

Exhibit 7

**Analysis Approach for Recommended Measures in the "National Capital Region Climate Report"**

Recommendations for Reducing GHG from Transportation and Land Use

Local and Regional Strategies for Government and Business

|   | Type of Analysis <sup>1</sup> |          |        | Comment   |
|---|-------------------------------|----------|--------|---|
|   | TERM                          | Scenario | Policy |   |
| <b>A. Increase Fuel Efficiency and Use of Clean Fuel Vehicles</b>   |                               |          |        |   |
| <i>1. Promote Clean Fuel Vehicles (cars, trucks, buses)</i>   |                               |          |        |   |
| i. Promote/accelerate adoption of efficient clean-fuel vehicles, including hybrids (cars, trucks, and buses).   |                               |          | X      | This is a policy measure rather than a technical measure  |
| ii. Evaluate options for promoting CA LEV-II, extending CAFE requirements past 2020 and to cover heavy trucks, and facilitating adoption of high-mileage vehicles through incentives and tax policies   | X                             |          |        | Scope out scenarios for additional CAFE regulations and phasing   |
| iii. Assess the benefits from a "Cash-for-Clunkers" program and rebates or tax incentives for the purchase of hybrid vehicles   | X                             |          |        | Analyze as a Cash-for-Clunker   |
| <i>2. Adopt regional green fleet policy</i>   |                               |          |        |   |
| i. Establish a regional green fleet policy with measurable goals and timetables. Target public and private fleets, transit, taxicabs, rental cars, and refuse haulers. Evaluate the benefits of specific "green fleet" conversion percentages | X                             |          |        | Analysis approach: (1) Survey public fleet to assess market (2) Research green fleet policies in other regions (3) Propose and test scenarios accordingly |
| <i>3. Promote use of clean fuels</i>  |                               | X        |        | See TPB Scenario Study  |
| <b>B. Reduce Vehicle Miles Traveled (VMT)</b>   |                               |          |        |   |
| <i>1. Adopt VMT reduction goals</i>   |                               |          |        |   |
| i. Collaborate with the TPB to develop VMT reduction goals for 2012 and 2020 and associated options for meeting the goals   |                               |          | X      | Policy, not technical   |
| ii. Evaluate the potential greenhouse gas emission reduction benefits and costs of using financial incentives (e.g., pay as you travel insurance, tolling, or congestion pricing) to reduce VMT   |                               | X        |        | See TPB Scenario Study  |
| iii. Identify the percentage of auto trips under 3, 2, 1, and ½ miles; develop a strategy to shift half of these trips to bike, pedestrian, or transit modes; and evaluate the benefits of such a shift                                       | X                             |          |        | different shift % to be studied   |
| <i>2. Expand transit use (incentives, exclusive transit lanes)</i>  |                               |          |        | Will be combined with the next measure  |
| i. Examine options to promote the increased use of existing transit capacity  |                               | X        | X      |   |
| ii. Evaluate funding requirements for transit incentives and an expanded metrocheck program   |                               |          | X      | Policy, not technical   |
| <i>3. Invest/Expand transit infrastructure</i>  |                               |          |        |   |
| i. With the Washington Metropolitan Area Transit Authority, MARC, VRE, and the local transit operators, evaluate the greenhouse gas reduction benefits of specific incremental expansion of transit capacity and commuter rail service        |                               | X        |        | Scenario analysis   |
| ii. Evaluate the greenhouse gas reduction benefits of expanding existing and establishing new exclusive bus transit routes, lanes, on-ramps, corridors, and intercity high-speed rail   |                               | X        |        | Scenario analysis   |
| <i>4. Expand commuter options (car sharing, bicycle/pedestrian, financial incentives)</i>   |                               |          |        | New programs and expanding current programs   |
| i. Building on the accomplishments of Commuter Connections, develop specific targets for shifting modes from single-occupancy vehicles to transit, walking, and bicycling for commuting and noncommuting trips.                               | X                             |          |        | See State of the Commute Report and previous TERM analysis including cost-effectiveness ranges  |
| ii. Expand existing and fund new programs to enhance access to transit and alternative modes, commuter connections, guaranteed ride home, telework programs, bike/pedestrian access, and park/ride lots                                       | X                             |          |        | "   |
| iii. Fully fund the construction of bicycle/pedestrian paths in the region, as outlined in the regional bicycle/pedestrian plan.  | X                             |          |        | "   |
| iv. Provide incentives to developments that speed improvements in bicycle/pedestrian access, including improvements in sidewalks, curb ramps, crosswalks, and lighting  | X                             |          |        | "   |
| v. Address the need for on-road bicycle accommodations and facilities   | X                             |          |        | See "Commuter Connections Carshare Survey 2008"   |
| vi. Promote regional implementation of SmartBike program similar to the Zipcar concept  | X                             |          |        | Needs further review  |
| <i>5. Promote transit-oriented development/Concentrate future growth in Regional Activity Centers</i>   |                               |          |        |   |

