

REGIONAL CLIMATE GOALS AND PLANS

Metropolitan Area	Regional GHG Reduction Target	Plans	Unique Approaches Compared to Other Leading Regions
Metropolitan Washington Council of Governments (MWCOCG): Washington, DC	10% below business as usual levels by 2012, 20% below 2005 levels by 2020 and 80% below 2005 levels by 2050	<ul style="list-style-type: none"> - National Capital Region Climate Change Report (2008) - Region Forward Vision (2010) - 2013-2016 Climate and Energy Action Plan 	<ul style="list-style-type: none"> - EPA Portfolio Manager Master Account Sharing, US DOE Better Buildings Challenge, energy-aligned lease, urban agriculture
Association of Bay Area Governments (ABAG): San Francisco, CA	<p>7% below 2005 levels by 2020 and 15% by 2035 (per capita automobile and light truck GHG emissions reduction target)</p> <p>Reduce carbon dioxide (CO₂) emissions to 40 percent below 1990 levels by 2035</p>	<ul style="list-style-type: none"> - Bay Area Plan (2013) - 2035 Transportation Plan (2009) - San Francisco Bay Area Climate Resiliency County Snapshots (2014) 	<p>Transportation Plan: Climate-friendly investments dominate spending:</p> <ul style="list-style-type: none"> - 2/3 of plan expenditures are spent on public transit - \$1 billion for full build out of Regional Bikeway Network - \$400 million for Transportation Climate Action Campaign (includes Climate Grants Program) - \$45 million on Goods Movement Emission Reduction Program (retrofit up to 800 port and general goods movement trucks) <p>Also, maps transportation infrastructure vulnerable to sea level rise by mid-century. Creates an 800-mile Bay Area Express Lane Network.</p> <p>County Climate Resiliency Snapshots identified local resiliency projects, plans, structures, and how local governments think ABAG's can help advance their efforts.</p>



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			Next steps are to take this information to draft regional actions.
Southern California Association of Governments (SCAG): Los Angeles, CA	8% below 2005 levels by 2020 and 13% by 2035 (per capita automobile and light truck GHG emissions reduction target)	- Region Transportation Plan/SCS 2012 - 2035	<p>Transportation Plan:</p> <ul style="list-style-type: none"> - Supports the increased adoption of near-zero- and zero-emission technologies and a \$35 million zero emission truck freeway demonstration and initial deployment project. - Encourages of green construction techniques such as using the minimum amounts of GHG emitting construction equipment. - Estimates lower costs to tax payers and families in 2035 as a results of more compact development. This includes infrastructure, household energy and water savings and reduced land consumption and health incidents.
San Diego Association of Governments (SANDAG): San Diego, CA	7% below 2005 levels by 2020 and 13% by 2035 (per capita automobile and light truck GHG emissions reduction target)	<ul style="list-style-type: none"> - Climate Action Strategy (2010) - 2050 Regional Transportation Plan (2011) - Sea Level Rise Strategy for San Diego Bay (2012) 	The Climate Action Strategy served as the basis for many of the policies listed in the 2050 Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS also incorporates regional housing needs assessment and strategies, expanding smart growth



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			<p>strategy to incorporate climate change principles, and farmland protection.</p> <p>SANDAG participated in the development of the Bay Sea Level Rise Strategy identified key vulnerabilities and strategies in the areas of ecosystems and critical species, contaminated sites, stormwater management, wastewater, potable water, energy facilities, local transportation facilities, building stock, emergency response facilities, parks and recreation areas, regional airport operations and vulnerable populations.</p>
Sacramento Area Council of Governments (SACOG): Sacramento, CA	7% below 2005 levels by 2020 and 16% by 2035 (per capita automobile and light truck GHG emissions reduction target)	- Metropolitan Transportation Plan/SCS (2012)	<p>Strategies in the Transportation Plan to reduce GHG emissions includes developing a regional climate change action plan, developing and implementing a construction energy conservation plan, adopting a transportation pricing policy, and creating an alternative fuel vehicle and infrastructure toolkit for local governments.</p> <p>Looks at reducing GHGs through travel efficiency (technology) and travel behavior.</p> <p>SACOG is a partner in Resilient Sacramento, a regional network that has a website, newsletter, events, tools and resources, and a list serve.</p>



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Metro: Portland, OR	20% below 2005 levels by 2035 (per capita light vehicle GHG emissions reduction target)	<ul style="list-style-type: none"> - Climate Smart Communities Scenarios Project (underway) - Climate Prosperity Strategy (2011) 	<p>The result of the Scenarios Project will be a comprehensive transportation and land-use strategy to address emissions reductions by the end of 2014. They are considering several pricing strategies being considered such as promoting pay as you drive insurance, changes in gas tax, road user fee based on miles driven and a carbon emissions fee (cost/ton). They are also considering individualized marketing programs on travel demand management and eco-driving as well as using technology (web and apps) to deliver real-time traveler information.</p> <p>The Climate Prosperity Strategy is the result of public/private collaboration and focuses on expanding green finance (regional investment and green bank strategies, utility on-bill repayment of energy retrofits, etc), accelerating clean energy deployment (regional energy policy, bulk purchase of solar), commercializing green technologies, cultivating clean technology cluster, and developing a pipeline for green talent.</p>
Puget Sound Regional Council (PSRC): Seattle, WA	At minimum, comply with statewide GHG emission targets: No greater than 1990 levels by 2020; 25%	<ul style="list-style-type: none"> - Vision 2040 (2009) - Transportation 2040 (2010) 	Transportation 2040 includes a four part greenhouse gas strategy – land use, user fees, transportation choices, and technology.



