

Climate Energy and Environment Policy Committee
PROPOSED 2013-2016 WORKPLAN GOALS
Transportation

Metropolitan Washington Council of Government's (COG) is in the process of developing a list of short-term goals and actions that will assist the region in achieving the long-term *Region Forward* targets and goals in the *2008 National Capital Region Climate Change Report* and is currently seeking stakeholder input on proposed goals.

Region Forward is a commitment by COG and its member governments, who together seek to create a more accessible, sustainable, prosperous, and livable National Capital Region. *Region Forward* targets have been established to help the region address challenges and move towards long-term goals for the region. *Region Forward* draws its greenhouse gas emission reduction target from the *2008 National Capital Region Climate Change Report*.

The Climate, Energy and Environment Policy Committee (CEEPC) was created in 2009 by the COG Board of Directors to provide leadership on climate change, energy, green building, alternative fuels, solid waste and recycling issues and to help support area governments as they work together to meet the goals outlined in the *2008 National Capital Region Climate Change Report*. In January 2010, CEEPC adopted the 2010-2012 Workplan and is now in the process of updating it to a 2013-2016 Workplan. Proposed goals related to transportation are as follows:

Status*	CEEPC Workplan Goals	Progress
Existing	100% of jurisdictions have idling regulations and enforce them, as reflected through review of citations and education/outreach.	33%
Revised	80% of jurisdictions implement commuter option programs (telework, car sharing, bicycle/pedestrian, financial incentives). 100% of jurisdictions have a commuter options program (telework, flex time, alternative work schedule, car pool, van pool, guaranteed ride home, bike/pedestrian, and/or financial incentive) for residents and businesses operating in their jurisdiction.	100%
	80% of jurisdictions implement commuter option programs (telework, car sharing, bicycle/pedestrian, financial incentives). x% of jurisdictions offer a commuter options program (telework, flex time, alternative work schedule, car pool, van pool, guaranteed ride home, bike/pedestrian, and/or financial incentive) for their employees.	Unknown
	50% 75% of jurisdictions implement alternative fuel infrastructure projects needed to support alternative fuel vehicle technology implementation (e.g, natural gas, biofuel, electric, hydrogen).	48%
	50% 75% of jurisdictions adopt a green fleet policy.	43%
	60-70% of jurisdictions implement parking policies that reduce VMT. x% of jurisdictions reduce parking minimums and/or adopt parking maximums in regional activity centers (i.e. transit accessible and walkable communities).	Unknown
	60-70% of jurisdictions implement parking policies that reduce VMT. x% of jurisdictions designate priority parking spaces for carpooling at public facilities.	Unknown
New	x% of jurisdictions adopt a complete streets policy.	8%
	x% of jurisdictions coordinate with schools to facilitate implementation of Safe	Unknown

Routes to School Programs.	
x% of jurisdictions adopt and implement a bicycle/pedestrian plan.	
x% of jurisdictions invest in bicycle and pedestrian facilities that increase access to existing Metrorail stations.	
x% of jurisdictions implement end-of-trip bike facilities at all community facilities.	Unknown
x% of jurisdictions' electric permitting procedures identify electric vehicle supply equipment (EVSE) installations and notify electric utilities of their locations.	9%
x% of jurisdictions offer incentives to promote investment in publicly accessible electric vehicle infrastructure.	Unknown
x% of jurisdictions' comprehensive plans and zoning regulations guide electric vehicle infrastructure development and ensure that the built environment can accommodate future EVSE installations.	Unknown
x% of jurisdictions adopt transportation demand management plans in activity center(s).	Unknown
x% of jurisdiction's fleets implement car sharing programs.	Unknown
Retrofit diesel vehicle goal?	

*The Status identifies the goal as one of the following:

- Existing: The goal exists in the 2010-2012 Workplan and is proposed for the 2013-2016 Workplan
- Revised: The goal exists in the 2010-2012 Workplan and a revision is proposed for the 2013-2016 Workplan
- New: The goal does not exist in the 2010-2012 Workplan and is proposed as a new goal for the 2013-2016 Workplan

The transportation goals in the short-term CEEPC Workplan are designed to assist the region meet the following long-term *Region Forward* targets:

Region Forward Target
By 2020, reduce regional GHG by 20% below 2005 levels and by 2050, reduce regional GHG emissions by 80% below 2005 levels.
Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards.
Reduce vehicle miles traveled per capita.
Increase the rate of construction of bike and pedestrian facilities.
Increase share of walk, bike and transit trips.
Reduce pedestrian and bicycle fatalities across the region.
Improve access to vocational training and educational options throughout the region.
The majority of the Healthy People Goals are met by greater than half of the region's population.