METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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**Adjunct member*

October 22, 2009

The Honorable Barbara Boxer, Chairman
Senate Committee on Environment & Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Max Baucus, Chairman
Senate Finance Committee
219 Dirksen Senate Office Building
Washington, DC 20510

Re: Request of Support for Local Government Climate Action in Federal Legislation

Dear Chairman Boxer and Chairman Baucus:

The challenges before you to develop landmark legislation to address the risks posed by emissions of greenhouse gases and climate change are momentous. We applaud Congress for taking a leadership role in formulating a response to this global concern. As you advance this initiative, we urge you to introduce and support legislation that increases the percentage of greenhouse gas emission allowance revenue provided to local governments. By doing so, you will strengthen local and regional programs that address energy efficiency, renewable energy, and transportation planning to meet climate change goals.

Addressing climate change is a high priority for governments and communities in the National Capital Region. Since 2007, the Metropolitan Washington Council of Governments (COG) has been taking aggressive steps to begin to address climate change. This year, COG has formed a Climate, Energy, and Environment Policy Committee (CEEPC) to lead regional initiatives on greenhouse gases and climate change. CEEPC is comprised of state and local elected officials, air, energy, and transportation agencies, and a number of stakeholders from academia, area electric and gas utilities, and environmental organizations.

CEEPC supports the concept of a national program to reduce the risks from climate change and reduce greenhouse gases. Maryland, Virginia and the District of Columbia have launched climate change initiatives, and the region, through COG, has worked together this past year to develop a regional climate plan.[1] While local and state actions are vital, they cannot solve the challenge by themselves without strong federal action. A comprehensive federal approach is essential for addressing climate change.

[1] http://www.mwcog.org/uploads/pub-documents/zldXXg20081203113034.pdf

777 North Capitol Street, N.E. Suite 300 Washington, D.C. 20002-4290
Telephone (202) 962-3200 Fax (202) 962-3201 TDD (202) 962-3213 Website www.mwcog.org

Members of Climate Communities, a national coalition of cities and counties promoting a strong local-federal partnership to reduce greenhouse gas emissions, recently sent you a letter urging increased allocation of carbon allowance auction revenues for local governments. COG fully agrees. In fact, COG believes that any workable policy must direct sufficient resources to local governments to implement their local clean energy and climate solutions. Local governments will be called upon to implement a wide range of programs and projects that reduce energy consumption and greenhouse gas (GHG) emissions. Cities and counties will operate the transit systems that provide cleaner transportation options, write and enforce ordinances and codes that promote energy efficient buildings, renewable energy, and sustainable development, and foster and create the jobs which the new sustainable economy will require. Therefore, as the Senate Environment and Public Works Committee prepares to mark up clean energy and climate legislation (S.1733), we urge you to take steps to empower localities to achieve significant energy savings and emissions reductions. We hope the legislation will:

- Provide direct support for local clean energy solutions by allocating carbon trading allowances to the Energy Efficiency and Conservation Block Grants;
- Enhance local transportation efficiency by allocating carbon trading allowances to finance additional investment in our mass transit and passenger rail systems; support development around transit stops; and make neighborhoods safer for bikes and pedestrians, as proposed in the Clean TEA legislation introduced by Senators Carper and Specter;
- Facilitate retooling of underutilized economic sites with new green jobs by allocating carbon trading allowances for Economic Development Administration redevelopment grants to local governments;
- Support local government adaptation planning by allocating carbon trading allowances to support local government initiatives to plan for the impacts of climate change such as rising sea levels, drought, wildfires, flooding, and storms; and
- Support local government green infrastructure, efficiency, and clean energy projects that reduce carbon emissions by ensuring their eligibility for offset credits.

We commend your ongoing leadership on federal climate policy and hope you will provide strong support for the essential role of local governments in addressing climate change.

Our members look forward to close consultation and cooperation with the USEPA, US DOE, USDOT and other agencies as appropriate as part of a local-state-federal partnership to meet the national and international climate change challenge.

Thank you for your consideration.

Cordially yours,

Penelope A. Gross
Chairman of the Board

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

Region Forward

Greater Washington 2050: COG's Vision for the National Capital Region in the Twenty-First Century

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

We need to agree on a
comprehensive vision
based on shared, regional goals.

We need realistic targets
to help us measure progress
toward these goals.

We need to make it easier
to work together regionally.

We need Greater Washington 2050.

Introduction

It's 2009 and you are trying to figure out if you should support a local project. It proposes to add housing and office space on a tract of previously undeveloped land. The economy has been struggling and budgets are tight, so you want to know if it is a good investment. You think about how the project might impact a number of issues from transportation and the environment to public safety and health. Maybe you wonder how it fits into the bigger picture. Is it something in line with this region's vision for the future?

If you don't think a regional vision is important, think again.

By 2050, this region will add at least another 2 million residents. Imagine incorporating the population of Houston, Texas into our present-day region. In the past half century, the National Capital Region has grown at a tremendous rate and transformed into a vibrant world-class capital. It is home to a diverse and highly-educated population of 5 million people and one of the nation's strongest economies.

Even without an established set of shared goals, area leaders worked together regionally to accommodate the growth and produced some major success stories. They constructed a world-class Metrorail system that tied the region together. They developed regional air quality plans that helped reduce pollution. They hammered out public safety agreements to improve the regional response to emergencies.

However, along with those successes, serious challenges have emerged such as worsening traffic congestion, a lack of affordable housing, and stark disparities throughout the region in education and health. In addition, newer challenges like aging infrastructure and unpredictable energy costs have made planning for the future more complicated. And the biggest, most urgent, new issue, combating global climate change, cuts across a number of areas from the environment to transportation to land use.

If all of those reasons aren't enough of an incentive to develop a new, comprehensive regional vision, we should also consider our national and global competitors. Metropolitan areas across the world are pledging to work together like never before. Their commitment to a common vision will help them set priorities for new investment and allow them to respond quickly to sudden changes like economic downturns. The regions that tackle their challenges comprehensively will have an edge in the 21st century.

The good news is a shift in thinking is taking place. As we start to see how our key challenges are interconnected, momentum is building to address these issues in a new way and move the region forward toward a better future.

Fresh Approach to Regional Challenges

Launching Greater Washington 2050

In the years before the creation of Greater Washington 2050, momentum had been building to create a comprehensive regional vision. It was a unique time for the region. Workshops and conferences encouraged people to think about long-range planning for additional residents and jobs. New issues like climate change demanded a different, more integrated way forward. Area leaders recognized the increasing level of agreement on the big issues of growth, transportation, and the environment. They also sensed growing frustration that the "business as usual" approach to these challenges would limit future success.

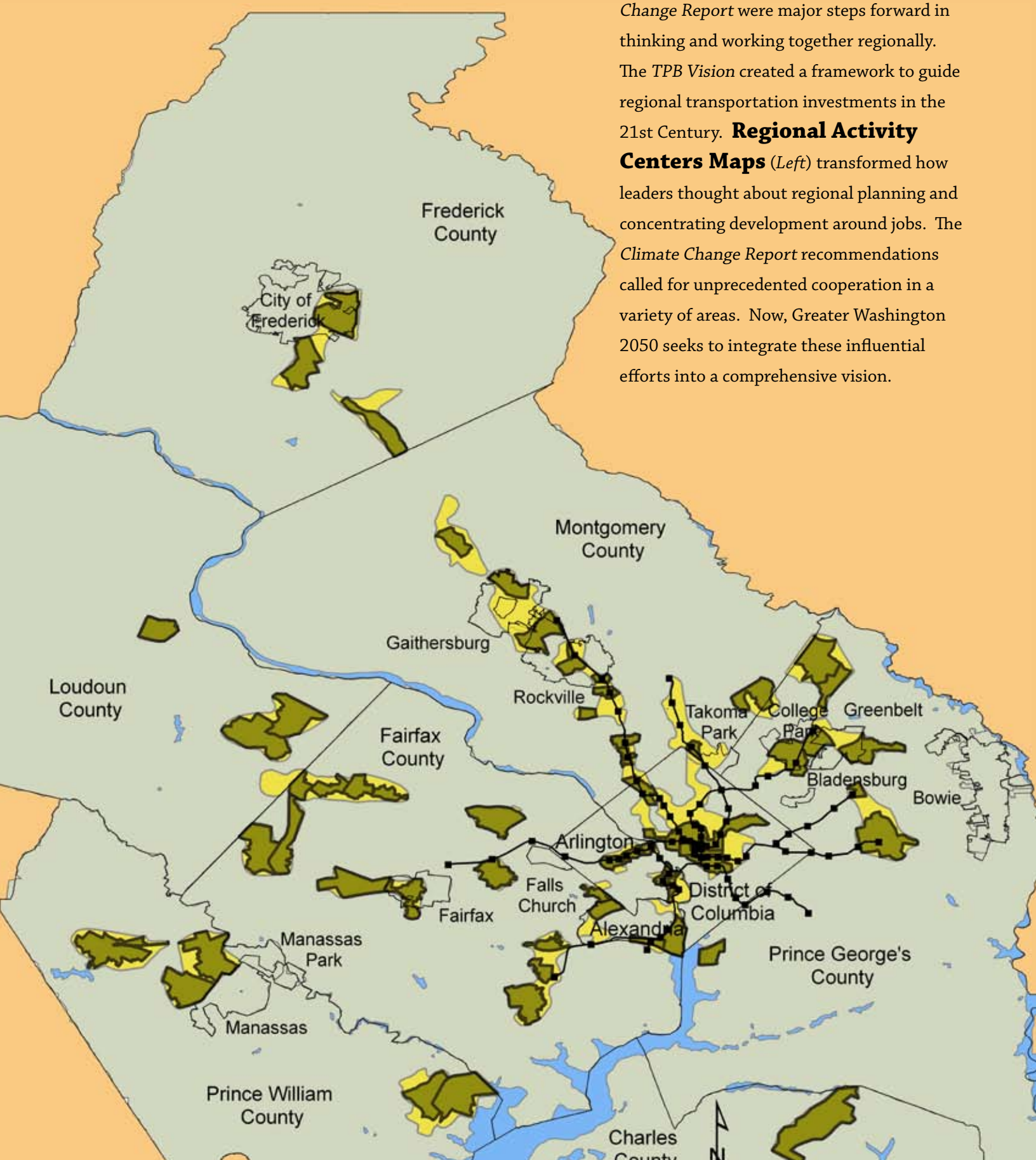
As the association of elected officials from the District of Columbia, suburban Maryland and Northern Virginia, the Metropolitan Washington Council of Governments was involved in the visioning process every step of the way. In 2007, as part of its 50th anniversary, COG held a special *Futures Forum* to build on the earlier workshops and conferences. It helped strengthen area leaders' resolve to try a new, more comprehensive approach to regional planning.

In 2008, the COG Board of Directors formed the Greater Washington 2050 Coalition. They invited elected officials and business and civic leaders to guide the initiative to make sure the effort would be inclusive. Rather than launch a new visioning process that could take several years, the 2050 Coalition's challenge was to tie together earlier work in a comprehensive way. Setting the stage for swift action, the COG Board gave the Coalition 18 months to complete its task.

The 2050 Coalition began its work by studying visioning efforts in other regions such as Denver, Sacramento, and Chicago. It also focused on identifying shared, regional goals. Coalition members combed through local government vision plans and thought about ways to integrate COG's most influential recent plans like the 1998 *Transportation Planning Board (TPB) Vision*; the 2002 *Regional Activity Centers*; and the 2008 *National Capital Region Climate Change Report* into a comprehensive regional vision.

THINKING REGIONALLY: *(Above) The Reality Check on Growth* event in 2005 challenged area leaders to find a place in the region for millions of new regional jobs and residents. *(Below)* COG's *Futures Forum* in 2007 re-emphasized the need for a new regional approach to address interconnected issues.

BUILDING BLOCKS: The *TPB Vision*, *COG Regional Activity Centers*, and *Climate Change Report* were major steps forward in thinking and working together regionally. The *TPB Vision* created a framework to guide regional transportation investments in the 21st Century. **Regional Activity Centers Maps** (*Left*) transformed how leaders thought about regional planning and concentrating development around jobs. The *Climate Change Report* recommendations called for unprecedented cooperation in a variety of areas. Now, Greater Washington 2050 seeks to integrate these influential efforts into a comprehensive vision.



Regional Priorities for the Future

Informing 2050's Work Through Public Outreach

The 2050 Coalition spearheaded two focused, public outreach initiatives to inform their work. The *Greater Washington 2050 Scenario Thinking Workshop* brought together a diverse group of over 100 leaders to learn the latest economic, environmental, and technological trends from a panel of experts and to examine bold scenarios that strayed from conservative projections. Four starkly different scenarios were offered, including an extended economic recession and massive government debt; low oil prices that derail strong climate change policies; a federal government dispersal from the region; and a Green Industrial Revolution. Participants were urged to create strategies that would produce desired results in any future. They created a variety of "big moves" or priorities for the region including development near transit, the green economy, affordable housing, public education and health.

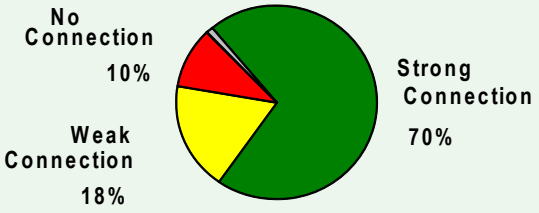
The 2050 Coalition also commissioned a survey, *Priorities for a Growing Region*, to ask thousands of area residents about present-day issues and future concerns. It revealed that people identify closely with the region and expect leaders to address more problems at the regional level. Similar to the workshop, area residents expressed interest in transportation and the environment as well as social issues like education, the economy, and housing. Both the workshop and survey revealed an appetite for a regional vision reflecting a mix of goals beyond land use, transportation and the environment.

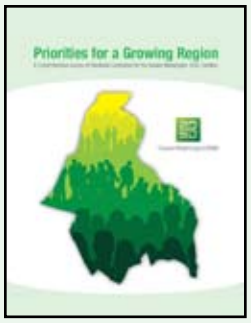
BIG MOVES: Participants of Greater Washington 2050's *Scenario Thinking Workshop* created ten strategies or "big moves" that would produce desired results in any future.

