



Regional Goals & Plans

FOR GREENHOUSE GAS EMISSION REDUCTION





National Capital Region

CLIMATE ACTION PLANNING

NATIONAL CAPITAL REGION CLIMATE CHANGE REPORT (2008)

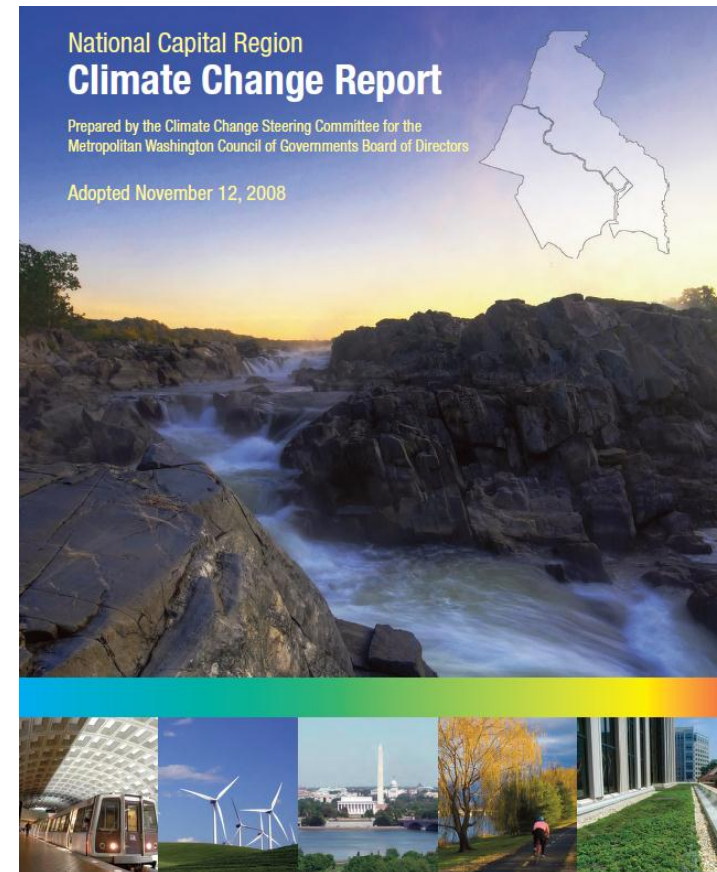
- Set regional goals to reduce greenhouse gas (GHG) emissions to 10% below business as usual levels by 2012, 20% below 2005 levels by 2020 & 80% below 2005 levels by 2050.

REGION FORWARD (2010)

- COG's vision and mission. Draws its climate and energy related goals from the 2008 Climate Change Report.

CLIMATE & ENERGY ACTION PLAN (2013)

- Short-term actions to help move the region toward achieving long-term GHG reduction goals.
- It's the 2nd addition of a CEEPC Action Plan. Original plan timeframe was 2010 – 2012.





California

STATE & REGIONAL REQUIRED TARGETS

AB 32 (2006)

- Establishes the 1990 emissions level as the statewide limit for 2020, which is approximately a 15% reduction from the baseline 2006 level.

SB 375 (2008)

- Focuses on reducing VMT & urban sprawl to help achieve goals of AB 32.
- Requires the California Air Resources Board (ARB) to develop regional reduction targets for automobiles & light trucks GHG emissions.
- Regions tasked with creating “sustainable communities strategy” (SCS) which combine transportation & land-use elements in order to achieve the emissions reduction target.

| Metropolitan Area | GHG Per Capita Reduction Target (below 2005 levels) |
|---|---|
| San Diego Association of Governments (SANDAG) | 7% by 2020 13% by 2035 |
| San Francisco Bay Area (SPUR) | 7% by 2020 15% by 2035 |
| Sacramento Area Council of Governments (SACOG) | 7% by 2020 16% by 2035 |
| Southern California Association of Governments (SCAG) | 8% by 2020 13% by 2035 |





California

REGIONAL PLAN HIGHLIGHTS

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

- Framework of the 2010 Climate Action Strategy provides a “toolkit” for local governments to consider using when updating general plans and was the basis for many of the policies listed in the 2050 RTP/SCS.
- 2050 Regional Transportation Plan/Sustainable Communities Strategy incorporates regional housing needs assessment and strategies, expanding smart growth strategy to incorporate climate change principles, farmland protection, etc

