

NATIONAL CAPITAL REGION EXTREME HEAT TOOLKIT FOR TRANSPORTATION PLANNING

Transportation Policy, Planning & Design Applications

June 2026



National Capital Region
Transportation Planning Board

NATIONAL CAPITAL REGION EXTREME HEAT TOOLKIT FOR TRANSPORTATION PLANNING: TRANSPORTATION POLICY, PLANNING, AND DESIGN APPLICATIONS

Published on June 30, 2026.

ABOUT COG

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

This report was prepared for the Metropolitan Washington Council of Governments (COG) Transportation Planning Board (TPB) by ICF and Rhodeside & Harwell, Incorporated (RHI). This project was led by Katherine Rainone and Pierre Gaunard from TPB. This report was prepared in close collaboration with TPB by individuals from ICF including Brenda Dix, Amanda Vargo, Emelia Suljic, Jasmyn Noel, Dasha Latvis, and D'Arcy Carlson and individuals from RHI including Sukirti Ghosh, Eric Feldman, and Benjamin Valente.

PHOTO CREDITS

BeyondDC/Flickr (MARC and Crystal City), Pierre Gaunard/COG (bus stop), Ted Eytan/Flickr (Georgetown)

ACKNOWLEDGEMENTS

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; the Virginia Department of Rail and Public Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

Table of Contents

Introduction1

Use Case 1: Goals and Vision Statements2

Use Case 2: Land Use and Zoning Policy4

Use Case 3: Design Standards for Cooling Strategies6

Use Case 4: Worker Heat Safety Policies8

Use Case 5: Contract Language to Maximize Use of Cooling Strategies9

Introduction

This Transportation Policy, Planning, and Design Applications resource is one component of the National Capital Region Extreme Heat Toolkit for Transportation Planning, which explores extreme heat impacts to the transportation system and provides a series of resources to member agencies to help kick-start their own efforts to identify and adapt to heat risks.

This resource builds on TPB's 2024 [risk-based vulnerability assessment](#), which evaluated extreme heat vulnerability for several transportation asset types. The results indicated that public transit and active transportation are highly sensitive to extreme heat.

TPB's subsequent [Transportation Resilience Improvement Plan \(TRIP\)](#) identified a need for additional resources to better understand and support solutions that address extreme heat impacts on public transit and active transportation users and workers. The **Transportation Policy, Planning, and Design Applications** resource is responsive to this need by providing suggestions and examples for how to integrate extreme heat considerations into existing policies, planning efforts, and guidance documents to help promote the use of cooling strategies.

This resource lays out five use cases for extreme heat policy, planning, and guidance updates to help promote the use of cooling strategies in (re-)development projects and agency decision-making. Each use case is accompanied by examples from other agencies or municipalities. The five use cases are:

Goals & Objectives

The Transportation Policy, Planning, and Design Applications resource supports regional resilience efforts by:

- I. Helping mainstream extreme heat resilience considerations into existing policies, planning, and guidance.
- II. Providing examples of successful implementation by other agencies and municipalities.



1

Goals and Vision Statements

Integrating extreme heat preparedness language into resilience goals and vision statements.



2

Land Use and Zoning Policies

Developing language for land use and zoning policies that encourage preserving or expanding the tree canopy and other heat mitigation solutions.



3

Cooling Design Standards

Updating design standards and manuals to help mainstream the use of cooling strategies.



4

Worker Safety Policy Language

Updating worker safety policies and protocols to include extreme heat safety measures.



5

Contract Language on Cooling Strategies

Developing contracting and procurement language to encourage use of cooling strategies in project design and implementation.



Use Case 1: Goals and Vision Statements

Integrating extreme heat preparedness language into goals and vision statements can help jurisdictions prioritize efforts that advance big-picture priorities.

Member agencies can embed extreme heat (or other key hazards of concern) into their decision-making and planning by adding clear heat preparedness and resilience vision statements and goals to planning documents, like comprehensive plans, land use plans, hazard mitigation plans, resilience plans, and climate action plans.

Vision statements articulate an overarching, long-term aspiration, such as creating a healthy, vibrant, and climate-resilient community. Even though visions are often high-level and non-regulatory, embedding heat resilience into vision language can elevate heat as a core community value and support cross-department coordination. Vision language could:

- Explicitly recognize extreme heat as a priority climate risk that affects public health, infrastructure, and mobility; and
- Articulate a long-term aspiration to create a safe, healthy, and resilient community.