TEN BIG MOVES

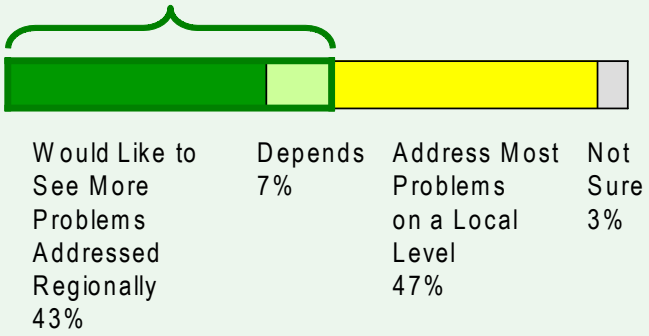
pursue transit oriented development leverage emerging sustainable technologies **emphasize green economic development** develop greater washington as a knowledge hub **strengthen regionalism** use financial innovations **ensure availability of moderate and low-cost housing** focus on quality of life **improve public education** promote health

Feelings of Connection to Region





Desire for Regional Action

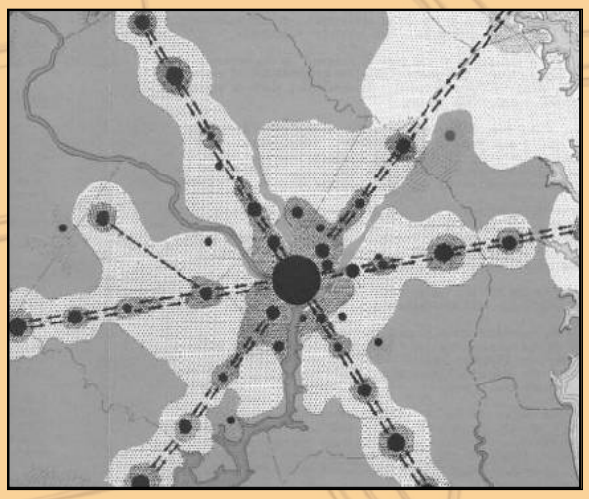


SURVEY FEEDBACK:

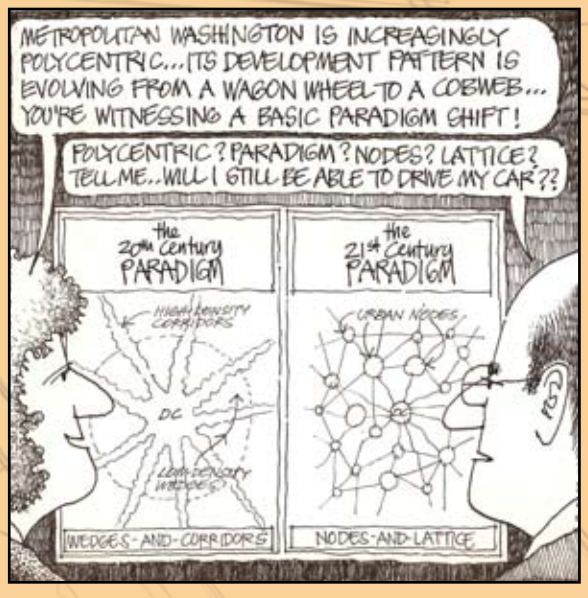
(*Top, middle charts*) Survey participants were asked about their connection to the region and desire for regional action. (*Bottom Chart*) Participants also rated the region on a number of issues and ranked them on their importance. The bottom right corner of the Priorities/ Performance graph shows the issues identified as both presently in need of improvement and the highest priority for the future.

Regional Priorities/Performance Chart

Grid
(18th Century)



Spokes
(20th Century)



Web
(21st Century)

PLANNING EVOLUTION: The 18th Century L'Enfant Plan focused on creating a new city of Washington. The Policy Plan for the Year 2000 (also known as Wedges and Corridors) in the 1960s focused on linking the region's suburbs with the central city. Future planning must further develop and connect the Regional Activity Centers, which have grown throughout the metropolitan area. (Polycentric Washington 'Web' graphic from Dr. Roger Lewis, University of Maryland)

New Vision for a New Century

Shaping Regional Goals, Developing a Compact Agreement

Greater Washington 2050 is a plan for our time. It reflects the new reality for the National Capital Region in the 21st Century, an interconnected region facing interrelated issues. While it has been designed for a new moment in history, it carries the spirit of past visionary plans that shaped the region like the L'Enfant Plan, McMillan Plan, Policy Plan for the Year 2000 (also known as Wedges and Corridors), and Metrorail.

After selecting the best elements of the local visions, COG plans, and public input, the 2050 Coalition developed a regional vision that combines physical development goals with social and economic ones. The *Greater Washington 2050 Goals* create a framework rather than a detailed plan. They map out where we want to go as a region and encourage leaders to think regionally when acting locally.

Throughout the process, the 2050 Coalition members knew that strong regional support would be critical to inspire action. Once it established the goals, the Coalition moved on to drafting an agreement for area governments to support. While this agreement, the *Greater Washington 2050 Compact*, is voluntary, it represents a new approach to advance regional collaboration and address unforeseen challenges.

The Coalition designed the Compact to be an agreement that area leaders and residents can rally around—something that elected officials, business executives, and civic leaders will point to when advocating positions and making decisions. The Compact recognizes the region's strengths and challenges, lays out its shared goals, and calls for more engagement of state and federal partners to improve regional cooperation. It asks area jurisdictions to pledge to use their best efforts to advance these regional goals.

The Greater Washington 2050 Compact sets forth a common vision for the National Capital Region at mid-century and the goals that define that vision.

21st CENTURY VISION: The *Greater Washington 2050 Compact and Goals* represent a new approach to advance regional collaboration and address unforeseen challenges. The goals are listed on the following page; the full Compact is included in Appendix B.

Greater Washington 2050 Goals

Land Use

We seek the enhancement of established neighborhoods of differing densities with compact, walkable infill development and preservation of open space, farmland and environmental resource land in rural areas.

We seek transit-oriented and mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth.

Transportation

We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.

We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.

Environmental

We seek to maximize protection and enhancement of the Region's environmental resources by meeting and exceeding standards for our air, water, and land.

We seek preservation and enhancement of our Region's open space, green space, and wildlife preserves.

Climate & Energy

We seek a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector.

We seek efficient public and private use of energy Region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation.

Economic

We seek a diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development.

We seek to enhance the economic prosperity of each jurisdiction and the Region as a whole through balanced growth and access to high-quality jobs for everyone.

We seek to fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital.

Housing

We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.

We seek to make the production, preservation, and distribution of affordable housing a priority throughout the Region.

Health & Human Services

We seek healthy communities with greater access to quality health care and a focus on wellness and prevention.

We seek to provide access and delivery of quality social services to all residents.

Education

We seek to provide greater access to the best education at all levels, from pre-kindergarten to graduate school.

We seek to make our Region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration.

Public Safety

We seek safe communities for residents and visitors.

We seek partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the region and its residents.

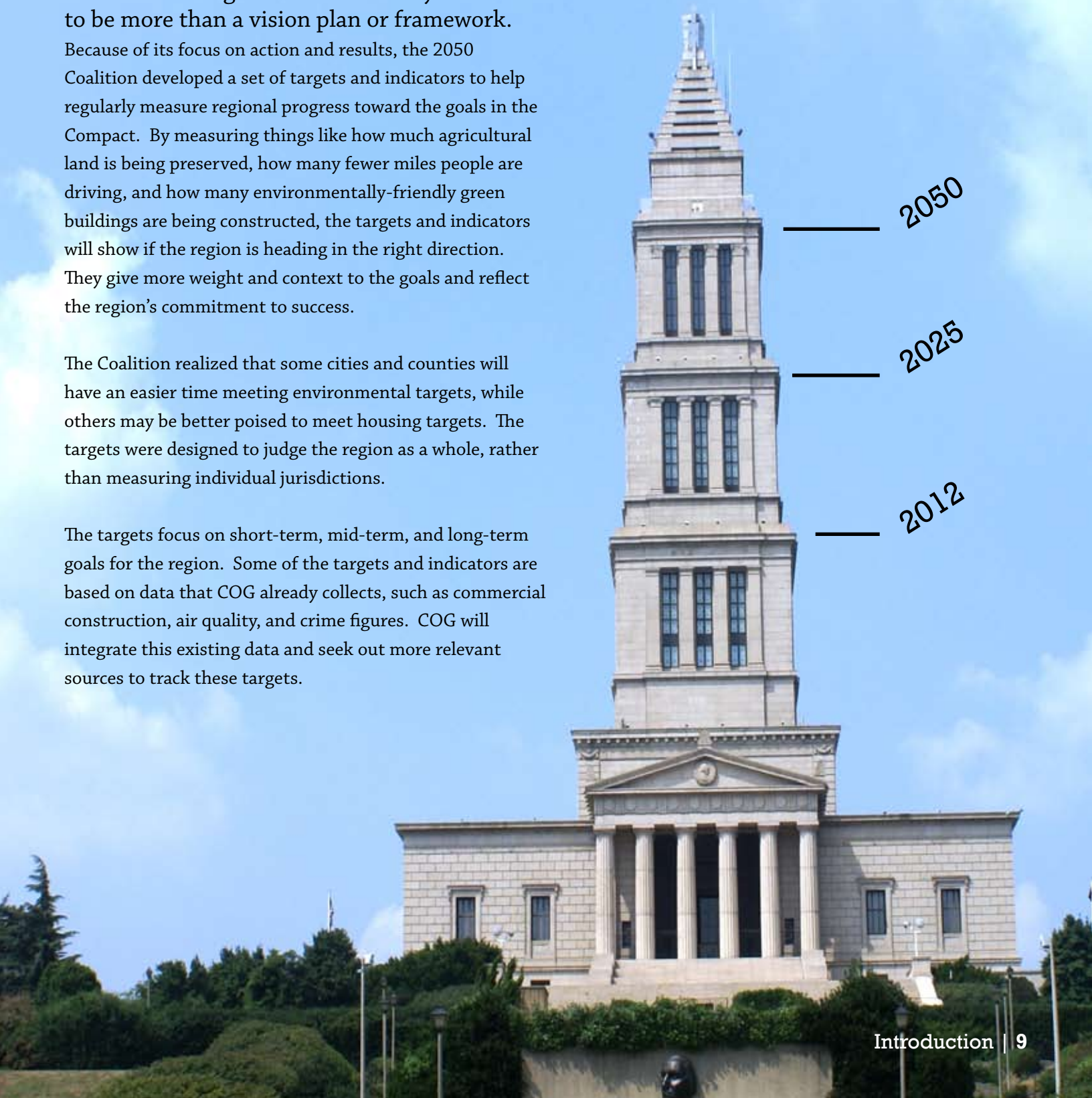
Commitment to Success

Identifying Targets to Gauge Regional Progress Toward Goals

Greater Washington 2050 was always meant to be more than a vision plan or framework. Because of its focus on action and results, the 2050 Coalition developed a set of targets and indicators to help regularly measure regional progress toward the goals in the Compact. By measuring things like how much agricultural land is being preserved, how many fewer miles people are driving, and how many environmentally-friendly green buildings are being constructed, the targets and indicators will show if the region is heading in the right direction. They give more weight and context to the goals and reflect the region's commitment to success.

The Coalition realized that some cities and counties will have an easier time meeting environmental targets, while others may be better poised to meet housing targets. The targets were designed to judge the region as a whole, rather than measuring individual jurisdictions.

The targets focus on short-term, mid-term, and long-term goals for the region. Some of the targets and indicators are based on data that COG already collects, such as commercial construction, air quality, and crime figures. COG will integrate this existing data and seek out more relevant sources to track these targets.



Region Forward

Integrating 2050 into COG's Work, Meeting the Regional Goals

The work does not end with this report. From COG to local governments to stakeholder groups to individual citizens, everyone has a role to play in helping us meet our shared, regional goals. In January 2010, the COG Board of Directors will be asked to approve Greater Washington 2050's goals, targets, and Compact, which ties the whole effort together. From that point forward, COG will integrate 2050 into its work, effectively changing the way it does business with a new, more comprehensive approach to regional planning. First, COG will **communicate 2050** and build support by reaching out to every corner of the region. Through this support, COG will seek approval of the Compact by all of its counties and cities. And the outreach can't stop there. Because area stakeholders made such valuable contributions to shape Greater Washington 2050's work, COG will also seek endorsement of this effort by businesses, civic groups and individuals through old-fashioned outreach and new technology.

From COG to local governments to stakeholder groups to individual citizens, everyone has a role to play in helping the region meet its goals.

In addition to increasing public support for Greater Washington 2050, COG will prepare a **strategy toolbox** to help foster local and regional success. The toolbox will outline a comprehensive approach to implementing the vision. The strategies will include best practices and recommendations for both local and regional action. COG will also begin implementing the Compact by regularly monitoring progress towards our goals through **regional measurements**. COG will start with an initial baseline analysis of the targets and indicators in this report. It will then use this analysis to create comprehensive progress reports every 3-4 years to inform regional leadership, influence policy stances and decisions. In concert with the progress report, COG will commission an independent survey of area residents similar to the one conducted by the 2050 Coalition to get **feedback from the public** and track their opinions on regional issues and future priorities. This will ensure COG's regional priorities and action reflects the long-term aspirations of area residents.

The 2050 Coalition has set the stage for action. Now it is up to us to follow through with this vision for the National Capital Region.

VIRTUAL 2050

COG will communicate and build support for Greater Washington 2050 through old-fashioned outreach and new technology.

2050 TOOLBOX

COG will prepare a toolbox of strategies and best practices to help area governments achieve the 2050 goals.

2050 REPORT CARDS

COG will measure if the region is heading in the right direction every 3-4 years in a comprehensive report. It will use the 2050 targets to measure progress on all of the goals.

2050 TALKBACK

COG will commission a survey every 3-4 years similar to the one conducted by the 2050 Coalition to gauge residents' attitudes and priorities and give a clearer report on regional progress.

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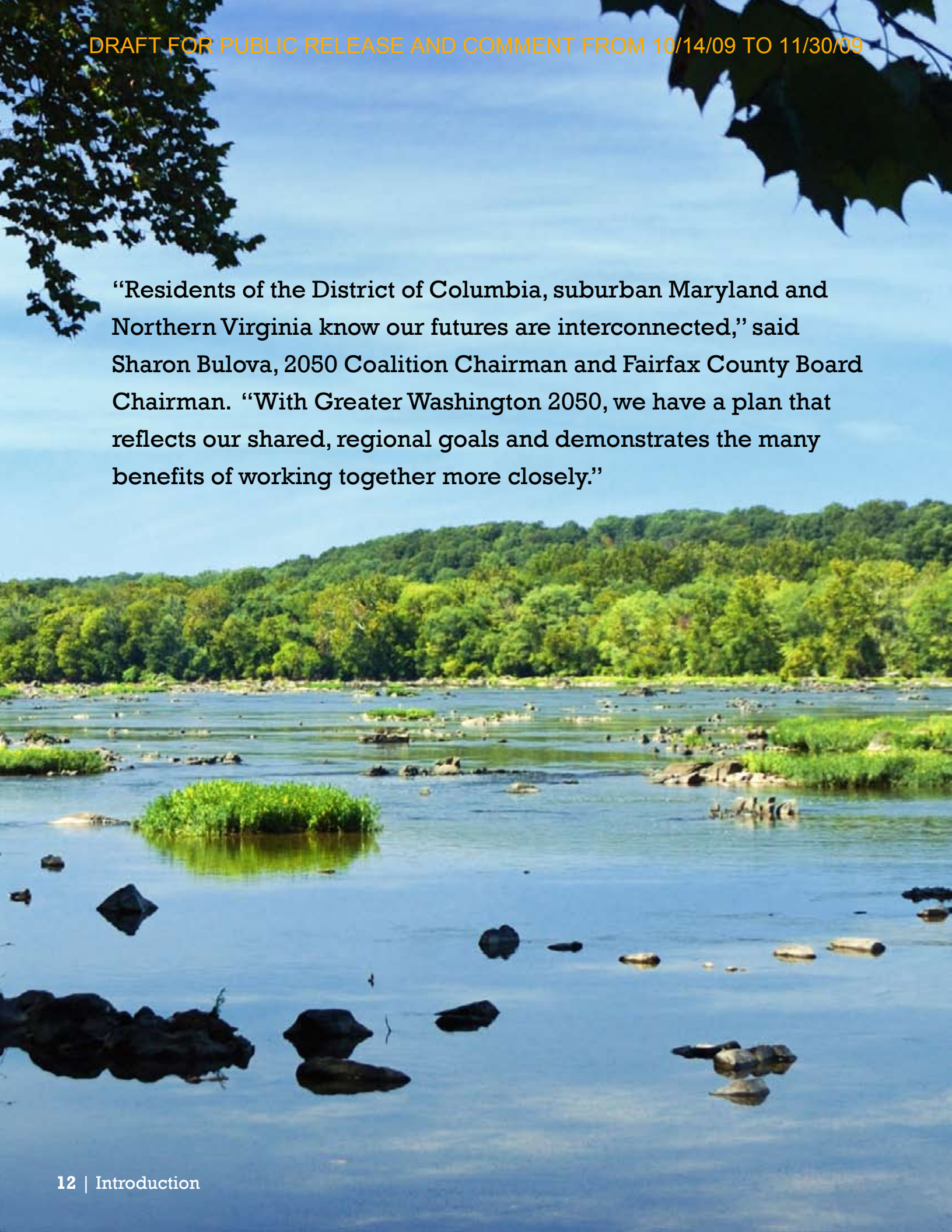

"Residents of the District of Columbia, suburban Maryland and Northern Virginia know our futures are interconnected," said Sharon Bulova, 2050 Coalition Chairman and Fairfax County Board Chairman. "With Greater Washington 2050, we have a plan that reflects our shared, regional goals and demonstrates the many benefits of working together more closely."