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	below 1990 levels by 2035; and 50% below 1990 levels by 2050		
Southeast Florida Regional Climate Compact : Miami, FL	No specific target identified	- Regional Climate Action Plan (2012)	<p>Local governments signed a Climate Change Compact and participate in an annual Climate Leadership Summit.</p> <p>Plan provides a common sustainable communities and transportation planning framework:</p> <ul style="list-style-type: none"> - Incorporate sea level rise maps and “Adaptation Action Areas” into local comprehensive plans - Identify growth areas outside of adaptation action areas - Transportation infrastructure: identify target resiliency improvements, modify or develop new design standards for vulnerable infrastructure, focus investment on GHG reduction and resiliency projects - Consider regional implementation of rapid transit zones - Green rating system for roads - Climate action plans for airports, seaports, and in regional freight master plan <p>Plan also focuses on adaptation of water supply, infrastructure, natural systems, agriculture, risk reduction and emergency management.</p>



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Houston-Galveston Area Council (H-GAC): Houston, TX	No specific target identified	- Foresight Panel on Environmental Effects Report (2008)	- Develop heat wave management plans; cool pavements; prepare for increased illness from water, food and vector-borne illnesses; avoid development in areas vulnerable to flooding and sea level rise; long term resilient infrastructure planning; build compact, livable communities to be more resilient after extreme events
Mid-America Regional Council (MARC): Kansas City, MO	No specific target identified	- Regional Energy Efficiency and Conservation Strategy (2012)	<p>Promote best practices and train local leaders through their Academy for Sustainable Communities.</p> <p>Project: Green Impact Zone</p> <ul style="list-style-type: none"> - National model for place-based investment The Green Impact Zone is a 150-square block area of Kansas City, Mo., that has experienced severe abandonment & economic decline. - Green projects: Implemented bus rapid transit, weatherized >300 homes, smart grid innovation park/project, 14K smart meters, two solar installations, 50 LEED certified affordable housing units - Jobs and Training: 395 job training certifications earned (including environmental remediation), 151 job placements, 67 residents trained in environmental



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			literacy & 275 residents trained in MARC Community Leadership Program
Delaware Valley Regional Planning Commission (DVRPC): Philadelphia, PA	50% below 2005 levels by 2035 and 60% by 2040 to put the region on track to reach 80% reduction by 2050	- Connections 2040 Plan (2013)	Project: Circuit Rider for Energy Efficiency in Local Government Operations (Circuit Rider) program offers no-cost assistance to local governments to reduce energy costs in their municipal buildings, outdoor lighting, water/sewage treatment facilities, and vehicle fleets. The program serves as a "one stop shop" for practical tools, relevant training, and direct technical assistance for reducing energy costs in municipal operations.
Denver Regional Council of Governments (DRCOG): Denver, CO	60% reduction in transportation greenhouse gas emissions by 2035	- Metro Vision 2035 Plan (2011) - 2035 Regional Transportation Plan	
Atlanta Regional Commission (ARC): Atlanta, GA	No specific target identified	- Green Communities Sustainability Certification	- The Green Communities Program is a voluntary certification for local governments. It's a roadmap of actions for local governments to comprehensively address sustainability. ARC staff provides technical assistance to help local governments implement actions in the roadmap. - Historic preservation ordinance



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			<ul style="list-style-type: none"> - Earn Bicycle Friendly Community and Walk Friendly Community designations
Southeast Michigan Council of Governments (SEMCOG): Detroit, MI	No specific target identified	<ul style="list-style-type: none"> - Sustainability Communities Recognition Program Checklist 	<ul style="list-style-type: none"> - Economic prosperity actions such as assess market needs and opportunities as well as redevelopment options for commercial and industrial assets along transportation corridors. - Neighborhood resiliency actions such as homeowner education and vacant property reuse strategies - Fiscally sustainable public services actions such as joint infrastructure planning (roads, water, sewer, electric, gas) and multi-year budget scenario planning - Reliable Infrastructure actions such as traffic safety audit and plan, access management study for traffic congestion, asset management plan (road, water, sewer), community infrastructure demands scenario analysis - Accessibility actions such as walkability/bikeability audits



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Virginia Municipal League Program	No specific target identified	- Go Green Virginia Green Government Challenge	- Climate protection resolution, establish energy manager position or management team, low impact development or environmental site design guidelines, establish school environmental clubs/teams in high schools and Farm to School Programs
Municipal League and U of MD Program	No specific target identified	- Sustainable Maryland Certified	- Buy local campaign, buy local preference policy, local business directory and purchasing notices, economic analysis of procurement practices, local business roundtable - Local food fairs, local food consumption and preservation classes, establish CSA drop-off location(s) for government employees
Program of the Sustainability Institute at College of New Jersey	No specific target identified	- Sustainable Jersey Certified	- Green jobs/economic development – implement initiative that drives investment in sustainable economic activities, stimulates demand for green labor, and/or provides green workforce training - Municipal waste audits - Community asset mapping for sustainability plans - Construction waste recycling - Community green fairs