Goals define more specific and measurable outcomes. Goals typically help clarify what success looks like, rather than prescribing specific implementation actions. Goal language could include:

- Near-term preparedness outcomes, such as increasing public awareness of heat safety and improving access to cooling resources; and
- Defining long-term resilience outcomes focused on reducing urban heat exposure, such as for transit users along bus routes.

Together, vision and goal language can help member agencies translate high-level aspirations into coordinated priorities that inform planning, projects, and investments. Having this language can also drive more consistent integration of shade, tree canopy, and heat-resilient materials across (re-)development and infrastructure projects, rather than treating heat as an ad hoc or secondary concern.

Implementation Examples

NATIONAL CAPITAL REGION

- **Ivy City, Washington, DC:** The [Ivy City Climate Resilience Strategy](#) section ‘Creating a Vision for Climate Resilience in Ivy City’ provides an example of visioning language that ties climate hazards, including heat, to other community-wide challenges: “A Resilient Ivy City is an empowered, diverse, and equitable community equipped with tools to thrive in the face of current and future climate-related hazards. The District and the Ivy City community work collaboratively in the long-term stewardship of Ivy City, its most vulnerable residents, and community



Figure 1. Ivy City’s prioritized community input to shape the resilience vision and strategy. Source: [D.C. Department of Energy and Environment, 2025](#).

resilience” (p. 12). The section also provides the strategy’s goals, including to “manage and reduce urban heat” (p. 13).

- **Washington, DC:** [Keep Cool DC: The District of Columbia’s Extreme Heat Adaptation Strategy](#) establishes heat as a citywide risk requiring coordination action across sectors.
- **Montgomery County, MD:** [Montgomery County’s Climate Action Plan \(CAP\) – Fiscal Year 2025 Annual Report](#) identifies an adaptation-focused CAP Vision 2035: “Montgomery County is equipped with the resources and infrastructure to withstand the impacts of climate change” (p. 20). The adaptation chapter describes ways to manage extreme heat and the urban heat island effect.

OTHER

- **City of Phoenix, AZ:** The [City of Phoenix’s planPHX](#), its citywide general plan for 2025, includes a Community Benefits vision, organized around Prosperity, Health and Well-being, and Environment (p. 32). This section identifies the establishment of the [Office of Heat Response and Mitigation](#) as a proactive resilience strategy, noting its primary goal “to enhance the city’s resilience against heat-related threats and mitigate their adverse impacts in collaboration with all City departments and many external partners” (p. 42). The office recently developed its [2026 Heat Response Plan](#).
- **New York City, NY:** New York City’s [Cool Neighborhoods](#) initiative establishes extreme heat as a core resilience issue, pairing neighborhood-scale cooling investments with citywide goals, including implementing [NYC CoolRoofs](#). The initiative aims to help the city “reduce its contributions to rising temperatures, combat the UHI effect, and protect its residents from extreme heat events” (p. 9).
- **City of Medford, MA:** The City of Medford’s [Climate Action and Adaptation Plan](#) establishes a vision to make Medford “a place where everyone can thrive, now and for generations to come, ensuring that our future is just and equitable, resilient, healthy, and carbon neutral” (p. 16). The plan outlines goals to ensure ecosystems can “grow and adapt even with climate change” while helping to “prevent flooding and keep temperatures cool” (p. 26). It also sets a goal (see Figure 2) to ensure “everyone has access to healthy neighborhoods, infrastructure, and sources that reduce health risks from climate change, pollution, and waste” (p. 30).



Figure 2. Example framing of public health goals. Source: [City of Medford, 2022](#).



Use Case 2: Land Use and Zoning Policy

Land use and zoning policies that encourage preserving and expanding the tree canopy or other heat mitigation solutions can help make heat mitigation a routine consideration in (re-)development decision-making. This is particularly important in areas where the built environment and low canopy cover contribute significantly to urban heat island conditions.

MWCOG has made a strong step in this direction by developing the [Regional Tree Canopy Subcommittee \(RTCS\)](#) and adopting a regional goal to maintain a minimum tree canopy coverage of 50% across the metropolitan Washington region. MWCOG further supports local implementation by calling on jurisdictions to use [Conserving Trees and Forests in Metropolitan Washington](#) as a resource and guide to develop local tree canopy action plans.