Contents

Introduction **01**

Greater Washington 2050 Goals **08**

Next Steps: Region Forward **10**

Accessibility **14**

Sustainability **24**

Prosperity **34**

Livability **42**

Appendix A: Table of Regional Goals and Targets **50**

Appendix B: Greater Washington 2050 Compact **52**

People have to understand what the region would look like in the future if we follow through with this vision.

To show you how the goals and targets are connected, they are presented in categories—Accessibility, Sustainability, Prosperity, and Livability—that explain how this new, comprehensive vision will shape the region.

Every target is tied to a primary goal, but some actions will help meet other goals. Look for our goal icons throughout the report. They will show you the co-benefits produced by following through with this vision.

Accessibility

Walkable, mixed-use communities with housing and transportation choices

Goals

Transit-oriented mixed-use communities emerging in regional activity centers that will capture new employment and household growth.

A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and world beyond.

A variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.

A broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.

Tysons Corner, Fairfax County, Virginia (Tysons Corner Land Use Task Force)

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

A More Accessible Future Region

The future quality of life in the National Capital Region will be based on accessibility. Over the next 40 years the region is expected to grow, adding nearly two million more people. The majority of this growth will be located in emerging and existing Regional Activity Centers scattered throughout the region. These Activity Centers will be home to desirable, compact neighborhoods with parks and mixed-use development, such as shops, workplaces, and other destinations where people live, work and play.

Each Activity Center will be connected by transit such as Metrorail, new light-rail and/or bus-rapid transit, offering a broad range of transportation choices for residents. With additional housing and jobs in Regional Activity Centers more people will have the choice to walk, bike, or take transit to commute and get around their neighborhood. The majority of new housing in these areas will be townhouses, multi-family homes, and single-family homes on small lots. Improved housing choices will create more mixed-income communities. Each Activity Center will have public spaces, including plazas, outdoor markets, and parks that are unique to its local history and culture.

Directing new growth to these Regional Activity Centers will help reduce suburban sprawl and protect the environment. More people and jobs in Activity Centers combined with greater investment of transportation infrastructure and services will create a truly accessible environment. In particular, future investment in transit will link Regional Activity Centers to one another and cut travel times. These planning efforts will reduce money needed to expand major highways, in favor of improvements and programs that would provide alternatives to driving.

Target: Beginning in 2012, the region will capture 75% of new commercial construction square feet and 50% of new households in Regional Activity Centers every year

Jurisdictions will begin to direct more housing and commercial growth towards existing and emerging Regional Activity Centers that can accommodate the needs of new residents and jobs. The majority of this growth will promote transit use by favoring Regional Activity Centers with rail or bus stations, facilitating compact, walkable, bike-and-transit-friendly districts. To achieve this, jurisdictions will need to pursue proactive planning and land-use regulations defining the amount and type of growth appropriate for a specific Activity Center. Examples of these centers are prevalent throughout the region and can be found in some of the most desirable neighborhoods in Old Town Alexandria, Belmont Bay in Prince William County, Frederick, the Arts District in Hyattsville, Leesburg, Reston, Rockville, and Rosslyn. Helping to facilitate growth in Regional Activity Centers, jurisdictions will plan for additional services in these areas, such as hospitals, schools, libraries, and community centers.

Accommodating new growth in these Regional Activity Centers is a trend that is already underway throughout the region and expected to accelerate by mid-century. To achieve a vision of an accessible and sustainable region, future housing will need to maximize vacant land in Regional Activity Centers, conserve energy, reduce emissions and be close to jobs, services, schools, shops and transit. Directing new housing in Regional Activity Centers will reduce traffic congestion, increase transit ridership, promote economic development, and provide housing choice, while serving to reduce greenhouse gas emissions. To achieve this target, new growth policies will be needed at the jurisdictional level to address the anticipated imbalance of population and jobs currently forecasted. Currently a higher proportion of population is forecasted in the outer suburbs while the majority of new jobs will continue to be located in Regional Activity Centers. Continuing this growth pattern without placing more housing in Regional Activity Centers will increase traffic congestion and lead to more auto-dependent lifestyles.

"Activity Centers are the future of the Washington region," said Frederick Alderman Alan Imhoff. "Concentrating development in these centers will provide a multitude of benefits to the entire region."

Target: Reduce daily vehicle miles traveled (VMT) per capita

Vehicle miles traveled (VMT) measures automobile use and trip length. According to the Transportation Planning Board, the current total VMT per capita has increased over time and is currently nearly 23 miles a day. This suggests that jobs and services are difficult to reach for many residents, as people are driving long distances to meet everyday needs. The need to drive long distances and spend more time in the automobile has increased due to isolated development patterns and transportation funding favoring highways. Today, 81 percent of everyday trips are made by automobiles because in many parts of the region there are few alternatives. The lack of transportation choices for residents has led to a larger number of drivers contributing to congestion, longer commutes, air pollution, and a reduced quality of life. This is no surprise as a large portion of our region's growth has resulted in homes being built farther from employment opportunities and schools, which are accessible only by automobile.

By mid-century, residents in the region will make greater use of public transit while getting around their neighborhoods by short automobile trips or walking and biking. Because everyday needs are accessible by walking, biking or using transit, households will more frequently use car sharing to free themselves of the high cost of automobile ownership. This promotes healthy lifestyles and reduces greenhouse gas emissions. Currently about 2.5 million walking trips are made every day in the region and households residing in Regional Activity Centers are able to own fewer vehicles.

10

People living in Regional Activity Centers travel 10 fewer miles by automobile per day than those living elsewhere in the region.

COG/TPB Regional Household Travel Survey

Target: Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan

Present-day decisions to foster alternative modes of transportation in the region will shape a future where more people walk, bike, and use transit. The Transportation Planning Board has recommended increasing the rate of construction of bike and pedestrian facilities included in its long-range plan. In the short term, the majority of progress will be made in urban areas that can accommodate pedestrians and improved infrastructure for cycling and transit.

The region will prioritize walking and biking options by improving pedestrian and bicycle networks, especially in Regional Activity Centers. Planning and street improvements will focus on wide sidewalks, street trees, and mixed-use development that will make streets more accessible and create pedestrian-friendly public spaces. Bike stations that offer repairs, lock up, bike sharing and other services will be located near major transit hubs throughout the region. Hundreds of miles of bike lanes will be created across the region to facilitate safe convenient travel. Bike sharing stations located every quarter to half mile will provide healthy transportation options for short neighborhood trips.

"A strong partnership between the federal and regional governments can benefit this region in many ways," said Marcel Acosta, executive director of the National Capital Planning Commission. "It's important that we collaborate on issues such as multimodal transit and sustainable green building design to help ensure the vitality and well being of our communities."

Walking & biking account for 9% of all trips in the region

COG/TPB Regional Household Travel Survey

Target: By 2020, the Housing + Transportation costs in Regional Activity Centers will not exceed 45 percent of area median income

The cost of housing and transportation associated with the location of one's home provides the true cost of owning and renting a home. Commuters driving long distances and filling up at the pump understand that affordability is no longer understood simply in terms of the mortgage payment. Traditionally, the majority of the region's low cost housing was constructed on the region's fringe where the adage "drive until you qualify" rang true. While some people may save on the cost of housing located far from their jobs, their transportation costs rise considerably. By mid-century, transportation costs will play a more significant role in choosing where to live.

Due to an expected increase in the cost of energy and fuel, local governments can make it easier to reduce transportation expenses through better land-use planning. The cost of housing and transportation is a complete measure of affordability. Setting a target for Housing + Transportation costs that do not exceed 45 percent of a household's income will enhance the benefits of Regional Activity Centers, by improving the overall desirability and affordability of these communities.

"We need stronger housing policies to support a wider range of housing closer to jobs, with access to affordable, convenient transportation," said Stewart Schwartz, Director of the Coaliton for Smarter Growth. "Poor access to jobs increases traffic congestion and commuting costs."

Washington area residents spend about $36,000 a year, or nearly 47 percent of the median household income, on housing and transportation.

Urban Land Institute. 2009. "Beltway Burden."

Target: Beginning in 2012, 80% of new affordable units will be located in Regional Activity Centers

To achieve other accessibility targets, the region will build the majority of new housing in Regional Activity Centers. Housing affordable to a range of incomes and residents at different stages in life will be critical to the success of our regional vision. Locating 80 percent of new affordable housing in Regional Activity Centers with easy access to transit will create mixed-income communities resilient to spikes in the cost of energy through reduced household transportation costs. Prioritizing transit investments by linking Regional Activity Centers has the potential to transform these areas by spurring development, providing neighborhood-serving shops, open space, and jobs that support a jurisdiction's tax base. Examples include the Rosslyn–Ballston corridor in Arlington and the Woodley Park–Shady Grove corridor in Washington, D.C. and Mongtomery County, areas where transit-oriented development around the Metrorail stations has proven to create economic engines.

These investments have the potential to create very desirable neighborhoods, resulting in increases to the cost of housing and displacing low-and-moderate-income residents further from transit. This is a serious challenge because these residents have the most to gain from better access to transit, jobs and services. Creating a target to pursue the inclusion of affordable housing in Regional Activity Centers will help create mixed-income communities with transit-oriented development. Moving forward, the region must continue to think creatively about solving affordability challenges in the future through strategies that preserve or leverage the market to create new affordable housing.

Regional Activity Centers contain approximately 54 percent of the region's current employment. Bringing affordable housing units to these centers will be critical for meeting our goals.

COG Regional Activity Centers Report

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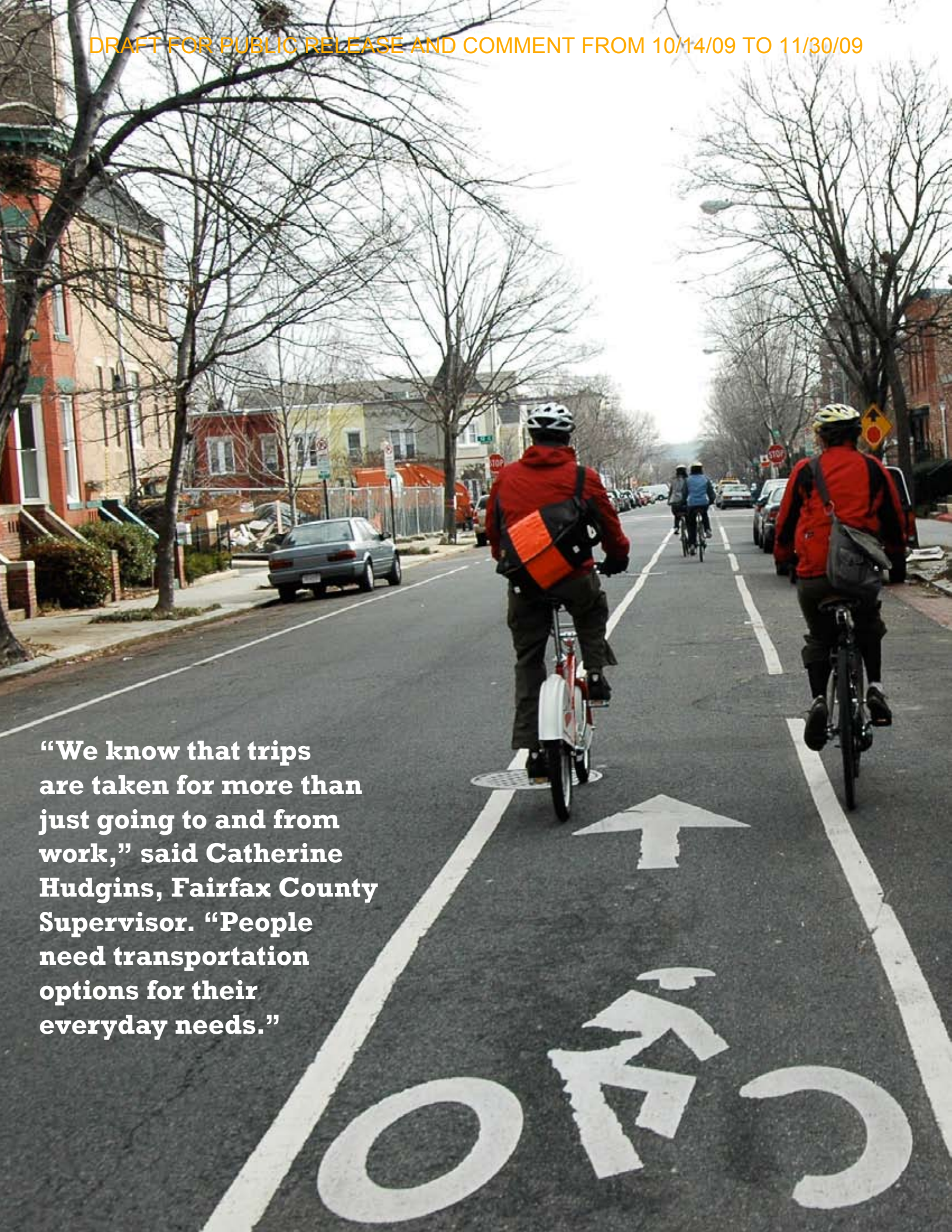
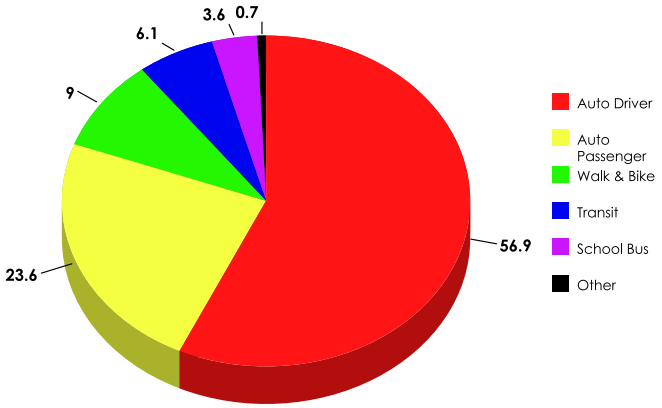


"We know that trips are taken for more than just going to and from work," said Catherine Hudgins, Fairfax County Supervisor. "People need transportation options for their everyday needs."

Target: Increase the share of walk, bike, and transit trips

Increasing transportation choices that allow more people to walk, bike and use transit will be a priority for future planning and infrastructure improvements throughout the region. A recent regional Household Travel Survey completed by the Transportation Planning Board shows that most automobile trips are made for personal and social reasons. Currently, only 16 percent of trips in the region are job-related. This demonstrates how people are driving to meet their everyday needs, resulting in congested roads and poor air quality. Better land use planning that increases mixed-use development with retail, restaurants, and services will give residents the opportunity to meet their everyday needs by walking, biking or using public transit. Achieving this target will also promote healthy lifestyles for residents and provide ideal communities for raising families.