|   |   |   |   |   |
|---|---|---|---|---|
| i. Evaluate the benefits from achieving a range of possible goals (up to 95 percent) for directing new residential and commercial growth to designated regional activity centers, including growth around transit as well mixed-use, higher-density development   |   | X |   | Scenario analysis   |
| ii. Encourage local governments to evaluate opportunities to provide incentives (including zoning changes) to encourage mixed-use development, including workforce housing at transit stations and hubs to reduce sprawl and VMT  |   | X |   | Scenario analysis   |
| iii. Encourage localities to revisit current land-use plans, in light of current shifts in the real estate market, coupled with high energy costs   |   | X |   | Scenario analysis   |
| iv. Establish TOD as the region's preferred growth strategy   |   |   | X | Policy, not technical   |
| <b>6. Examine parking policies to reduce VMT</b>  |   |   |   |   |
| i. Examine parking policies and their relation to VMT, and implement new parking policies to reduce VMT   |   |   | X | Policy, not technical   |
| ii. Strengthen financial and other incentives (e.g., tax rebates, higher parking costs, and transit benefits) to encourage residents to drive less  |   |   | X | "   |
| iii. Advocate for federal income tax benefits for transit use that equal or exceed the benefits for employer provided/subsidized parking  |   |   | X | "   |
| <b>C. Travel Efficiency</b>   |   |   |   |   |
| 1. Adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion. Identify locations of significant recurrent congestion, and prioritize investments to reduce   | X |   |   | See TERM cost-effectiveness ranges  |
| 2. Implement the Metropolitan Area Transportation Operations Coordination Program to improve coordination among transportation agencies for data sharing and incident management  | X |   |   | See TERM cost-effectiveness ranges  |
| 3. Enforce existing idling regulations  | X |   |   | Review regulations and quantify existing conditions<br>Refer to Aviation Subcommittee (?) |
| 4. Aviation   |   |   |   |   |
| <b>D. Land Use</b>  |   |   |   |   |
| 1. Tree canopy preservation - prepare plan to meet "increase regional canopy"   |   |   |   | Outside transportation  |
| 2. Evaluate LEED-ND standards for new development   |   |   |   | Outside transportation  |
| 3. Carefully plan the location and design of new, infill, and redevelopment projects  |   |   |   |   |
| i. Promote regional policies that support walkable communities and affordable housing near transit, and that protect green infrastructure.  |   | X |   | Scenario analysis   |
| 4. Integrate GHG analyses into comprehensive planning, new capital projects   |   |   |   |   |
| i. Quantify projected greenhouse gas emissions from major new transportation and other new capital projects   |   |   | X | Policy, not technical   |
| ii. Identify best practices enabling local governments to include greenhouse gas reduction and energy efficiency/conservation as elements in their local comprehensive planning   |   |   | X | "   |
| iii. In cooperation with COG's Planning Directors Technical Advisory Committee and local government environmental and energy planners, convene a working group to devise a consistent, standard methodology for evaluating the greenhouse gas emissions from proposed individual development projects   |   | X |   | "   |
| iv. Encourage new commercial construction to include a "travel management plan."  |   | X |   | "   |
| <b>E. Regional Metropolitan Planning Process</b>  |   |   |   |   |
| <b>1. Develop regional metropolitan planning process for GHGs</b>   |   |   |   |   |
| i. Collaborate with the TPB to evaluate how a regional process modeled after the current regional metropolitan planning process for transportation and air quality planning might be adapted to address greenhouse gas emissions  |   |   | X | Policy, not technical   |
| 2. Make greenhouse gas reduction a stated goal of regional transportation planning activities, including the newly launched multi-stakeholder Greater Washington 2050 initiative, poised to generate additional growth scenarios, and quality growth scenarios.   |   |   | X | "   |
| 3. Consult with other regions around the country to broadly evaluate options for regional approaches to greenhouse gas reductions that include cap and trade and other approaches that might be relevant to our region (e.g., California SB 375), or that might be under consideration in upcoming national climate, energy or transportation legislation |   |   | X | "   |

<sup>1</sup> TERM - Sketch planning analysis methods employed in previous SIP and air quality conformity analysis

Scenario - TPB's Scenario Task Force work activities

Policy - TPB policy/goal, rather than a technical assessment