Building on this foundation, member agencies can integrate extreme heat considerations into land use and zoning by establishing local tree canopy targets, native species requirements, or minimum planting standards. Transportation-relevant provisions could include shade requirements along bike and pedestrian corridors. In practice, this language can be inserted into various documents, like zoning ordinances and development codes, environmental and technical manuals, and development review checklists. Member agencies can also implement land use and zoning updates to encourage other types of heat mitigation strategies, such as passive cooling and permeable pavement. For example, policies could:

- Require preservation of existing trees and minimum tree planting standards for (re-)development;
- Update tree canopy or landscaping requirements tied to parcel size and land use type;
- Specify approved or preferred plant species lists, including native or climate-appropriate trees;
- Require shading along pedestrian and bicycle routes, such as street trees; and
- Encourage site designs that support heat mitigation, such as permeable, lighter colored surfaces.

Implementation Examples

NATIONAL CAPITAL REGION

- **Falls Church, VA:** Falls Church [updated its zoning code \(Chapter 48\)](#) to require a minimum 10% tree canopy coverage for non-residential development sites, measured at 20-year maturity. The ordinance ensures canopy is provided on-site and strengthens the City's ability to require tree preservation and planning through site plan review, making it a consistent consideration in redevelopment.
- **Fairfax County, VA:** In 2024, Fairfax County adopted a [Landscaping and Screening Zoning Ordinance Amendment](#) to update requirements for parking lot landscaping and transitional screening (Figure 3). It introduces street frontage landscaping standards, which emphasize shade, pedestrian comfort, and the quality of the public realm along streets, rather than treating landscaping solely as a buffering tool.



Figure 3. Example tree planting area distribution for parking lots to achieve 10% canopy coverage.
Source: [County of Fairfax, 2023](#).

- Prince George's County, MD:** Prince George's County's [Climate Action Plan](#) recommends revisions to County codes and ordinances related to tree canopy and tree protection (Priority Recommendation M-11, p. 186), including Revise Subtitle 25: Trees and Vegetation of the County Code of Ordinance and related Divisions to:
 - Calculate tree coverage requirements based on achieving a minimum of 52% tree coverage within each subwatershed, and with the goal of laying groundwork to increase county tree cover to 55% by 2050.
 - Prioritize preservation of urban remnant forests and specimen trees. Redefine the definition of forest to include urban remnant forest. Reduce threshold triggering Woodland Conservation regulations to include land disturbances starting at 3,000 sq. ft. for any subwatershed with more than 30% impervious land cover.
 - All fee-in-lieu paid must be utilized to plant trees within the same watershed.
- Montgomery County, MD:** Montgomery County has taken steps to ensure any proposed changes to zoning and master plans are first screened to identify any positive or negative impacts on climate change in the County. This process is an outcome of Montgomery County's [Bill 3-22, "Climate Assessments,"](#) which requires the Office of Legislative Oversight to conduct a climate assessment of introduced County bills and the Planning Board to conduct a climate assessment of proposed Zoning Text Amendments (ZTAs) and master plans.
 - The County developed a [climate screening process](#) for proposed ZTAs and master plans providing templates, checklists, and other tools to support the assessment. A [Community Climate Resilience Checklist](#) includes tree canopy-related sensitivity questions for whether the proposed ZTA or master plan amendment would result in "Change to forest cover" and "Change to non-forest tree canopy."

<i>Does the ZTA/Master Plan concern any of the following factors:</i> <i>(Indicate if there is no anticipated impact, or if an impact is indeterminate because you cannot say whether there will be an impact or not.)</i>			<i>If there is an anticipated impact, are changes to each factor expected to have a positive or negative impact, or both, on community resilience or adaptive capacity?</i> <i>(The assessment narrative should indicate minor, moderate, major, a combination, or a range of possible impacts based on the location and extent of potential changes that could occur under the ZTA or Master Plan.)</i>		
COMMUNITY CLIMATE RESILIENCE					
Exposure-Related Factors <i>(Change in the factor reduces (positive impact) or increases (negative impact) people or infrastructure experiencing a hazard)</i>	No Impact	Indeterminate	Positive Impact	Negative Impact	Comments
Activity in flood risk areas	☐	☐	☐	☐	
Activity in urban heat island	☐	☐	☐	☐	
Exposure to other hazards (e.g., storms, wind, drought)	☐	☐	☐	☐	
Other: _____	☐	☐	☐	☐	
Sensitivity-Related Factors <i>(Change in the factor reduces (positive impact) or increases (negative impact) impact severity)</i>	No Impact	Indeterminate	Positive Impact	Negative Impact	Comments
Change to forest cover*	☐	☐	☐	☐	
Change to non-forest tree canopy*	☐	☐	☐	☐	