Transportation Mode Share in Metropolitan Washington



COG/TPB Regional Household Travel Survey (2008)

Target: All Regional Activity Centers will have transit access

Future Regional Activity Centers will be designated based on their proximity to transit. To provide more housing choices and improve accessibility throughout the region, designated Activity Centers will have transit access through a Metrorail station, a light rail station or a bus-rapid transit station. New or proposed Activity Centers will be identified on a coordinated basis using resources such as the jurisdiction's approved comprehensive plan. The identification of new Regional Activity Centers will help to guide future transportation investments, thus linking these areas to one another by transit.

Accessibility: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Tri-Annual Aerial Survey of Freeway Congestion

Vehicle Registration per capita

Transit, bicycle and walk share in Regional Activity Centers

Accessibility to jobs within 45 minutes

Sustainability

Healthy air, water, and land, abundant renewable energy sources, and a smaller carbon footprint

Goals

- A significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector
- Efficient public and private use of energy region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation
- Enhancement of established neighborhoods of differing densities with compact, walkable infill development and preservation of open space, farmland and environmental resource land in rural areas
- Protection and enhancement of the region's environmental resources by meeting and exceeding standards for our air, water, and land
- Preservation and enhancement of our region's open space, green space, and wildlife preserves

Capitol Waterfront, Washington, District of Columbia (Forest City)

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

A More Sustainable Future Region

Retaining our place as a world capital requires the National Capital Region to use energy and its natural resources wisely. By mid-century, area residents will benefit from green building practices, use agricultural resources efficiently, and conserve energy. The region will be one the nation's most desirable places to live because it will be a leader in sustainability.

The growing interest in controlling greenhouse gas emissions will lead to new ways to power motor vehicles and even car-sharing programs to limit their use. New housing and commercial developments will adopt technological advances to market themselves as environmentally friendly and carbon neutral. Innovative new solar technology programs will flourish, allowing single households or buildings to generate most of their own energy needs. Many households will use a smart grid technology and earn money by selling power back to the local grid when it is needed most. Improved municipal recycling and composting efforts will be so popular households generate little to no waste. The regional heat island effect has been mitigated due to a reduction in impervious surfaces, green rooftops, and mature trees planted on every street.

Local food grown on agricultural lands and even urban rooftops will supply fresh produce to a larger number of the region's households as well as farmers' markets located at the center of a community. The region's water and air quality will be so healthy they will help attract more families to the region. The Chesapeake Bay's ecosystem will show signs of improvement due to limiting suburban sprawl and aggressive land preservation efforts.

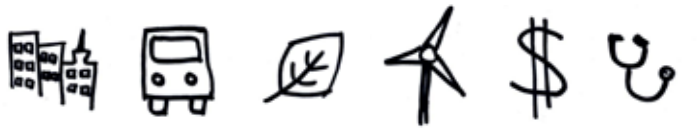
Target: By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver Standards

By 2020, the region will focus on making green building standards a requirement for new development. Green building is becoming increasingly mainstream as consumers and builders realize the economic and environmental benefits of reduced energy consumption, health, and efficiency. This convergence is occurring at a crucial time, as we face the most significant issues of our generation surrounding climate change and energy security. A study by the McKinsey & Company and the Corporation Board found that the most cost-effective options for reducing greenhouse gas emissions are improving the energy efficiency of residential and commercial buildings (e.g. lighting and heating, appliances, ventilation, and air conditioning systems). These investments also serve to save consumers money and improve the health of building occupants.

The region and its local governments have a history of achieving higher standards for green building and sustainable design. In December 2007, COG adopted a regional green building policy, including a vision of making the region a national leader on the issue. A key component of COG policy identifies the Leadership in Energy and Environmental Design Building Rating System (LEED) as the region's preferred green building system for rating commercial construction and high-rise residential projects. Existing regional policy includes meeting LEED Silver standards for all new government buildings and LEED-certified-plus standards for all new commercial buildings. Pursuing a more aggressive green building target by 2020—to construct all new residential and commercial buildings to LEED silver standards—will include broader types of developments, beyond current regional policy, focusing mostly on government and commercial buildings. Achieving this target will help shape our built environment to become healthy sustainable places for residents and families. It will also support building industry innovation, and create new job opportunities for residents.

"Green building standards will be vital to achieving our goal of creating a wholly sustainable region," said Harriet Tregoning, Director of the D.C. Office of Planning.

Target: By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels. By 2050, reduce emissions by 80% below 2005 levels.

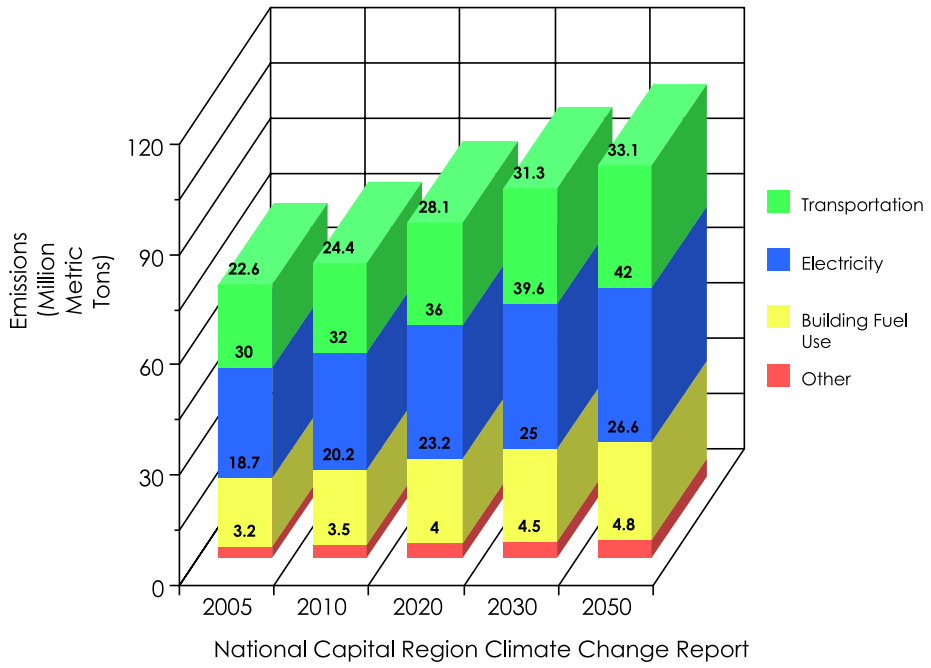


Achieving a short-term greenhouse gas reduction target will require leadership and collective action on behalf of residents, businesses, and leaders. In the past, prosperity was linked to lifestyles and a built environment that were energy-intensive. One of the consequences of these growth patterns has been climate change, resulting in rising air temperatures and sea levels. Climate change is warming water temperatures in the Chesapeake Bay and is threatening our environment. In order to reduce our energy consumption responsible for greenhouse gas emissions, a new path to growth is needed. Achieving this target will require greater use of renewable energies, aggressive strategies to green our built environment, and a shift in transportation priorities, focusing on accessible, walk-bike communities around transit.

"Climate change has forever altered the way we do business because it requires a more coordinated effort on environmental, land use and transportation planning" said David Robertson, COG Executive Director. "The steps we take to confront this challenge will result in a variety of benefits in other areas."

The long-term target to reduce greenhouse gas emissions is an ambitious target and reinforces a regional climate change policy commitment established by the COG Board of Directors in 2008. Strategies to meet this target will include energy conservation; adopting and scaling new technologies that produce renewable energy and rely less on oil and coal; retrofitting and designing new efficient green buildings; concentrating new development in Regional Activity Centers; and relying more on alternative modes of transportation such as walking, biking, and using transit. All the strategies that help to reduce our region's carbon footprint will require broader education efforts to understand our interconnected ecosystem and be implemented with the help of individuals, businesses, and government incentives and regulations.

CO_2 Emissions Projections for Metropolitan Washington (2005-2050)



National Capital Region Climate Change Report

Target: Beginning in 2012, reduce the number of days exceeding air quality standards below 2008 levels

Beginning in 2012, the region will have cleaner air and reduced greenhouse gas emissions, which will improve the health of all residents and the environment. Setting a benchmark to improve air quality will help the region measure how successful a multitude of action strategies will be over time. Poor air quality consists of dust, dirt, soot, smoke, and liquid droplets hanging in the air. These particles are too small for peoples' respiratory systems to filter, and they get trapped in our lungs where they can adversely affect our health. Most of the particles enter the air through power plants, factories, automobiles, construction vehicles, unpaved roads, wood burning, and agriculture sites.

Creating compact communities reliant on alternative energy sources and providing alternative modes of transportation are important steps to improving our air. Also the ability to adopt new technology that mitigates pollution from power plants and automobiles at a national scale will further contribute to success in meeting this target.

Air quality affects all of the region's residents and workers. Everyone has to breathe and we need to make sure that the air they're breathing is safe.

19

The number of days the region did not meet air quality standards in 2008

Target: By, 2025, 50% of all (sentinel) watersheds will be in good or excellent condition

Throughout the COG region, local streams and their watersheds are an important local resource and are closely coupled with downstream ecosystems. Decades of unrestrained agricultural practices followed by extensive urban and suburban development have resulted in damaging erosion and large areas of impervious surfaces. The resulting sediment and stormwater-conveyed pollution destroys local habitats and adversely affect insects and fish in local streams which are the indicators of stream health. Reversing the effects of past practices and ensuring environmentally sensitive land use decisions can restore stream health and contribute to the protection of the larger ecosystems.

Achieving the regional watershed target for sentinel watersheds will require a broad number of strategies including: retrofitting stormwater controls in impervious areas; extensive stream restoration; environmentally sensitive development patterns and site design, and more extensive use of effective agricultural best management practices. Systematic efforts to restore and protect local watersheds will produce improved habitat and water quality conditions for the region's local streams, the Potomac River, and the Chesapeake Bay. The sentinel watersheds will provide a representative sample of urban, suburban and rural watersheds throughout the COG region.

Decades of unrestrained agricultural practices followed by extensive urban and suburban development have damaged our watersheds.

Target: By 2025, achieve 100% of Chesapeake Bay Program's Water Quality Goals

Improving water quality to protect living resources, including fish and underwater grasses, is the most critical element in the overall protection and restoration of the Chesapeake Bay and its tributaries. Accordingly, it is incumbent on all sources of nutrient and sediment pollution to limit discharges to achieve the Chesapeake Bay Program's water quality goals. This will require substantial reduction in nutrients and sediment that make their way into the Bay from a variety of sources including: wastewater treatment plants; agricultural and urban stormwater runoff; septic systems; and air pollution from vehicles and power plants. Excess nutrients and sediment lead to "dead zones" and low oxygen levels that threaten fish, blue crabs, oysters, and other underwater life and block light necessary for underwater grasses that provide critical habitat.

By the end of 2010, new nutrient and sediment "pollution budgets" will be mandated throughout the Bay watershed. From this a COG-wide goal can be determined. Despite substantial progress in upgrading wastewater treatment plants and controlling stormwater, jurisdictions in the COG region, as elsewhere in the Bay watershed, will face increasingly stringent nutrient and sediment reduction requirements including: enhanced treatment at wastewater treatment plants; retrofitting large areas of roads, parking lots, roofs and other impervious surfaces; ensuring that advanced stormwater controls are applied to new development; and the widespread use of best practices in the agricultural areas of the region. Much of the work being undertaken by COG members to restore local watersheds such as the Anacostia River, will have a dual benefit – improving the condition of the region's local streams and the Potomac River while also helping to meet the larger Chesapeake Bay restoration goals.

16.6 million

Population of the Chesapeake Bay Watershed

Nearly 1/3 live in the COG Region.

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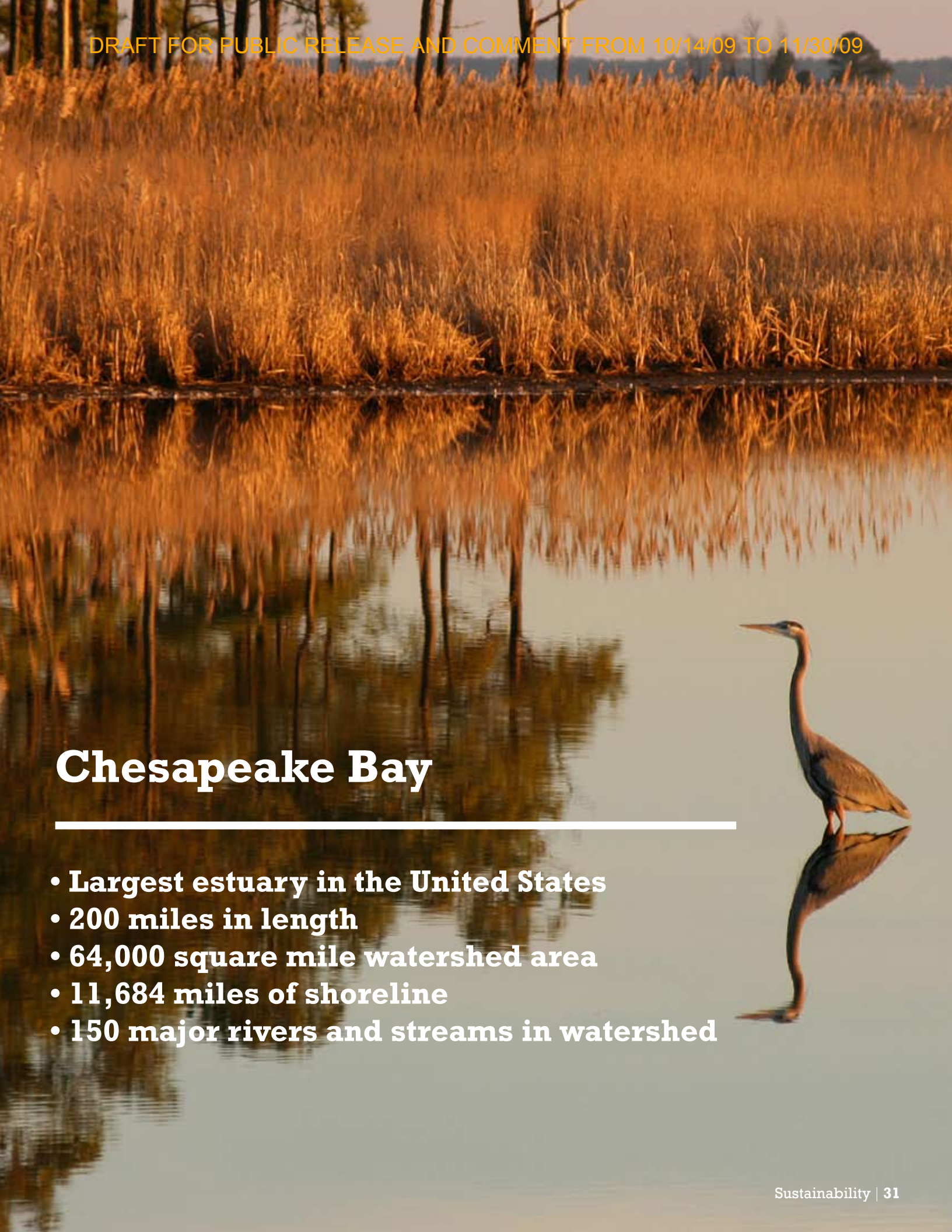