SAN FRANCISCO BAY AREA (SPUR)

- Bay Area Plan for a sustainable region models an 18% reduction in overall per capita GHG emissions by 2040.
- The 2035 Transportation Plan calls for a reduction in carbon dioxide (CO₂) emissions to 40% below 1990 levels by 2035. Climate-friendly investments dominate spending:
 - 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
 - \$45 million on Goods Movement Emission Reduction Program





Oregon

STATE, REGIONAL, & LOCAL REQUIREMENTS

HB 3543 (2007)

- Requires stopping increases in overall emissions by 2010, a 10% reduction below 1990 levels by 2020, & at least a 75% reduction below 1990 levels by 2050.

HB 2001 (2009)

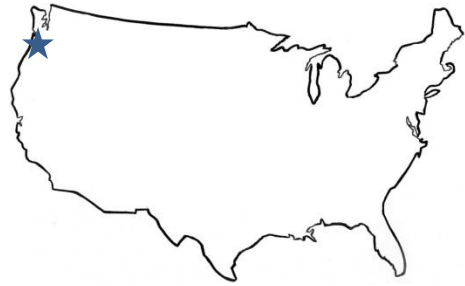
- Directs Metro (Portland region) to develop alternative land use & transportation scenarios to reduce GHG emissions from light duty vehicles to help meet the state's GHG emission goals.
- The legislation also requires adoption of a preferred scenario with local government input & implementation through comprehensive plans & land use regulations consistent with the adopted regional scenario.

METROPOLITAN GHG EMISSION REDUCTION TARGET RULE (2011)

- Approved by the Oregon Land Conservation and Development Commission (LCDC), the rule identifies specific per capita light vehicle GHG emissions reduction targets for each of Oregon's six metropolitan areas.

| Metropolitan Area | Adopted Target (below 2005 levels by 2035) |
|--------------------|--|
| Portland Metro | 20% |
| Salem-Keizer | 17% |
| Corvallis | 21% |
| Eugene-Springfield | 20% |
| Bend | 18% |
| Rogue Valley | 19% |





Portland Region (Metro)

CLIMATE SMART COMMUNITIES

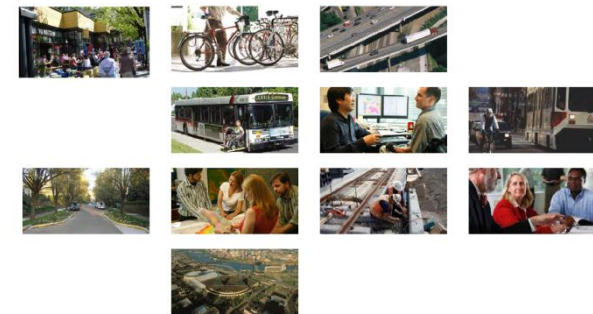
SCENARIOS PROJECT

- Portland region will submit their comprehensive transportation & land use strategy to LCDC for approval in January 2015.
- Existing local and regional plans will meet the required target so they want to focus on investment in those existing plans.
- Community design strategies will have biggest impact on GHG reduction. Also several pricing strategies being considered such as promoting pay as you drive insurance.

CLIMATE PROSPERITY STRATEGY (2011)

- Portland Sustainability Institute worked with Metro, businesses, educational institutions, & local governments to develop a “greenprint” for integrating climate change policy and economic development.
- Expand green finance: develop regional investment and green bank strategies, develop utility programs like on-bill repayment of energy retrofits, etc
- Other actions: commercialize green technologies, cultivate clean technology cluster, develop pipeline for green talent