Figure 4. Excerpt from Montgomery County's Community checklist to help screen proposed ZTAs and master plans. Source: [Montgomery County, 2026](#).

OTHER

- **Henrico County, VA:** Henrico County's [Zoning Ordinance](#) includes tree canopy percentage targets (Sec. 24-5308 - Minimum Tree Cover) and native species percentage requirements (Sec. 24-5304 - General Planting Requirements) for new development projects.
- **Salem, VA:** The [City of Salem, Virginia Urban Forest Overlay District](#) (Code of Ordinances §106-230) requires trees to be planted in interior parking lots and mandates tree planting at regular intervals along public streets adjacent to new or reconfigured parking lots. The Code lists required tree species.
- **Philadelphia, PA:** The [Philadelphia Tree Plan](#) outlines the City's goals to create a healthy and diverse tree canopy in Philadelphia. Its [Landscape Design Guidelines](#), which consolidates the Zoning Code requirements and Planning Commission regulations, regulates tree removal and landscape planting for development. This includes mandatory tree replacement when healthy trees are removed; preservation requirements for heritage trees; standards for planting new yard, street, and parking lot trees; and detailed specifications on applicable species, soil volume, and spacing.



Use Case 3: Design Standards for Cooling Strategies

Updates and additions to design standards and manuals can support easier implementation of cooling strategies and help mainstream heat mitigation. Incorporating extreme heat considerations into design standards can help ensure that projects reduce heat exposure for multimodal users. Design guidance can include specific streetscape recommendations about tree spacing, transit stop shading, and permeable paving. Even modest updates to design guidance can significantly influence project outcomes by signaling that thermal comfort and heat resilience are valued design objectives.

Member agencies can incorporate this language into key implementation documents, including right-of-way (ROW) design manuals, roadway and streetscape standards, transit facility design criteria, construction specifications, public-space design guidelines, and related capital project manuals. Design standards can also be used to identify, review, and address conflicts where existing standards may unintentionally limit shading or greening—such as minimum clear zone widths or utility placement. Where appropriate, member agencies can update or supplement these standards with flexible or context-specific solutions to ensure effective and sustainable cooling outcomes (e.g., adjusted spacing, alternative species selection, or coordinated utility siting). For example, design standards and manuals could:

- Specify tree spacing, soil volumes, or planting zones within streetscapes to maximize shade;
- Identify appropriate locations for permeable or reflective paving;
- Include shading guidance for bus stops and train stations; and
- Highlight common design conflicts that affect tree viability and shade provision.

To support member jurisdictions in developing design guidelines and considering different heat mitigation options, TPB developed [Transportation Design Guidance](#) (Item C) with heat mitigation and management elements for streetscapes, bus stations, and trailhead plazas. Each element includes key cooling and design considerations for successful implementation such as the optimal siting conditions and vegetation types and species.

Implementation Examples

NATIONAL CAPITAL REGION

- **Arlington, VA:** Arlington's [Design Standards & Guidelines](#) integrate tree canopy and complete streets considerations. [Part 5. Street-Space Standards](#) intends to:
 - o Create an environment that encourages and facilitates pedestrian activity, creating walkable streets that are comfortable, efficient, safe, and interesting.
 - o Contribute to sustainability through requirements for trees and other landscape materials.
- **Fairfax County, VA:** [County of Fairfax Urban Design Guidelines](#) include various cooling considerations. [Street and streetscape design standards](#) require and guide tree planting and removal, landscape panels, and coordination with infrastructure such as sidewalks and utilities. A [tree planting appendix](#) provides alternative compliance options for planting where standards cannot be met, including modified planting dimensions and soil volumes.
- **Silver Spring, MD:** The [Downtown Silver Spring: Cool Streets Guidelines](#) provide implementable streetscape elements—both nature-based and built environment—and guidance, such as street tree spacing, shade and evaporative cooling emphasis, and light-colored paving. The accompanying outdoor thermal comfort analysis evaluates design strategies and summarizes key takeaways about shade, evaporative cooling, and surface materials, including recommendations that can inform design standard concepts without drafting full specs (e.g., increased usage of open-grid paving system, solar reflectance targets, light-colored paving).



