		TPB			X												
	4. Conduct continuing regional metropolitan planning process for greenhouse gases: continue ongoing TPB activities and incorporate requirements on MPO planning activities included in pending federal climate change and transportation authorization legislation once enacted.		TPB			X												
<b>2 2. Local and Regional Strategies for Government and Business</b>																		
<b>3 A. Increase Fuel Efficiency and Use of Clean Fuel Vehicles</b>																		
4	1. Promote clean fuel vehicles (cars, trucks, buses)																	
5	<b>2. Adopt regional green fleet policy</b>																	
6	a) COG adopts green fleet policy that includes accelerated implementation of federal CAFE Standards/GHG emission standards for local government fleets.		COG						X									
7	b) 30% of jurisdictions implement the COG green fleet policy.		Local Governments													X		Yes

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8	3. Promote use of clean fuels																	
9	a) 50% of jurisdictions implement alternative fuel infrastructure projects needed to support alternative fuel vehicle technology implementation (e.g., natural gas, biofuel, hydrogen, electricity).	Local Governments, COG, Private Sector															X	Yes
10	B. Reduce Vehicle Miles Traveled (VMT)	Relocate to III.1.2																
11	B. Travel Efficiency																	
12	1. Adopt VMT reduction goals																	
13	a) TPB identifies feasible regional VMT reduction goals and recommends cost-effective VMT reduction programs.	Relocate to III.1.2																
14	1. Invest more in transit																	
15	2. Expand transit use (incentives, exclusive transit lanes)																	
16	a) 100% of transit agencies examine options to promote the increased use of existing transit capacity.	Transit Agencies											X					
17	3. Expand transit infrastructure																	
18	4. Expand commuter options (car sharing, financial incentives)																	
19	a) 30% of jurisdictions implement programs to expand commuter options (telework, car sharing, bicycle/pedestrian, financial incentives).	Local Governments, Private Sector																
20	5. Promote transit-oriented development																	
21	a) 80% of jurisdictions promote transit-oriented development/Concentrate future growth in Regional Activity Centers.	Local Governments, Planning Directors, Metropolitan Development Policy Committee											X					Yes
22	b) 50% of jurisdictions develop plans to meet the Greater Washington 2050 targets for growth (75% of commercial square feet and 50% of households) occurring in Regional Activity Centers.	Local Governments, Planning Directors, Metropolitan Development Policy Committee														X		
23	6. Examine parking policies to reduce VMT																	
24	a) 50% of jurisdictions examine parking policies to reduce VMT.	Local Governments															X	
25	7. Adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion																	
26	a) 60% of jurisdictions adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion.	Local Governments												X				Yes
27	8. Implement the Metropolitan Area Transportation Operations Coordination Program	Relocate to III.1.2																
27	9. Enforce existing idling regulations																	

2009-2012 Regional Climate Action Workplan					Target Date for Completion												Emission Impact	
Recommendations	Performance Measures	Responsible Parties	2009	2010				2011				2012						
			4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th			
28	10. Explore opportunities to reduce emissions from the aviation sector																	
29	a) Explore opportunities to reduce emissions from the aviation sector.	MWAA, COG, Federal, State, and Local Government					X											
30	11. Explore opportunities to reduce emissions from the freight sector																	
31	a) TPB adopts goals to reduce emissions from the freight sector, including considerations of shifting freight from trucks to rail.	Relocate to III.1.2																
32	C. Land Use																	
33	1. Develop plan to meet goal of increased tree canopy																	
34	a) COG and local governments prepare regional plan to meet goal of increased tree canopy.	COG, Local Governments												X				
35	2. Evaluate Leadership in Energy and Environmental Design (LEED-ND) standards for new development																	
36	3. Carefully plan the location and design of new, infill, and redevelopment projects																	
37	4. Integrate GHG analyses into comprehensive planning, new projects																	
38	a) 50% of jurisdictions integrate greenhouse gas analyses into comprehensive planning for major new transportation and other new capital projects.	Local Governments								X								
39	D. Regional Metropolitan Planning Process																	
40	1. Develop regional metropolitan planning process for greenhouse gases																	
41	a) TPB develops a regional metropolitan planning process for greenhouse gases modeled after the current process for transportation and air quality planning.	Relocate to III.1.4																
42	2. Make greenhouse gas reduction a stated goal of regional transportation planning activities																	
43	3. Consult with other regions around the country to broadly evaluate options for regional approaches to greenhouse gas reduction:																	