

Status Report on the Activities of the COG Multi-Sector Working Group to Examine and Analyze Greenhouse Gas Reduction Strategies in the Metropolitan Washington Region

Presented by:

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OVERSIGHT

Transportation
Planning Board
(TPB)

COG Board of Directors
Climate, Energy & Environment
Policy Committee (CEEPC)

Metropolitan
Washington Air
Quality Committee
(MWAQC)

Multi-Sector Working Group
(Local Jurisdiction Staff)
Energy/Environment Subgroup – Energy & Built Environment Sectors
Planning Subgroup – Land Use Sector
Transportation Subgroup – Transportation Sector

COG/TPB Committee Input

- Region Forward Coalition
- Planning Directors
- TPB Technical Subcommittee
- Built Environment Energy Advisory Committee (BEEAC)
- MWAQC – Technical Advisory Committee

Additional Input from

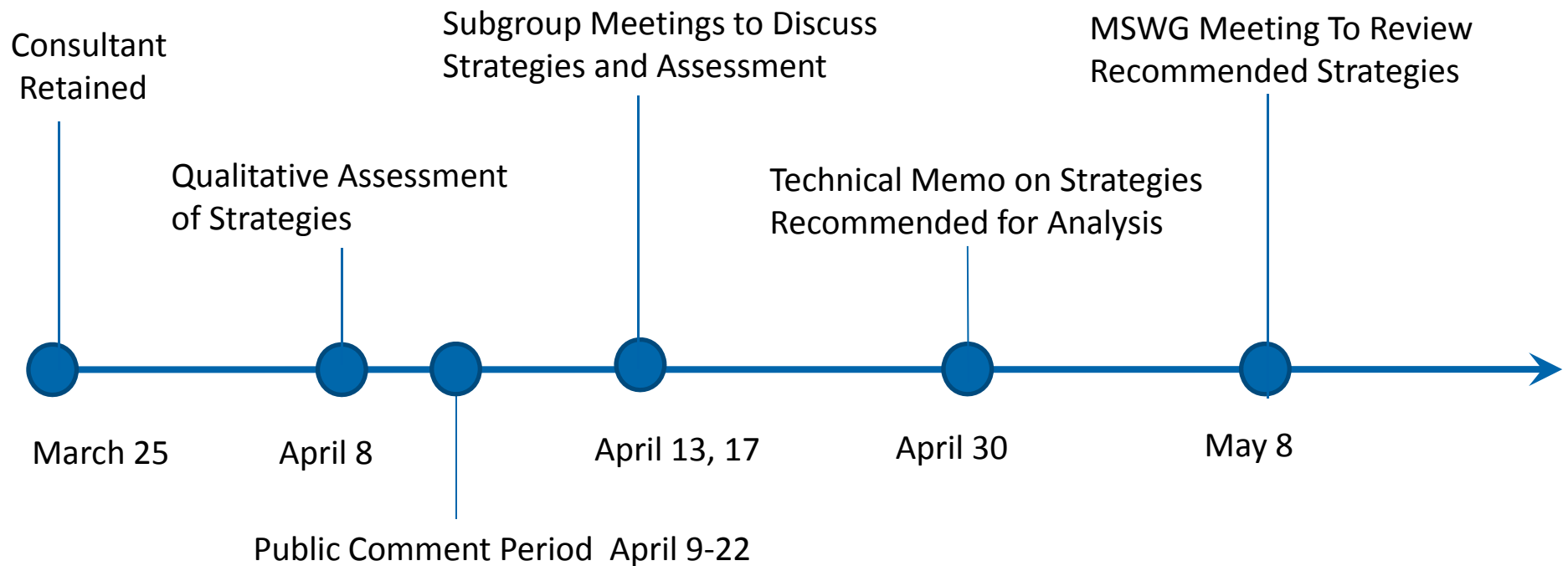
- Subject Matter Experts
- Public

COG Staff Support

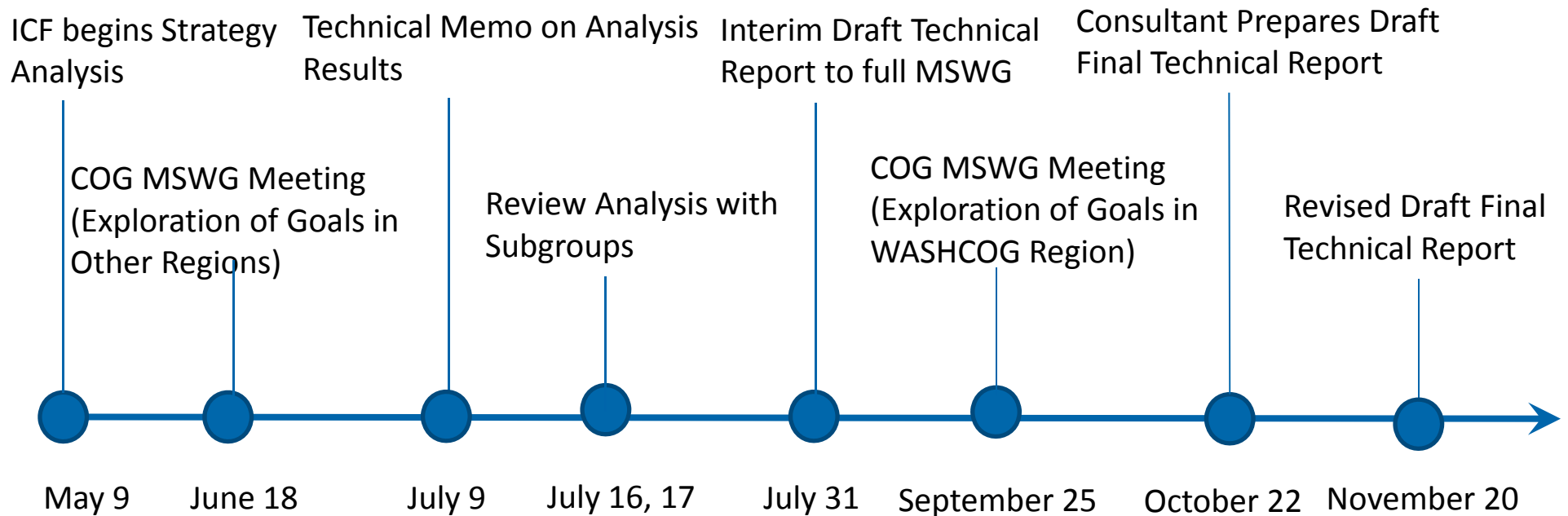
Consultant Support

Multi-Sector Working Group Project Milestones to-Date

Project Timeline



Project Milestones Going Forward



ICF Conducts Strategy Analysis May 9 - July 9

**Additional Public Comment Periods:
(Aug 27- Sep 21) and (Nov 20 - Dec 18)
Presentations to Policy Boards/Committees
(TPB, MWAQC, CEEPC, COG) September/October
and December 2015/January 2016**

Definitions

Strategy

High-level actions that can be taken to reduce greenhouse gas emissions. They are drafted at a high level to provide for **scenario level analysis**. The scenarios may include **near-term viable actions** and **stretch actions** requiring new policy implementation across the region, states and nation.

Definitions

Implementation Action

Actions that could be put in place to **support achievement of the strategy level** scenarios. These differ from policies, goals and targets that do not directly result in reductions in greenhouse gas emissions.

Process for Recommendations

1. Reviewed and refined list of GHG reduction strategies brainstormed by Sector Working Groups.
2. Performed qualitative analysis on strategies, identifying reduction potential, timeframe for implementation, and co-benefits.
3. Accepted public comment on strategies through COG website.
4. Incorporated feedback, **grouped/bundled** and prioritized strategies for analysis.