Figure 5. Streetscape elements in Pentagon City. Source: ICF.

OTHER

- **Richmond, VA:** The City of Richmond's [Richmond Cool Kit](#) provides practical guidance on a range of cooling strategies, illustrating where different approaches can be applied and highlighting key design considerations to support effective heat mitigation. Cool strategies fall within urban greening, shade, smart surfaces, and depaving.
- **City of Cambridge, MA:** The [City of Cambridge, Massachusetts Green Factor Standard](#) is a performance-based standard that encourages heat mitigation by incorporating cool site and landscape



Figure 6. Shading structure in Bellemeade Park. Source: [City of Richmond](#).

designs. Using the [Cool Score Sheet](#), a site’s “Cool Score” can be calculated with features including trees, green roofs, and cool pavements.

- **United States:** FTA’s [Transit Resilience Guidebook](#) lists example heat adaptation measures, such as white paint on bus roofs, tinted windows, and energy-efficient air conditioning. Locally, **WMATA** is developing resilient design guidelines for its assets and is also currently piloting the use of white paint on rail line segments.



Use Case 4: Worker Heat Safety Policies

Extreme heat poses direct health and safety risks to workers involved in construction, maintenance, and outdoor operations. **Developing formal policy language for worker safety during extreme heat** can help jurisdictions move from informal practices to consistent protocols that reduce heat exposure and health impacts, limit project disruptions, and maintain continuity of critical transportation operations.

Member agencies can develop and implement worker heat safety policies, construction standards, operational manuals, and heat emergency plans. For example, policies could:

- Adjust working hours to limit outdoor labor during the hottest parts of the day;
- Allow for remote work where possible when extreme heat creates unsafe commuting conditions;
- Require shade, hydration, and rest breaks; and
- Integrate heat protocols into transportation agency maintenance and capital project delivery schedules.

Implementation Examples

- **Occupational Safety and Health Administration (OSHA)’s proposed [Heat Injury and Illness Prevention in Outdoor and Indoor Work Settings](#)** standard would require employers to create a plan to evaluate and control heat hazards in their workplace. It would more clearly set forth employer obligations and the measures necessary to effectively protect employees from hazardous heat. In the meantime, its [Heat Illness Prevention campaign](#) offers educational resources for employers and workers on heat hazards and solutions.
- In the absence of OSHA’s proposed heat standard, many have put forward their own legislation:

- o **Maryland’s [Heat Stress Illness Prevention Standard](#)**, COMAR 09.12.32, establishes minimum requirements for employers for both indoor and outdoor workplaces where there is employee exposure to a heat index at or above 80°F (Figure 7). Heat index is what workers really feel due to a combination of temperature and relative humidity (Figure 8). The standard provides a [document](#) to guide employers in fulfilling the requirements.

Heat Index	Rest period
Above 90°F and below 100°F	Minimum of 10 minutes every 2 hours
Above 100°F	Minimum of 15 minutes every hour

Figure 7. Maryland’s high heat procedures for employers. Source: [Maryland Occupational Safety and Health, 2024](#).

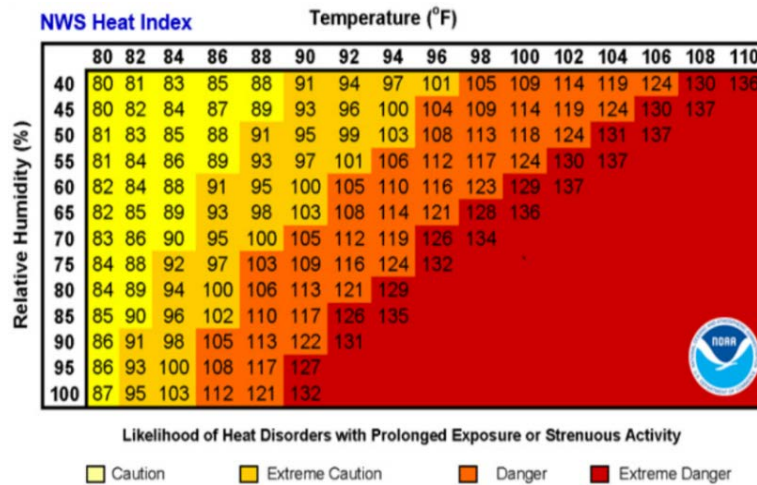


Figure 8. Likelihood of heat disorders based on heat index.
Source: [University of Maryland, 2025](#).