Chesapeake Bay

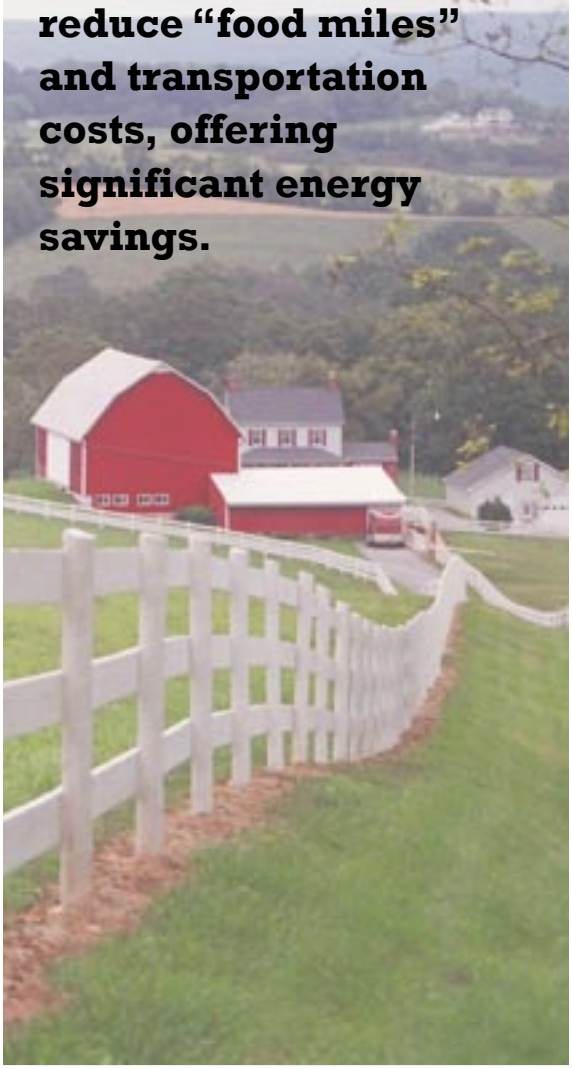
- Largest estuary in the United States
- 200 miles in length
- 64,000 square mile watershed area
- 11,684 miles of shoreline
- 150 major rivers and streams in watershed

Target: Beginning in 2012, the region will maintain more than 450,000 acres of agriculture land in farms

An agriculture preservation target was developed to focus on improving the regional food system and limiting suburban sprawl on existing farmland. Farmers need increased access to markets that pay them a decent wage for their labor, and farmland needs a land-use strategy for protection from suburban development. Agriculture production provides jobs and income to farmers and farm workers, while farmland provides open space that helps to protect ecosystems and natural resources. Demand for local food will support agriculture jobs and limit the amount of greenhouse gasses produced when transporting food long distances. Currently the majority of energy used in the U.S. food system (around 80 percent) goes to processing, packaging, transporting, storing, and preparing food. Produce in the U.S. travels on average 1,300 to 1,500 miles from farm to consumer. Since 1970, truck shipping has dramatically increased, replacing more energy efficient transportation by rail and water. Local food systems can reduce "food miles" and transportation costs, offering significant energy savings. Consumers also benefit from fresher, better-tasting, and more nutritious food, while more food dollars stay within the regional economy.

Beyond large scale farms, urban agriculture is gaining popularity and can help contribute to a local or regional food source. Additionally, more residents understand the importance of buying their food locally, through purchasing food from local farmers markets or buying shares through a community supported agriculture (CSA) farm. These trends will place greater demand on agriculture land within the region or through urban community gardens.

Approximately 80% of energy used in the U.S. food system goes to processing, packaging, transporting, storing, and preparing food. Local food systems can reduce "food miles" and transportation costs, offering significant energy savings.



Sustainability: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Acres of Agriculture Land

Emissions per vehicle mile

Energy (Electricity and Natural Gas) use per capita

Percent of Renewable Energy purchased by local governments

Solid Waste Generation per capita

Regional Recycling Rate per capita

Forest Coverage

Percent of wastewater treatment capacity remaining

Water usage per capita

Prosperity

Resilient economy and pre-eminent knowledge hub

Goals

- A diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development
- Enhance the economic prosperity of each jurisdiction and the region as a whole through balanced growth and access to high-quality jobs for everyone
- Fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital
- Provide greater access to the best education at all levels, from pre-kindergarten to graduate school
- Make our region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration

Konterra Town Center, Prince George's County, Maryland (Konterra Realty)

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

A More Prosperous Future Region

By mid-century the region will be a global knowledge hub for technology and innovation. Working in cooperation with a dynamic private sector and improving access to top quality schools and research institutions across all jurisdictions will greatly enhance the region's prosperity. The economy will transition from its reliance primarily on the federal government and diversify, making the region more globally competitive. The concentration of think tanks, universities, and research institutions will continue to grow, creating new jobs and a more dynamic recovery. Prosperity will also support strong centers of arts and culture and attract more immigrants creating a diverse and international region.

Our region's prosperity depends on our ability to adapt to changes in the economy and to attract and retain businesses and talented workers with specialized skills and degrees. Residents and businesses will pursue a new path of growth, one that is more equitable and environmentally sustainable. The inequities between the rich and the poor will be reduced as the standard of living for all residents improves. More individuals and families will stay in our region attracted by livable communities where people can walk, bike and use transit to get around. As the region concentrates development and enhances communities around Regional Activity Centers, residents will have better access to job opportunities where new clusters of innovation can grow.

Target: Annual rate of growth in median wages will exceed the rate of inflation

To advance regional prosperity, the annual rate of wage growth should exceed the rate of inflation. Increasing costs of food, housing, healthcare, and energy are the primary reasons for inflation in the region. With the exception of healthcare costs, most of the causes of inflation can be mitigated by our patterns of growth. If our region continues to build more auto-dependent communities without alternative transportation choices, households will be subjected to fluctuations in higher energy costs which reduce wages.

Rising food prices are also related to increasing energy costs because much of our food source is not local. Strategies that create more localized food production and consumption will not only have better environmental impacts for our region, but will also make our region resilient from higher energy and food costs. Housing costs can also contribute to inflation and make wage growth stagnant. If the region can't meet future housing demand, the cost of housing will increase and higher growth pressures will be placed on less-developed outer suburbs—adding to sprawl—rather than compact development. When inflation exceeds our rate of growth in wages, it directly impacts lifestyle choices and influences whether businesses and skilled labor remain or relocate from our region.

Housing costs can also contribute to inflation and make wage growth stagnant. If the region can't meet future housing demand, the cost of housing will increase and higher growth pressures will be placed on less-developed outer suburbs—adding to sprawl.

Target: Achieve an annual 3 to 4% increase in the number of new jobs

Increasing the region's number of jobs while diversifying the economy will be a key element toward improving our regional prosperity. By benchmarking job growth, the region will better understand efforts to retain and attract skilled people. Today, innovation and new businesses follow talent and skilled workers. Achieving an increase in the number of jobs throughout the region will be dependent on other strategies that supplement a healthy supply of educated and skilled people. Retaining and attracting professionals will require investments that serve to create more housing and transportation choices that allow people to live, work and play in a variety of settings throughout the region. These workers demand high-quality natural, recreational, and cultural amenities that allow people to live diverse lifestyles and serve as incubators for creativity.

Target: Maintain 5 to 7% annual growth rate in Gross Regional Product for the National Capital Region

Gross Regional Product (GRP) is the output of goods and services produced by labor and property, and it is often correlated with an area's standard of living. Currently, the majority of economic output in the U.S. is dominated by metropolitan regions. The National Capital Region is no exception. In 2006, the five largest metropolitan areas accounted for 23 percent of U.S. Gross Domestic Product. This region was ranked 4th among metropolitan areas with a GRP of $366 billion. Since 2001, the GRP for the National Capital Region has increased by $102.2 billion or 39 percent. The average per year growth of GRP since 2001 is 6.7 percent. Setting a target to maintain a 5 to 7 percent annual growth rate in GRP in conjunction with other livability and prosperity targets demonstrates our region's commitment to improve our economic productivity and quality of life.

Target: Improve access to vocational training and educational options throughout the region

As the region's labor market becomes more specialized and diverse through new information technology, health care and green collar jobs, the demand for higher levels of skill are needed. In the future global economy, the fastest-growing and best-paying jobs will require at least some college or specialized training. Unlike other regions that will have to transition from industrial economies, this region is fortunate to have an established professional, business and information economy. However, as the region transitions away from a reliance on the federal government, more specialized and high-tech jobs will be needed to fill the gap. Vocational education can also provide people with limited economic opportunities specialized skills to help advance their careers.

Over the coming decades the region will begin to tap this new demand for more specialized workforce through new vocational educational programs focusing on renewable energy, healthcare, food and nutrition, engineering, construction, and technology. Many of the area's community colleges are the primary institutions providing various levels of vocational training. They can provide better access to vocational training through existing schools and new locations serving to better link residents with job training.

"Our community colleges and academic institutions will have an increasing role to play in preparing area residents for the jobs created by technological advances and the green economy," said Tom Dernoga, Vice Chairman, Prince George's County Council

Target: Increase the rate of students graduating from high school to 90%

High-quality local public schools will continue to be a regional priority. Currently, educational inequities exist throughout the region where some of the Nation's best and worst performing schools are located only miles apart. The lowest graduation rate in the region is less than 70%, while the highest is over 97%. These inequities should be addressed through comprehensive investments in public education and neighborhoods. A focus on schools will link education policy with neighborhood investments, such as affordable housing, walkable streets, and safe neighborhoods to better serve existing residents.

Graduation rates should not be a singular focus of public schools, but should be more of a sign that a multitude of public education improvements have been made. Improvements such as well-qualified teachers, incentives that link parents and school, healthy and modern buildings, adequate funding, leadership and far-reaching curriculums. Public schools not currently meeting this target will continually reexamine their efforts and identify new resources that address impediments to increasing student graduation rates. Gains made in area public schools will improve the quality of life for new and existing residents.

Currently the lowest graduation rate in the region is less than 70%, while the highest is over 97%

Target: By 2020, the percent of population over age 25 with a Bachelor's degree is 45% or higher and 20% or higher with an advanced degree

Currently, the region boasts one of the largest concentrations of highly educated workers in the country with 32 percent of residents over age 25 with a Bachelor's degree and 15 percent of residents with a professional or advanced degree. Several counties in the region are commonly ranked as the most educated, having consistently high percentages of college graduates. The region's human capital is nearly unmatched across the country with abundant creative and knowledge-based occupations in areas of physical, social and life sciences, legal, architecture and engineering, arts, design and entertainment.

Now and in the future, retaining and attracting human capital will be an important component to diversifying our economy and spurring new innovation. To attract and retain the best and the brightest, the region will need to continue offering knowledge-based jobs and creative occupations while improving quality life by offering natural and cultural amenities attractive to residents. Pursuing a target to retain and attract a larger share of higher educated residents will make the regional economy more resilient and competitive in the global economy.

"Quality of life issues are important to recruiting and retaining the region's businesses and employees," said Jim Dinegar, President and CEO of the Greater Washington Board of Trade. "For example, it is inexplicable that some of the worst schools in the country are surrounded by some of the best schools in the country. That disparity often pits parts of the region against one another, hurting the region's overall competitiveness."

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

Prosperity: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Median Household Income

Unemployment Rate

Federal Procurement

Employment by Industry Sector

Percent of students going to college and graduating

Literacy Rate

Livability

Vibrant, safe and healthy neighborhoods

Goals

- Make the production, preservation, and distribution of affordable housing a priority throughout the region
- Healthy communities with greater access to quality health care and a focus on wellness and prevention
- Provide access and delivery of quality social services to all residents
- Safe communities for residents and visitors
- Partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the region and its residents

Twinbrook Station, Montgomery County, Maryland (JBG)

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

A More Livable Future Region

A renewed focus on affordable housing, healthy environments, and safe neighborhoods will shape a more livable National Capital Region for all area residents by mid century. Residents will have the resources to make responsible choices about where to live, and those choices will not be limited by unreasonable costs. The region's housing stock will offer more options to people looking for single-family residences, row houses, urban style condos, assisted living for those with disabilities, and student housing. Neighborhoods will be designed and revitalized with a new focus on safety and health. Residents will be able to walk, bike or take high-quality transit to access a variety of services such as health care, schools, and shops. The services will offer residents of varying ages programs tailored to their differing needs. A trip to the doctor will be manageable for working parents; whether it involves picking a child up from daycare, taking enough time off of work, accessing health clinics or receiving proper medicine for the child—all in the area in which residents live.

Nature, parks and opportunities for recreation will be accessible to all residents in every neighborhood. The region will be a tolerant place with unprecedented connections to the international community through the world's largest concentration of embassies, educational institutions and cultural events. Architecture and urban design will improve livability and accentuate historical and cultural uniqueness. Activity Centers will be safer for pedestrians, bicyclists and motorists through continued public outreach campaigns and law enforcement efforts. A coordinated plan will increase awareness and response to residents' safety concerns. Unexpected emergencies will not turn into life-altering situations, as public services will be efficiently and appropriately delivered. Residents will remain connected to their neighborhoods and the region at large. Local governments will find new approaches to engaging residents in local and regional decisions.

Target: Beginning in 2012, 15% of all new housing units should be affordable to low or moderate income households or a minimum of 10% of all units should be affordable

Creating housing to accommodate over two million additional residents is necessary; but maintaining the affordability of housing will be a priority. The Region continues to be among the most expensive areas in the country to live. Limited access to sound, affordable housing for low- and moderate-income families is a prevalent, cross-jurisdictional issue that the Region will continue to address in new and creative ways.

Providing affordable housing choices across the region will improve access to jobs and services while ensuring economic prosperity and competitiveness with other world cities. Achieving this target will contribute to maintaining an economically diverse workforce where all citizens can afford to live and work. Jurisdictions achieving this target will need to balance the creation and preservation of affordable housing while attempting to maintain the unique character of existing neighborhoods.

Jurisdictions are committed to look for new approaches to adjust or leverage the private market, through affordable housing provision strategies such as density bonuses, fee wavers, inclusionary zoning, and innovative financing programs. Jurisdictional efforts will also focus on rental housing and preserving the Region's existing affordable housing stock. Rezonings will also occur to continually expand housing choice and supply near jobs. Adoption of a successful regional affordable housing policy for households of all incomes coupled with the region's growing economy will continue to benefit existing residents and attract new residents from within the U.S. and abroad. The economic prosperity of our region depends on our collective actions in ensuring equitable housing opportunities at all income levels.

"Committing to more affordable housing choices region-wide will improve access to jobs and services and strengthen the economy," said Barbara Favola, Arlington County Board Chair. "It will also ensure the diversity and vitality of our neighborhoods, which helps build stronger communities."

Supply & Demand

The challenge today will be to reduce the gap between housing supply and housing demand that has limited housing choice and made homeownership out of reach for many households over the past decade. By 2050, the region will need to build between 800,000 and 1,000,000 new units to accommodate expected growth without diminishing our quality of life.

COG Department of Community Planning & Services

Target: The majority of the Healthy People Goals are met by greater than half of the region's population

Health can differ quite dramatically depending upon where one lives in the region. Health is also not simply a matter of genetics, personal behaviors, lifestyle choices, or medical care. It is determined by the conditions and characteristics of peoples' everyday lives: race and ethnicity, education and income, family history and early life experience, neighborhoods, and even the homes in which we live.

The Healthy People Goals 2010, developed by the U.S. Department of Health and Human Services, created ten goal categories to measure health and disease prevention. The overarching goal is to increase the quality and years of healthy life and eliminate health disparities. Currently, the region would meet less than half of the Healthy People 2010 goals, four out of the ten goal measures. The region just missed two goal categories, Lung Cancer and Motor Vehicle Deaths by a small margin.