www.oregonmetro.gov/climatescenarios



Climate Smart Communities: Scenarios Project



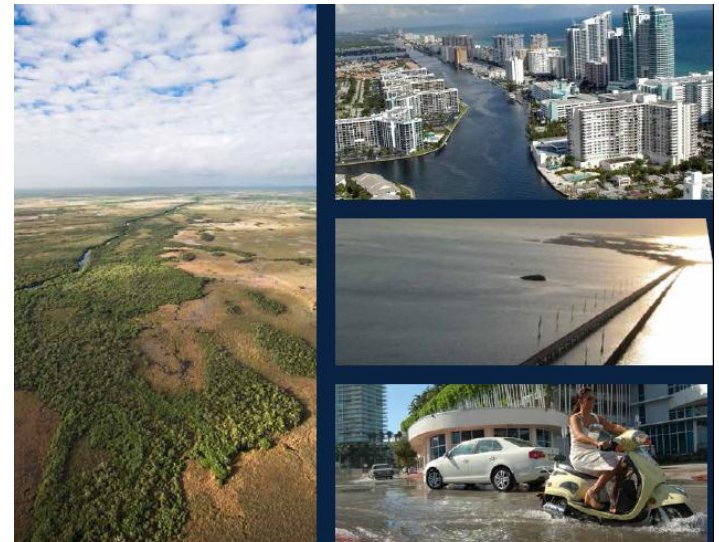


Southeast Florida

COLLABORATIVE CLIMATE ACTION PLANNING

CLIMATE ACTION PLAN (2012)

- 4-County Climate Change Compact
- Plan provides for a common sustainable communities & transportation planning framework
 - Incorporate “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
- Also focuses on adaptation of water supply, infrastructure, natural systems, agriculture, risk reduction & emergency management



A Region Responds to a Changing Climate

Southeast Florida Regional Climate Change Compact Counties

Regional Climate Action Plan

October 2012





Mid-America (Kansas City)

REGIONAL ENERGY INITIATIVES

REGIONAL ENERGY EFFICIENCY AND CONSERVATION STRATEGY (2012)

- Focuses on local governments leading by example, energy efficient building codes, creating incentives, promoting clean energy market transformation.
- Trains local leaders through their Academy for Sustainable Communities

GREEN IMPACT ZONE (2009)

- 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 literacy & 275 residents trained in MARC Community Leadership Program





Additional Regional Plans

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

- The 2013 Connections 2040 Plan for Greater Philadelphia sets regional targets of reducing 2005 GHG emissions 50% by the year 2035 and 60% by 2040 to put the region on track to reach 80% reduction by 2050.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

- The 2011 Metro Vision 2035 Plan sets a goal to reduce per capita greenhouse gas emissions from the transportation sector 60 percent by 2035. Goal has been incorporated into regional transportation plan.

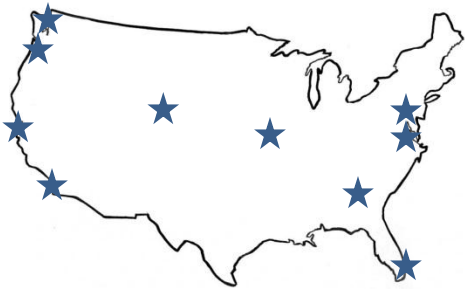
ATLANTA REGIONAL COMMISSION

- The Green Communities Program is a voluntary certification program to encourage local governments to become more sustainable. ARC developed the program to assist local governments in reducing their overall environmental impact.

PUGET SOUND REGIONAL COUNCIL VISION 2040 (2009)

- The 2009 Vision 2040 incorporates goal for the region to, at minimum, comply with statewide GHG emission targets: No greater than 1990 levels by 2020; 25% below 1990 levels by 2035; & 50% below 1990 levels by 2050.
- Transportation 2040 includes a Four-Part Greenhouse Gas Strategy to reduce emissions, including land use, user fees, transportation choices & technology





CONCLUSIONS

REGIONAL CLIMATE ACTION PLANNING

- Regional plans focus on land use and transportation strategies and have many similarities to COG plans (i.e. transit oriented & sustainable development, complete streets, commute options programs, alternative fuels, bike/ped).
- Regions in California and Oregon have required transportation sector emission reduction targets & are developing & implementing comprehensive transportation & land use strategies.
- Regional councils in San Francisco, Puget Sound (Seattle), Delaware Valley (Philadelphia), & Denver have vision plans comparable to Region Forward that include a GHG emission reduction goal.
- Regional plans in San Diego, Atlanta and SE Florida have the highest number actions that are comparable to the CEEPC Action Plan.