- o **Virginia** recently passed [heat illness legislation SB 288](#), which establishes enforceable heat safety standards for both indoor and outdoor workplaces. The legislation mandates that the new Virginia Occupational Safety and Health (VOSH) regulation must require employers to provide water, access to shade/climate-controlled environments, rest periods, acclimatization to working in heat, heat illness prevention trainings, and other requirements.
- o The State of **California** has both [Outdoor \(T8CCR 3395\) and Indoor \(T8CCR 3396\) Heat Illness Prevention Standards](#) for employers to follow.
- o The City of **Phoenix** [Heat Worker Safety ordinance](#) includes contractor requirements to develop a written heat safety plan.
- There are also numerous plans (not regulatory enforced but rather guidance) in place:
 - o **Montgomery County's** [Extreme Temperature Plan](#) is activated during extreme heat events.
 - o **Washington State's** [Be Heat Smart!](#) is the state's outdoor heat safety program, encompassing outdoor heat exposure regulations, training courses, and other resources.

Use Case 5: Contract Language to Maximize Use of Cooling Strategies

Cooling strategies are direct, localized strategies for reducing heat exposure and improving thermal comfort in outdoor environments. **Developing contracting and procurement language that encourages the use of cooling strategies** can ensure these features are prioritized and considered early in project planning and design. This language helps signal that reducing heat stress is a priority outcome alongside cost and feasibility. Member agencies can develop contracting language that sets clear expectations for incorporating cooling strategies and allows proposers to identify effective approaches to meet those goals. This contracting language could range from encouragement of creative heat mitigation approaches to requiring more prescriptive minimum or performance-based standards.

Examples of different types of contract language framing could include:

- Core requirement to consider heat mitigation without being overly prescriptive:
 - o Proposers shall evaluate and incorporate shading and cooling strategies, as feasible, to reduce heat exposure and improve thermal comfort for users of the project area. Strategies may include, but are not limited to, tree canopy, engineered shade structures, material selection, and site design features that reduce direct solar exposure and heat absorption.
- Analysis-driven requirement:
 - o Proposers shall assess existing and future heat exposure within the project area, including the availability and distribution of shade. The analysis shall inform recommended design solutions to mitigate heat exposure and enhance shade access, with particular attention to locations serving pedestrians, cyclists, transit users, and vulnerable populations. Where appropriate, proposers shall use GIS-based tools, shade modeling, or field observations to support findings.
- Design requirement:
 - o The project shall consider pedestrian and user thermal comfort as a design objective. Proposers shall identify feasible opportunities to reduce exposure to extreme heat through the provision of shade and other cooling strategies within the project limits. This may include sidewalks, crossings, transit stops, and other areas of prolonged use or waiting. Where implemented, such features shall be designed to meet applicable safety, accessibility, structural, and maintenance requirements and be compatible with the surrounding right-of-way and utilities.
- Design requirement adhering to existing heat-related design standards:
 - o All work performed under this contract shall be consistent with applicable City, County, and regional design standards and guidance related to pedestrian comfort, heat mitigation, and shade, as adopted or amended. Proposers are responsible for demonstrating how proposed designs align with these standards.
- Performance-based requirement:
 - o Where feasible, proposed shading and cooling strategies shall aim to achieve City or County targets (e.g., a tree canopy percentage target for new development projects) to reduce heat exposure for users during hot-weather conditions. Proposers may qualitatively or quantitatively describe expected benefits, consistent with the level of project development.

In practice, this language can be incorporated into RFPs evaluation criteria, required design considerations within scopes of work, or standard provisions. Member agencies can also develop checklists for the contractor that include cooling strategy requirements. These provisions can complement broader canopy, green infrastructure, heat preparedness, and resilience goals already established in existing plans and policy by reinforcing them at the project design and delivery stage.



National Capital Region
Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

mwcog.org/tpb