Health data is normally tabulated based upon where the population sleeps and methods of collecting data limit a truly regional perspective. In reality, people "live" in more jurisdictions as they cross state and local borders for jobs and services. As a result no one jurisdiction entirely influences the health of a resident. The travel, health-related services, food and exercise opportunities, or lack of these factors, that residents encounter in their daily activities impact health at a multi-jurisdictional level. In addition, an increasing amount of research shows that a high degree of suburban sprawl is a contributor to chronic diseases such as asthma, diabetes, high blood pressure, arthritis, and obesity. Local governments are increasingly addressing public health through land-use tools and comprehensive plans that employ long-term strategies for healthy communities.

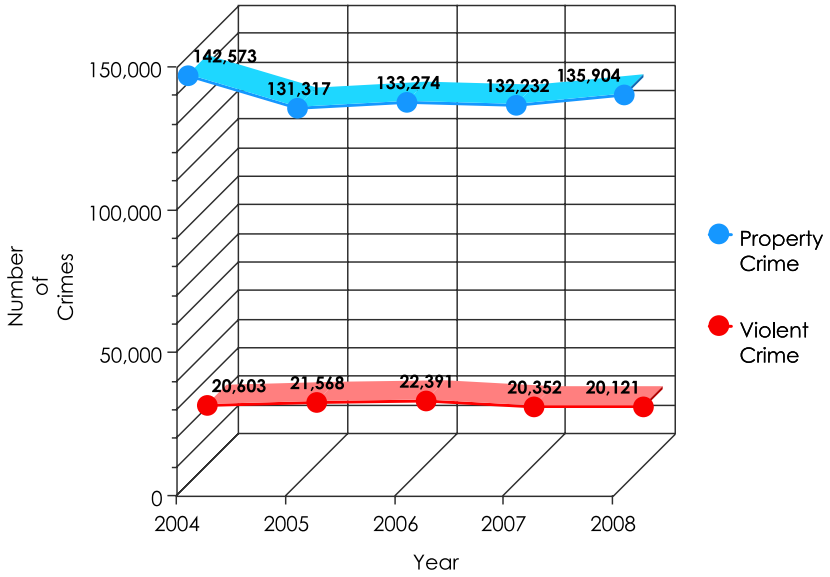
Healthy People 2010 Goal Measures	Regional Goal Achievement
Infant mortality	No
Breast cancer	No
Colon cancer	No
Lung cancer	No
Coronary disease	Yes
Stroke	Yes
Injury	Yes
Motor vehicle deaths	No
Homicide	Yes
Suicide	No

Community Health Status Indicators for Metropolitan Washington: 2009

Target: Reduce the number of violent and property crimes across the region

From 2004 to 2008, there was an overall decrease in violent crime; however, the number of property crimes has remained relatively flat. Specifically, the region has experienced an overall downward trend in homicides, rapes, aggravated assaults, and motor vehicle thefts. However, the number of reported burglaries and larcenies continue in an upward trend. While the overall decline in the number of serious violent crimes is promising, the lack of progress on fighting property crime remains challenging. In 2008, over 87 percent of all crimes reported in the region involved the loss of property. This has a substantially negative effect on area residents and business owners.

Crime Trends in Metropolitan Washington



COG Annual Report on Crime & Crime Control (2008)

Target: Residents can access real time crime data and timely emergency alerts through the internet or mobile applications

Crime is not isolated within or limited to specific jurisdictional boundaries and therefore, information-sharing among area law enforcement agencies will continue to serve a crucial role in the development of new strategies and initiatives needed to effectively reduce crimes of opportunity. Making use of real-time data and information-sharing technology, communities and business districts must partner with law enforcement agencies and amongst themselves to take an active role in crime prevention. Mobile resources for emergency information at the regional and local level, such as local government emergency alert services, will help people maintain awareness wherever they are at in the region.

"It's extremely valuable to include health and public safety in this conversation about a regional vision," said Montgomery County Councilmember George Leventhal. "We have to make progress eliminating regional disparities on these issues to benefit people of different needs and all backgrounds."

Target: Reduce the number of pedestrian and bicycle fatalities across the region

New investments in sidewalks, bike lanes and other improvements will encourage less reliance on the automobile. An increase in pedestrians and bicyclists will also require greater attention to traffic safety because they currently account for one fifth of the total traffic fatalities in the National Capital Region.

In recent years, elected officials, transportation planners, law enforcement officers and community activists have discussed ways to improve pedestrian and bicycle safety. They support continued and aggressive outreach messages, such as the Street Smart campaign. Street Smart uses creative radio advertising in English and Spanish to reach drivers, and targets pedestrians through outdoor and transit advertising. The campaign, which began as a once-a-year effort, has expanded with both spring and fall campaigns. The program is coordinated by the Transportation Planning Board, and is supported by federal funds made available through state governments, and funding from some area jurisdictions. Area leaders have also recommended better coordination on bus stop locations, consistent traffic laws across jurisdictional lines, traffic units dedicated to enforcing pedestrian safety laws, and more community policing.

Pedestrian and bicyclist fatalities account for one fifth of the total traffic fatalities in the region

Street Smart/TPB

Livability: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Percentage of late/no prenatal care

Obesity Rate

Count of Homeless People

Acres of park land per capita

Number of museums, theaters, and restaurants per capita

Number of historical sites

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Appendix A:
Table of Regional Goals and Targets

Appendix B:
Greater Washington 2050 Compact

Appendix A

Targets/Goals Table

This table illustrates how targets will help measure progress toward a principal goal as well as other interrelated goals. Targets are listed in the green column; goal categories (represented as icons) are in the orange columns.

	Targets	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
LAND USE	Beginning in 2012, capture 75% of the square footage of new commercial construction and 50% of new households in Regional Activity Centers	●	●	●	●					●
	Beginning in 2012, the region will maintain more than 450,000 acres of agriculture land in farms	●		●	●	●				
	By 2020, the housing and transportation costs in Regional Activity centers will not exceed 45 percent of area median income	●	●			●	●			
TRANSPORTATION	Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's plan	●	●	●	●	●	●	●		
	Increase the share of walk, bike, and transit trips	●	●	●	●	●	●	●		
	All Regional Activity Centers will have transit accessibility (bus or rail)	●	●	●	●	●	●			
	Reduce vehicle miles traveled (VMT) per capita	●	●	●	●	●				
ENVIRONMENTAL	By 2025, achieve 100% of Chesapeake Bay Water Quality Goals	●		●	●	●				
	By 2050, 50% of all (sentinel) watersheds will be in good or excellent condition	●	●	●	●					
	Reduce the number of days exceeding air quality standards below 2008 levels	●	●	●	●			●		
CLIMATE & ENERGY	By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels & by 2050, reduce regional greenhouse gas emissions by 80% below 2005 levels	●	●	●	●	●		●		
	By 2020, build and design all new residential and commercial buildings using sustainable design practices equivalent to LEED Silver Standards			●	●	●		●		

Targets

	Targets	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
ECONOMIC	Achieve an annual 3 to 4% increase in the number of new jobs					●			●	
ECONOMIC	Maintain 5 to 7% annual growth in Regional Gross Domestic Product for the National Capital Region	●				●				
ECONOMIC	Annual rate of growth in median wages will exceed the rate of inflation	●				●				
HOUSING	Beginning in 2012, 15% of all new housing units should be affordable to low or moderate income households, or a minimum of 10% of all units affordable	●	●			●	●			
HOUSING	Beginning in 2012, 80% of new affordable units will be located in regional activity centers	●	●	●	●	●	●			●
HEALTH	The majority of the Healthy People Goals are met by greater than half of the region's population					●	●	●		
EDUCATION	Increase the rate of students graduating from high school to 90%					●			●	
EDUCATION	Improve access to vocational training and educational options throughout the region					●			●	
EDUCATION	By 2020, the percent of population over 25 with a Bachelor's degree is 45% or higher and with a professional or advanced degree is 20%					●			●	
PUBLIC SAFETY	Reduce the number of violent and property crimes across the region					●				●
PUBLIC SAFETY	Residents can access real time crime data and timely emergency alerts through the internet or mobile applications									●
PUBLIC SAFETY	Reduce pedestrian and bicycle fatalities across the region	●	●	●	●					●

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Appendix B

Greater Washington 2050 Compact

The Compact is the first agreement on a comprehensive vision for the National Capital Region and will serve as a guide to help regional leaders make decisions and create a framework for future policy.

GREATER WASHINGTON 2050 COMPACT:
Achieving a Vision for the National Capital Region
In the Middle Twenty-first Century

The Greater Washington 2050 Compact sets forth a common vision for the National Capital Region at mid-century and the goals that define that vision.

It demonstrates endorsement and support of these goals by the Region's local governments, by major business organizations, and by a number of the Region's civic organizations, through separate, optional, and voluntary Agreements.

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These Agreements set forth broad strategies that local governments and other regional stakeholders may utilize in furtherance of their commitment to the improvement of the National Capital Region.

These Agreements will be used as a guiding tool to make public decisions and set priorities, positioning the region to remain competitive and capitalize on future opportunities.

These Agreements will establish where possible quantitative targets to meet our goals and create a process to measure success.

JURISDICTIONAL COMMITMENT
A Political Agreement among Local Governments to Implement the Greater Washington 2050 Compact

WE, the Counties and Municipalities of the National Capital Region, comprise a region endowed with a strong economy, a highly-educated workforce, vigorous institutions, and natural resources and parks that enhance the quality of life of our residents.

We are at a moment in history, however, when we face major challenges, both in preserving what is best about our region and in continuing its growth. We must address the causes and effects of climate change while we improve transportation, renew our infrastructure, expand the supply of reasonably-priced housing, and ensure that the benefits of our prosperity reach all of our residents.

We see these challenges as an opportunity for leadership – in the public, business, and civic sectors of our communities.

We intend that the National Capital Region continue to be an exceptional place to work, play and learn; a welcoming place for a skilled workforce to live, raise families, and enjoy successful careers; and an ideal place to start, run or expand a small or a large business.

WE, the Counties and Municipalities of the National Capital Region, share a vision supported by our local comprehensive plans of sustainable communities and shared prosperity.

GOALS FOR THE NATIONAL CAPITAL REGION

After input from government officials, business executives, civic leaders, and the public at large, and consideration of the recommendations of its participating jurisdictions, the Metropolitan Washington Council of Governments adopted a concise series of goals that define a common vision for the Region in 2050.

They delineate the ongoing nature and purposes of governmental decisions over the next four decades necessary to achieve our common vision. They are supported by broad strategies available to local governments and a set targets and indicators to measure progress in years ahead. The goals are reflected in the comprehensive plans of our Region's jurisdictions and in current and historic policy documents of regional organizations that have studied challenges and possible solutions. These goals have also been identified and prioritized in surveys and community recommendations addressing our Region's needs.

PHYSICAL DEVELOPMENT GOALS

We seek effective coordination of land use and transportation planning resulting in an integration of land use, transportation, environmental, and energy decisions.

The National Capital Region's Land Use Goals

- We seek the enhancement of established neighborhoods of differing densities with compact, walkable infill development and preservation of open space, farmland and environmental resource land in rural areas.
- We seek transit-oriented and mixed-use communities emerging in regional activity centers that will capture new employment and household growth.

The National Capital Region's Transportation Goals

- We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.
- We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.

The National Capital Region's Environmental Goals

- We seek to maximize protection and enhancement of the Region's environmental resources by meeting and exceeding standards for our air, water, and land.
- We seek preservation and enhancement of our Region's open space, green space, and wildlife preserves.

The National Capital Region's Climate and Energy Goals

- We seek a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector.
- We seek efficient public and private use of energy Region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation.

SOCIAL & ECONOMIC DEVELOPMENT GOALS

We seek a vibrant economy, supporting quality health, education, and social services, and a stock of varied housing opportunities, distributed equitably throughout our Region.

The National Capital Region's Economic Goals

- We seek a diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development.
- We seek to enhance the economic prosperity of each jurisdiction and the Region as a whole through balanced growth and access to high-quality jobs for everyone.
- We seek to fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital.

The National Capital Region's Housing Goals

- We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.
- We seek to make the production, preservation, and distribution of affordable housing a priority throughout the Region.

The National Capital Region's Health and Human Services Goals

- We seek healthy communities with greater access to quality health care and a focus on wellness and prevention.
- We seek to provide access and delivery of quality social services to all residents.

The National Capital Region's Education Goals

- We seek to provide greater access to the best education at all levels, from pre-kindergarten to graduate school.
- We seek to make our Region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration.

The National Capital Region's Public Safety Goals

- We seek safe communities for residents and visitors.
- We seek partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the Region and its residents.

These individual goals cannot be viewed in isolation. Actions designed to implement one goal will have impacts on others – sometimes positive; occasionally negative. Under certain circumstances, success of one particular goal will require addressing other goals as prerequisites or even necessary components. We acknowledge that to fully realize the promise of the Compact, we will need to consider the interrelated impacts of our actions and decisions on all the goals and on their relationships.

We, the Counties and Municipalities of the National Capital Region, hereby adopt the Greater Washington 2050 Compact, and endorse the goals therein as policies governing our public actions and decisions.

LOCAL GOVERNMENT STRATEGIES FOR IMPLEMENTATION

The Greater Washington 2050 Compact Goals are supported by broad strategies, which in turn can be implemented by our local governments. The success of our actions implementing many of these strategies can be determined by specific indicators, some narrative and subjective, others numerical and objective. Periodic review of these indicators will validate regional actions taken or will focus public attention on goals yet to be reached.

We, the Counties and Municipalities of the National Capital Region, acknowledge that the strategies available to each are governed by its organic authority. Whether found in state constitutional provisions, state or federal statute, charter, or local ordinances or policies, jurisdictional powers are both authorized or constrained by law. As a result, not all strategies are equally available to all the Region's local governments and, even where equally available, may not present equally effective means to reach a goal.

Local government powers to affect its community and its region fall within four categories. Each of these presents opportunities to develop or enhance a goal or a combination of goals.

- **Regulatory.** By exercise of the general police power, our jurisdictions can regulate the control of private conduct or activity. Examples include planning, zoning, subdivision, building codes, environmental restrictions. Use of such power can both deter and incentivize.
- **Executive**. Our jurisdictions are themselves operating entities. They own property, construct and locate facilities, direct the conduct of their employees. Executive action or inaction can result in permanent changes to the community landscape. Examples include the timing, location, and size of public buildings and infrastructure.
- **Fiscal.** By the expenditure of public funds, both operating and capital, our jurisdictions establish priorities and set the agenda for community growth and activities. By use of the taxing power, they can encourage or discourage private activity in manners which enhance community goals. Public choices among fees and ad valorem taxes retard or spur private decisions.
- **Education.** Our jurisdictions educate the public by specific informational programs, by example, and by the "bully pulpit." Public attitudes and often individual and institutional actions can be changed by conscious programs of public education.

The powers may often be used in conjunction in developing and implementing a strategy designed to reach one or more goals of the Compact. Our jurisdictions can individually and jointly utilize their various authorities in support of these regional strategies.

To determine whether utilized strategies are effective – and whether the Region is moving in the right direction to meet the goals – we will periodically review our progress by analyzing certain indicators. These indicators will measure progress towards our Regional pledge. By comparing such measurements against a baseline or against specific targets we can determine the success in furthering our goals and common vision.

FEDERAL AND STATE SUPPORT

To realize the goals of the Greater Washington 2050 Compact, it is vital that its development and implementation fully engage the District of Columbia, the State of Maryland and the Commonwealth of Virginia in both their legislative and executive branches. Many of the goals of the Compact are only realizable because of state legislative actions that are already accomplished or may be enacted in the future. Also, many of these goals are continuously being further acted upon through ongoing activities of the executive branches of the District of Columbia, and the Maryland and Virginia state government. It is in this spirit that we solicit the participation of these governments in this Compact, now and in the future.

We also solicit the involvement of the federal government, and in fact, already have such involvement through the active participation of the National Capital Planning Commission. There is no doubt that the federal government has always and will always provide the major growth engine for the National Capital Region. It may do so through a growth in direct federal employment in the future, or as in the past 25 years, primarily through the very substantial growth of federal contracts and contract workers, or through some combination of the same in the years ahead. Regardless of the configuration of this growth, we seek the involvement of the federal government in the implementation of this compact, be it through the National Capital Planning Commission, the Executive Office of the President, or federal departments and agencies.

*I*NVITATION TO OTHER JURISDICTIONS

Political jurisdictions within the National Capital Region, but not parties to the Greater Washington 2050 Compact, are invited to study and consider these Goals and commitments, and to become Parties to the Compact. Political jurisdictions outside the National Capital Region, but which share a boundary or major infrastructure element, and who's environmental, financial, and demographic futures are intertwined with the Region are also invited to become Parties to the Compact.

OBLIGATIONS OF THE PARTIES

The jurisdictions that execute this Compact endorse the goals herein. Our public officials will strive to realize our common vision for the Region. While we agree to the Compact goals, the methods available of ensuring the vision they espouse may differ from jurisdiction to jurisdiction based upon statutory law, history of development, demographics, and economic capability. We will consider the Compact's goals and, where consistent with our authorities and capabilities, will utilize them to guide our public decisions. We pledge to use our best efforts within our own legal, political, and financial structure to advance with the Compact.

We, the Counties and Municipalities of the National Capital Region, commit to this Compact not because its actions are currently required, or may well become required by any future regulatory mandate but because they will enhance our region's quality of life, be good for every resident, and be good for businesses and employers. We make this commitment because business as usual on our part will not be enough to achieve these goals.

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Greater Washington 2050 Coalition Membership

Sharon Bulova (Chair), Fairfax County Board of Supervisors

Marcel Acosta, National Capital Planning Commission
Chuck Bean, Nonprofit Roundtable of Greater Washington
Sam Black, Washington Smart Growth Alliance
Nat Bottigheimer, Washington Metropolitan Area Transit Authority
David Bowers, Enterprise Community Partners
William Bronrott, Maryland General Assembly
David Costello, Maryland Department of Planning
Brian Cullen, Urban Land Institute, Washington District Council
Judith Davis, Mayor, City of Greenbelt
Tom Dernoga, Prince George's County Council
Al Dobbins, M-NCPPC, Prince George's County Planning Dept.
Jim Dinegar, Greater Washington Board of Trade
Don Edwards, Washington Regional Equity Network
Barbara Favola, Arlington County Board
Nancy Floreen, Montgomery County Council
Terri Freeman, The Community Foundation for the National Capital Region
Kate Hanley, Secretary of the Commonwealth of Virginia
Tom Harrington, Washington Metropolitan Area Transit Authority
Catherine Hudgins, Fairfax County Board of Supervisors
Alan Imhoff, City of Frederick
Uwe Kirste, Prince William County
William Lecos, Lecos & Associates
George Leventhal, Montgomery County Council
Amy Liu, Brookings Institution
Martin Nohe, Prince William County Board of Supervisors
Jeffrey Parnes, Fairfax County Federation of Citizens Associations
Kristin Pauly, Prince Charitable Trusts
Lee Quill, Cunningham + Quill Architects
Rick Rybeck, District Department of Transportation
Lee Schoenecker, American Planning Association
Stewart Schwartz, Coalition for Smarter Growth
Harriet Tregoning, District of Columbia Office of Planning
George Vradenburg, The Vradenburg Foundation

Greater Washington 2050

COG's Vision for the National Capital Region in the Twenty-First Century

www.greaterwashington2050.org

Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300, Washington, DC 20002
www.mwcog.org

printed on recycled paper

	2009-2012 Regional Climate Action Workplan			Target Date for Completion													
	* * *COMMITTEE REVIEW DRAFT DO NOT CITE OR QUOTE * * *			2009	2010				2011				2012				
	Recommendations	Performance Measures	Responsible Parties	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Emission Impact
	Yellow	Existing Measure															
	Orange	Proposed Deletion															
	Blue	Proposed Addition or Revision															
	Purple	Added based on staff/member recommendations after ad-hoc workgroup meeting.															
ROW ID	**I. Regional Greenhouse Gas Reduction Goals/Plans**																
1	1. 2012: Reduce Emissions to 2005 Levels																
2		*a) Reduce emissions of greenhouse gases in the region to 2005 levels by 2012.*	Local Governments, COG, Community (Business and Individuals)													X	Yes
3		*b) CEEPC identifies work program priorities for the year.*	CEEPC		X				X				X				
4		*b) COG prepares progress report with annual updates on meeting the 2012 goal.*	COG			X				X				X			
5		*c) 100% of jurisdictions prepare government and community wide greenhouse gas inventories.*	Local Governments								X						
6		*d) 100% of jurisdictions prepare plan to reduce greenhouse gas emissions from government operations, including adopting a reduction target.*	Local Governments										X				Yes
7		*e) 50% of jurisdictions prepare community-wide plans to reduce greenhouse gas emissions.*	Local Governments										X				Yes
8		*c) 50% of jurisdictions prepare government and community wide greenhouse gas inventories.*	Local Governments				X										
9		*d) 100% of jurisdictions prepare government and community wide greenhouse gas inventories.*	Local Governments								X						
10		*e) 50% of jurisdictions prepare plan to reduce greenhouse gas emissions from government operations, including adopting a reduction target.*	Local Governments									X					Yes
11		*f) 100% of jurisdictions prepare plan to reduce greenhouse gas emissions from government operations, including adopting a reduction target.*	Local Governments													X	Yes
12		*g) 50% of jurisdictions prepare community-wide plans to reduce greenhouse gas emissions.*	Local Governments									X					
13		*h) 100% of jurisdictions prepare community-wide plans to reduce greenhouse gas emissions.*	Local Governments													X	Yes
14	2. 2020: Reduce 20% below 2005																
15		*a) COG prepares plan to meet 2020 Goal.*	COG													X	Yes
16	3. 2050: Reduce 80% below 2005																
17	**II. Energy**																
18	**Local/Regional Strategies for Government and Business**																
19	A. Improve Energy Efficiency in Buildings																
20	1. Implement COG Green Building Policy																
21		*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.*	Local Governments, IGBG, USGBC						X								Yes
22		*a) 100% of jurisdictions adopt and implement COG Green Building Policy for achievement of goal that all new public-sector buildings achieve at least LEED Silver levels and all private-sector commercial buildings meet a regional LEED-certified plus standard or equivalent.*	Local Governments, IGBG, USGBC						X								Yes
23		*b) Intergovernmental Green Building Group (IGBG) proposes COG Green Building Policy Recommendations for schools and residential buildings.*	IGBG			X				X							
24	2. Set energy performance goals for govt buildings, new and existing																
25		*a) 80% of jurisdictions benchmark energy performance in all government buildings.*	Local Governments											X			
26		*b) 60% of jurisdictions disclose energy performance in all government buildings.*	Local Governments											X			
27	3. Identify best practices to reduce local govt energy use by 15% by 2012																
28		*a) 100% of jurisdictions reduce energy use by 10% below business-as-usual by 2012.*	Local Governments													X	Yes
29		*b) 100% of jurisdictions submit data to COG regarding energy efficiency program implementation.*	Local Governments, COG		X				X				X				

	2009-2012 Regional Climate Action Workplan		Target Date for Completion													
	* * *COMMITTEE REVIEW DRAFT DO NOT CITE OR QUOTE * * *		2009	2010				2011				2012				
	Recommendations / Performance Measures	Responsible Parties	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Emission Impact
30	4. Develop incentives for retrofitting existing buildings, commercial and residential															
31	*a) 60% of jurisdictions have programs in place to support home energy retrofits, such as financing incentives, grants, or technical assistance.*	Local Governments, State Energy Offices, Weatherization Programs, Maryland Clean Energy Center, COG										X				Yes
32	*b) All three states standardize training and certification of auditors and contractors, facilitating reciprocity across the region.*	State Energy Offices, Weatherization Programs, Community Colleges. Building Performance Institute, RESNET			X											
33	*c) 35% of jurisdictions develop and implement Home Energy Loan Programs.*	Local Governments, COG, Maryland Clean Energy Center, State Energy Offices, Private Sector										X				Yes
34	*d) COG prepares a feasibility study on a regional financing option to support Home Energy Loan Program.*	COG				X										
35	*e) 10,000 residential units retrofitted annually to achieve a 5-10 percent energy saving.*	Community					X				X				X	Yes
36	*f) 500-1000 residential units retrofitted annually to achieve a 10-30 percent energy saving.*	Community					X				X				X	Yes
37	*g) 50% of jurisdictions have commercial building energy usage benchmarking requirements.*	Local Governments													X	
38	*h) 250 buildings retrofitted annually to achieve a 5-10 percent energy savings.*	Community					X				X				X	Yes
39	*i) 100 buildings retrofitted annually to achieve a 10-30 percent energy savings.*	Community					X				X				X	Yes
40	5. Develop affordable energy efficiency programs for homeowners and businesses															
41	6. Promote use of energy efficient appliances															
42	*a) 30% of jurisdictions implement incentive programs to encourage purchase of new energy efficient appliances.*	State or Local Governments, Utilities								X						Yes
43	7. Revise state and local building codes to promote energy efficiency															
	a) IGBG evaluates and develops recommendations for enhancements to building codes for energy efficiency.	IGBG, Local Govts								X						
44	8. Develop green affordable housing policies/programs															
	a) IGBG evaluates and develops recommendations for development of green affordable housing policies/programs.	IGBG, Local Govts								X						
45	9. Identify best practices for improving efficiency for public and private buildings															
46	*a) 3 regional pilots implemented for LEED-EB Operations and Maintenance.*	Local Governments, Private Sector												X		Yes
47	B. Reduce Demand for Energy															
48	1. Partner with electric, gas and water utilities on regional energy conservation															
49	*a) 30% of jurisdictions partner with utilities to implement smart grid technology.*	State or Local Governments, Utilities					X									Yes
50	*b) COG partners with utilities and government to track home energy retrofits and smart grid implementation.*	COG, State and Local Government, Utilities					X				X				X	
51	2. Expand recycling programs															
52	*a) Region increases diversion rate from 30 to 40%.*	Local Governments, Residents, Businesses												X		Yes
53	3. Reduce energy use at area water and wastewater treatment plants and landfills															

	2009-2012 Regional Climate Action Workplan		Target Date for Completion													
	* * *COMMITTEE REVIEW DRAFT DO NOT CITE OR QUOTE * * *		2009	2010				2011				2012				
	Recommendations Performance Measures	Responsible Parties	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Emission Impact
54	4. Promote energy efficient streetlights across the region															
55	*a) 60% of jurisdictions implement a program to replace older street lights with new more efficient technology.*	Local Governments, COG, Clinton Climate Foundation, Utilities, Vendors											X			Yes
56	5. Promote regional energy performance contracting and expand through cooperative purchasing															
57	*b) 50% of jurisdictions have experience with energy performance contracting.*	Local Governments, ESCOs											X			Yes
58	6. Explore opportunities to remove the disincentive for utilities to invest in energy conservation															
59	C. Promote Clean Energy Sources															
60	1. Adopt a goal of 20 percent renewable energy purchase by local governments by 2015															
61	*a) 100% of jurisdictions purchase or consume 10 percent renewable energy by 2012.*	Local Governments, Power Purchase Groups, COG, Utilities, Green Power Providers										X				Yes
62	*b) 75% of local governments install renewable energy system on government buildings.*	Local Governments, Green Power Companies								X						Yes
63	*c) 50% of jurisdictions assist or incentivize consumer purchase of renewable energy, such as Clean Energy Rewards Program.*	Local Governments										X				
64	*d) 25% of consumers purchase renewable energy.*	Consumers, Utilities, Green Power Providers													X	Yes
65	2. Evaluate regional cooperative purchase to meet the 20% renewable purchase goal															
66	3. Examine options for removing non-financial barriers to implementing renewable energy, e.g., solar panels															
67	*a) 75% of jurisdictions prepare plans, employ incentives, and implement government projects to increase deployment of renewable energy technology.*	Local Governments										X				Yes
68	*b) All state and local jurisdictions remove barriers to implementing renewable energy by the private sector, e.g., solar panels.*	Federal, State, and Local Government													X	
69	*c) 1000 residential, commercial, or govt buildings have renewable energy systems installed.*	Federal, State, and Local Government, Private Sector					X									Yes
70	*d) 5000 residential, commercial, or govt buildings have renewable energy systems installed.*	Federal, State, and Local Government, Private Sector									X					Yes
71	*e) 10000 residential, commercial, or govt buildings have renewable energy systems installed.*	Federal, State, and Local Government, Private Sector													X	Yes
72	4. Explore the possibility of implementing a community energy planning process in the region															
73	*a) Northern Virginia Regional Commission completes pilot community energy planning process in Northern Virginia.*	NVRC, Local Government					X									
74	5. Develop a regional inventory of renewable energy capacity and production, including solar, geothermal, district heating/cooling, wind, and biofuels															
75	D. Reduce Non-CO_2 Greenhouse Gas Emissions															
76	1. Best practices to reduce methane and biosolids from wastewater treatment facilities															
77	*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.*	Wastewater Utilities, Water Resources Technical Committee										X				Yes
78	2. Adopt industry standard protocols to quantify greenhouse gas emissions and reductions for water and wastewater utilities															

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	Recommendations / Performance Measures	Responsible Parties	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Emission Impact
79	**III. Transportation and Land Use**															
80	**1. TPB Work Program Activities**															
81	1. Prepare greenhouse gas emission inventories															
82	*a) TPB prepares regional greenhouse gas inventories and forecasts for all milestone years.*	TPB			X											
83	2. Evaluate greenhouse gas emission reduction measures															
84	*a) Perform cost effectiveness and cost-benefit analysis of greenhouse gas emission reduction measures, e.g., VMT reduction from travel demand management, systems operations improvements such as signal optimization and MATOC, and freight operations.*	TPB			X											
85	3. Identify emission reduction strategies															
86	*a) TPB identifies cost effective strategies for implementation*	TPB			X											
87	4. Conduct Metropolitan Planning Process															
88	*a) TPB conducts continuing regional metropolitan planning processes 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											
89	**2. Local and Regional Strategies for Government and Business**															
90	A. Increase Fuel Efficiency and Use of Clean Fuel Vehicles															
91	1. Promote clean fuel vehicles (cars, trucks, buses)															
92	2. Adopt regional green fleet policy															
93	*a) COG adopts green fleet policy that includes accelerated implementation of federal CAFE Standards/GHG emission standards for local government fleets.*	COG					X									
94	*b) 30% of jurisdictions implement the COG green fleet policy.*	Local Governments													X	Yes
95	3. Promote use of clean fuels															
96	*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
97	B. Travel Efficiency															
98	1. Adopt VMT/Capita reduction goals															
99	*a) 60-70% of jurisdictions implement programs that reduce VMT per capita.*	Local Governments, Private Sector										X				Yes
100	2. Invest more in transit															
101	3. Expand transit use (incentives, exclusive transit lanes)															
102	*a) 100% of transit agencies examine options to promote the increased use of existing transit capacity.*	Transit Agencies								X						
103	4. Expand transit infrastructure															

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104	5. Expand commuter options (car sharing, financial incentives)															
105	*a) 80% of jurisdictions implement programs to expand commuter options (telework, car sharing, bicycle/pedestrian, financial incentives).*	Local Govts						X								Yes
106	6. Promote transit-oriented development															
107	*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
108	*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				Yes
109	7. Examine parking policies to reduce VMT															
110	*a) 60-70% of jurisdictions implement parking policies that reduce VMT.*	Local Governments											X			Yes
111	8. Adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion															
112	*a) 60% of jurisdictions adopt best practices for traffic engineering improvements and road management to reduce greenhouse gases.*	Local Governments, DOTs, TPB								X						Yes
113	9. Implement the Metropolitan Area Transportation Operations Coordination (MATOC) Program	Now reflected in III.1.2														
114	10. Enforce existing idling regulations															
115	*a) 60% of jurisdictions conduct enhanced enforcement of idling regulations.*	Local Governments			X											Yes
116	11. Explore opportunities to reduce emissions from the aviation sector															
117	*a) Adopt and implement plans to reduce emissions from the aviation sector.*	MWAA, COG, Federal, State, and Local Government					X									Yes
118	12. Explore opportunities to reduce emissions from the freight sector															
119	*a) TPB adopts goals to reduce emissions from the freight sector, including considerations of shifting freight from trucks to rail.*	Now reflected in III.1.2														
120	D. Land Use															
121	1. Develop plan to meet goal of increased tree canopy															
122	*a) Local governments prepare plans to meet goal of increased tree canopy.*	COG, Local Governments, USFS, State Forestry Offices, Private Landowners							X							Yes
123	*b) COG and local governments prepare regional plan to meet goal of increased tree canopy.*	COG, Local Governments, USFS, State Forestry Offices, Private Landowners										X				Yes
124	2. Evaluate Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) standards for new development															
125	*a) IGBG and MDPC evaluate and propose approach to implementing LEED-ND.*	IGBG, MDPC					X									
126	3. Carefully plan the location and design of new, infill, and redevelopment projects															

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	Recommendations Performance Measures	Responsible Parties	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Emission Impact
127	4. Integrate GHG analyses into comprehensive planning, new projects															
128	*a) COG develops tool to assist local governments include greenhouse gas analysis in local planning.*	COG				X										
129	*b) 50% of jurisdictions integrate greenhouse gas analyses into comprehensive planning .*	Local Governments							X							
130	E. Regional Metropolitan Planning Process	Now reflected in III.1.4														
131	1. Develop regional metropolitan planning process for greenhouse gases	Now reflected in III.1.4														
132	*a) TPB develops a regional metropolitan planning process for greenhouse gases modeled after the current process for transportation and air quality planning.*	Now reflected in III.1.4														
133	2. Make greenhouse gas reduction a stated goal of regional transportation planning activities	Now reflected in III.1.4														
134	3. Consult with other regions around the country to broadly evaluate options for regional approaches to greenhou	Now reflected in III.1.4														
135	**IV. Adaptation**															
136	**Local/Regional Strategies for Government and Business**															
137	1. Analyze impacts and risks to region's transportation infrastructure, buildings and populations in low-lying areas															
138	*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									
139	2. Research best practices to prepare for effect of climate change															
140	*a) Prioritize stakeholder concerns and document regional adaption options.*	COG, Universities, Private Sector, State and Federal Government					X									
141	3. Partner with universities and private sector to research climate change and adaptation strategies															
142	*a) Conduct literature review to determine lessons learned from other regions.*	COG, Universities, Private Sector, State and Federal Government				X										
143	4. Develop regional adaptation policies															
144	*a) Develop draft regional adaptation strategy.*	COG, Universities, Private Sector, State and Federal Government											X			
145	5. Conduct Adaptation Workshops															
146	*a) COG holds general and sector-specific adaptation workshops.*	COG, Universities, Private Sector, State and Federal Government	X		X											

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147	**V. Economic Development**															
148	1. Promote green business & green jobs															
149	*a) 50% of jurisdictions implement programs to promote clean energy industries.*	Local Governments				X										
150	2. Promote eco-business zones															
151	*a) One regional pilot project promoting a renewable energy park.*	Federal, State, and Local Government, Private Sector											X			Yes
152	3. Promote cooperative green purchasing															
153	*a) 60% of jurisdictions adopt green purchasing policies.*	Local Governments, COG							X							
154	*b) 30% of jurisdictions participate in a regional/subregional cooperative green purchasing program.*	Local Governments, COG										X				
155	4. Expand local food production options						X				X				X	
156	5. Expand local vendors and suppliers						X				X				X	
157	6. Regional green jobs analysis															
158	*a) COG expands DC Green Jobs Analysis to the Region.*	COG							X							
159	**VI. Financing Mechanisms**															
160	1. Evaluate financing mechanisms for energy efficiency projects (energy fee, tax, other)															
161	*a) COG collaborates with jurisdictions to develop feasibility study and recommendations for innovative financing programs for energy efficiency for single and multifamily homes.*	COG, Local Governments				X										
162	2. Establish a clean energy fund															
163	*a) COG collaborates with the Greater Washington Board of Trade Carbon Cut Program and area jurisdictions to develop feasibility study and recommendations for establishing a regional clean energy fund.*	COG, Local Governments, Board of Trade				X										
164	3. Participate in cap and trade program revenues															
165	4. Develop a regional carbon offset fund for preserving tree canopy															
166	*a) COG collaborates with the Greater Washington Board of Trade Carbon Cut Initiative.*	COG, Local Governments, Board of Trade		X												Yes
167	5. Secure addtl financing for public transit															
168	*a) COG Submits grant request for federal funding of Bus Rapid Transit.*	COG, Local Governments, Transit Agencies	✓													
169	6. Establish funding for building retrofits															
170	*a) One jurisdiction establishes home energy loan program or other innovative municipal financing program for building retrofits.*	COG, Local Governments			X											Yes

	2009-2012 Regional Climate Action Workplan		Target Date for Completion													
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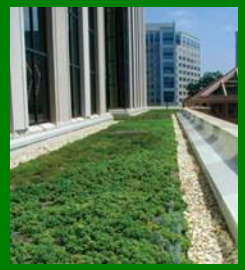
171	**VII. Regional Outreach & Education**															
172	1. Implement a regional public education campaign															
173	*a) Identify targets for outreach campaign, implement regional survey to assess awareness.*	COG, Universities, Local Governments, Utilities, State Energy Offices			X											
174	*b) Region develops and implements targeted public education campaigns, including development of press packs and social marketing campaign materials.*	COG, Universities, Local Governments, Utilities, State Energy Offices	X				X									Yes
175	2. Develop partnerships with private sector and other organizations															
176	*a) Develop partnerships and coordinate with others to fund a regional public education campaign.*	COG, Universities, Local Governments, Utilities, State Energy Offices	X			X										Yes
177	3. Support COG member outreach efforts															
178	*a) 35% of jurisdictions develop energy challenge/pledge programs (community, citizens) and/or encourage energy leaders programs.*	Local Governments, Private Sector						X								Yes
179	*b) 35% of jurisdictions develop green business challenges (businesses, employees).*	Local Governments, Private Sector						X								Yes
180	**VIII. COG Climate Change Program**															
181	1. Establish COG Climate and Energy Policy Committee	COG	✓													
182	2. Develop work program priorities, schedule, staffing plan, budget	COG, Local Govts	X													
183	3. Prepare Plan to reach 2012 and 2020 goals	COG, Local Govts	X												X	Yes
184	4. Evaluate cost effectiveness of measures	COG					X									
185	5. Design outreach and education program	COG, State and Local Governments, Utilities, Area Universities					X									
186	6. Track initiatives and develop advocacy positions															
187	*a) Establish legislative and regulatory affairs subcommittee.*	CEEPC, COG	✓													
188	7. Develop system for tracking progress toward GHG goals and periodically review targets	COG, Local Govts				X										
189	8. Develop a regional standardized analytical methodology for use by individual local governments in developing their greenhouse gas emission inventories															
190	a) COG holds workshops with national organizations on greenhouse gas emission protocols.	COG, Local Govts, ICLEI, EPA, WRI, The Climate Registry	✓		X											
191	9. Prepare annual progress report to COG Board of Directors on implementation progress	COG					X				X				X	



2009 - 2012 Climate Action Work Plan

Presentation to CEEPC
November 18, 2009

Stuart A. Freudberg
Director, Dept. of Environmental Programs
Metropolitan Washington Council of Governments

Metropolitan Washington Council of Governments

Process to Develop Work Plan

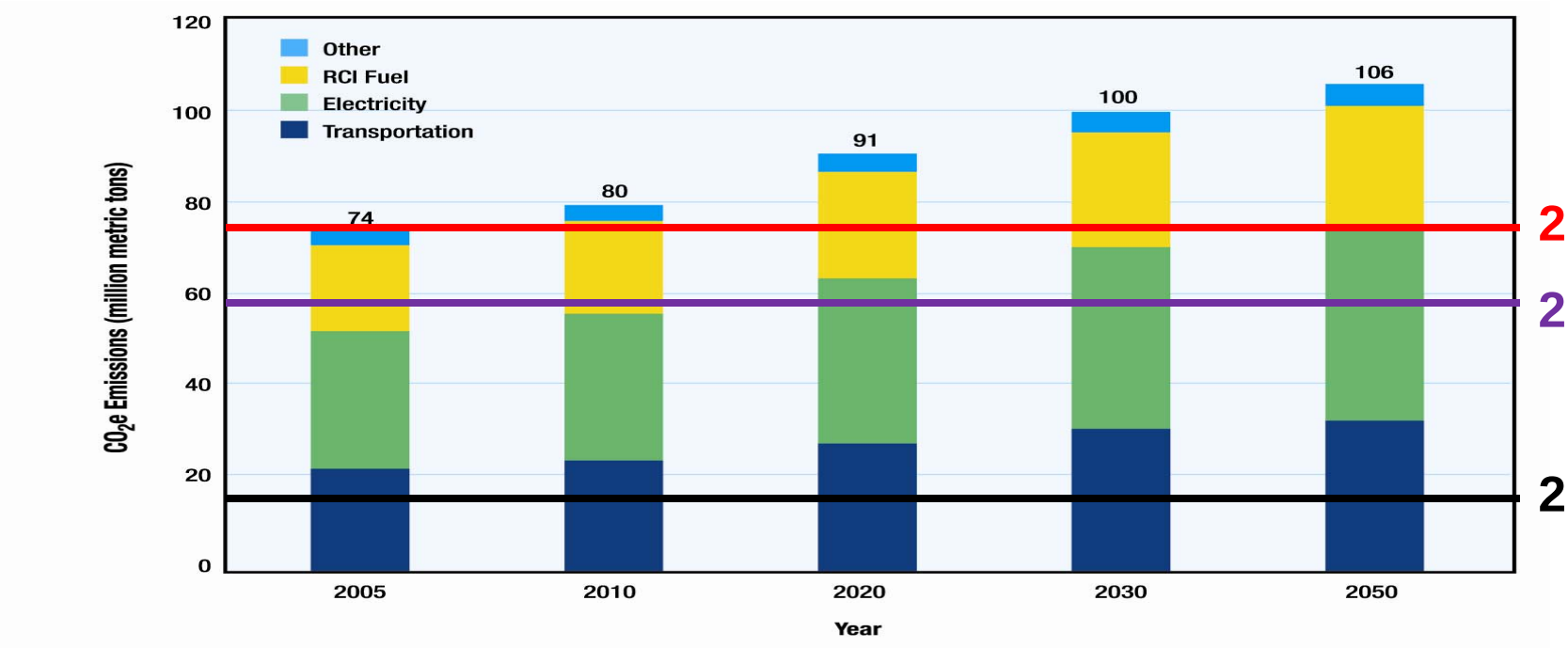
- ✓ Starting Point -- COG Climate Change Report Recommendations (Table ES-1)
- ✓ Added Performance Measures, Target Date for Completion, Responsible Parties
- ✓ Member Feedback on September 23
  - ➢ More Involvement Across the Region
  - ➢ Expedited Targets
- ✓ Ad-Hoc Workgroup Formed (met twice since September)
- ✓ Revised Matrix identifies recommended additions and deletions

Adopted Regional Greenhouse Gas Reduction Goals

2012: Return to 2005 Levels

2020: 20% Below 2005

2050: 80% Below 2005



COG Climate Change Report Recommendations

Regional Planning

Energy

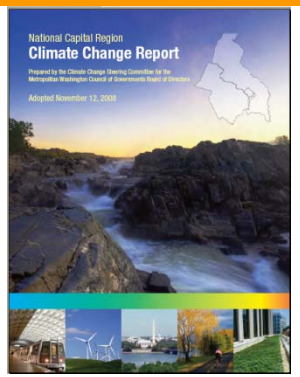
Transportation

Land Use

Adaptation

Outreach and Education

Financing and Economic Development



COG 2012 Climate/Energy Action Plan Proposed Regional Actions

Regional Planning

- 2012: Reduce Regional Emissions to 2005 Levels
- COG Prepares Annual Progress Report
- COG Prepares Plan for 2020 (Reduce Regional Emissions to 20% Below 2005 Levels)

Energy

- COG Adopts Green Building Policy for Schools and Residential Buildings
- Regional Recycling (Diversion) Rate increases from 30% to 40%.
- Install 10,000 renewable energy systems on residential, commercial or government buildings.
- COG adopts recommendations on energy efficient building codes.
- 10,000 homes retrofitted/yr to achieve 5-10% energy savings; up to 1,000 save 30%.
- 250 commercial/govt. buildings retrofitted/yr to achieve 5-10% saving; up to 100 save 30%.

Transportation

- COG/TPB Adopts Regional Green Fleet Policy
- COG/TPB Adopts Cost-Effective Measures to Reduce GHG emissions
- Evaluate options to promote increased use of existing transit capacity and commuter options.
- COG/MWAA prepares plan for reducing GHG emissions from aviation sector.

COG 2012 Climate/Energy Action Plan Proposed Regional Actions…

Land Use

- Transit-oriented development established as the region's preferred growth strategy
- COG evaluates applicability of LEED Standard for Neighborhood Development.
- COG develops tools to assist local governments use of GHG considerations in local planning.
- COG Prepares plan to meet goal of increased tree canopy in region.

Adaptation

- COG hosts regional and sector-specific adaptation workshops.
- COG prepares a regional climate adaptation plan.

Outreach and Education

- COG and partners conduct regional public awareness survey.
- COG and partners implement regional public education campaign.

Financing and Economic Development

- COG evaluates regional financing options for home energy loan program.
- Expand/promote local food and vendor options in region.
- COG/GWBOT evaluate regional clean energy fund.
- Regional pilot of renewable energy park implemented.

COG 2012 Climate/Energy Action Plan Proposed Local Government Actions

- **By 2012, <u>All</u> COG-Member Local Governments:**
  - Prepare plan to reduce greenhouse gas emissions from government operations; adopt target.
  - Adopt COG green building policy.
  - Reduce government energy use by 10% below forecast 2012 levels.
  - Purchase or consume 10% renewable energy.
  - Wastewater treatment plants implement best practices to reduce/capture methane emissions.
  - Prepare plan for increased tree canopy.

COG 2012 Climate/Energy Action Plan Additional Local Government Actions

- **By 2012, between 30% and 80% of COG-Member Local Governments Will:**
  - Adopt home energy loan program.
  - Have program to replace street lights.
  - Install renewable energy systems on government buildings.
  - Implement programs to reduce VMT/capita.
  - Implement COG green fleet policy.
  - Prepare plans to meet Greater Washington 2050 growth concentration targets.
  - Integrate greenhouse gas analyses into comprehensive planning.
  - Implement programs to promote clean energy industries.
  - Adopt green purchasing policies.
  - Adopt green business challenges.

Work Plan Review

Yellow	Existing Measure
Orange	Proposed Deletion
Blue	Proposed Addition or Revision
Purple	Added based on staff/member recommendations after ad-hoc workgroup meeting.

- By category – questions or comments?