GHG Reduction Strategies

Energy and Built Environment Strategies

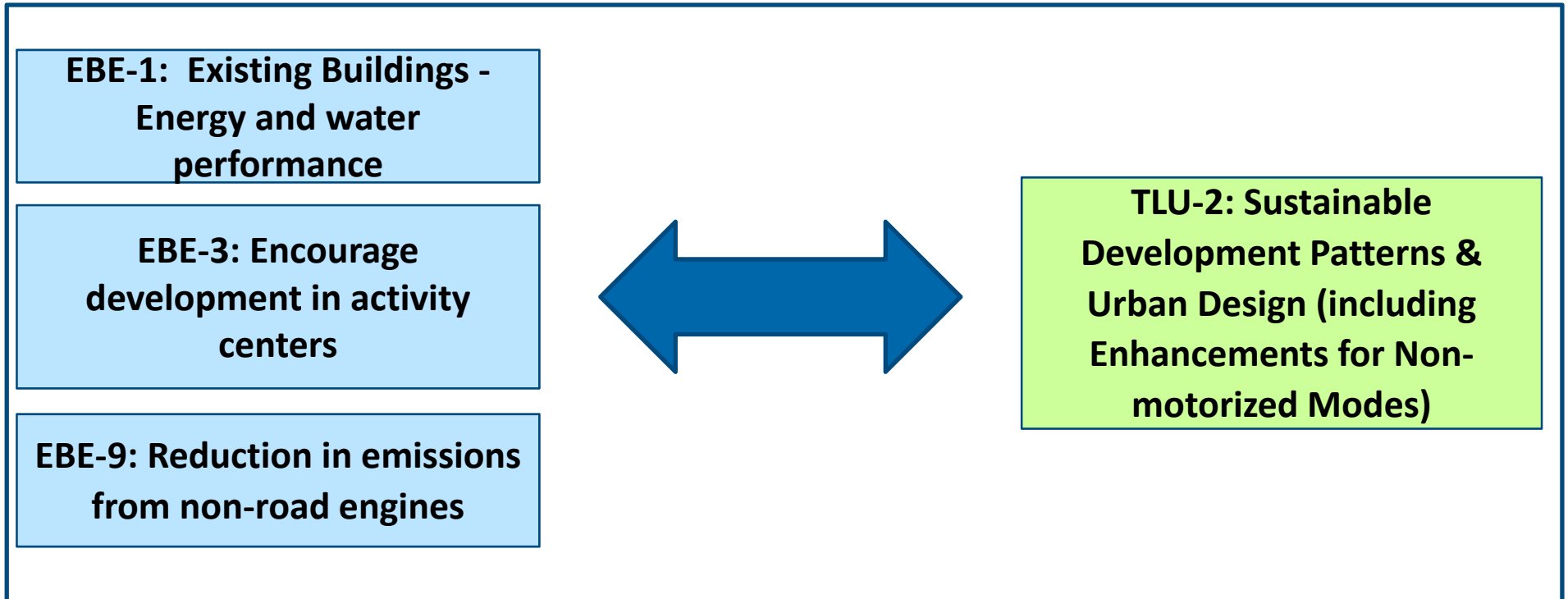
- EBE-1: Existing Buildings - Energy and water performance
- EBE-2: Building-level renewables
- EBE-3: Encourage development in activity centers
- EBE-4: New Buildings - Energy and water performance
- EBE-5: Infrastructure – Energy and water performance and increase renewable energy use
- EBE-6: Reduction in power sector emissions
- EBE-7: Reduction in gas pipeline leaks
- EBE-8: Reduction in municipal solid waste
- EBE-9: Reduction in emissions from non-road engines
- EBE-10: Educate and motivate public

Transportation and Land Use Strategies

- TLU-1: Increase Urban Tree Canopy and Land Stewardship
- TLU-2: Sustainable Development Patterns & Urban Design (including Enhancements for Non-motorized Modes)
- TLU-3: Improve Fuel Economy of Light-duty Vehicle Fleet
- TLU-4: Increase Alternative Fuels in Public Sector Fleets
- TLU-5: Clean Freight Technologies
- TLU-6: Low Carbon Fuel Standard
- TLU-7: Enhance System Operations
- TLU-8: Reduce Speeding on Freeways
- TLU-9: Travel Demand Management
- TLU-10: Transit Enhancements
- TLU-11: Transit Incentives / Fare Reductions
- TLU-12: Road Pricing

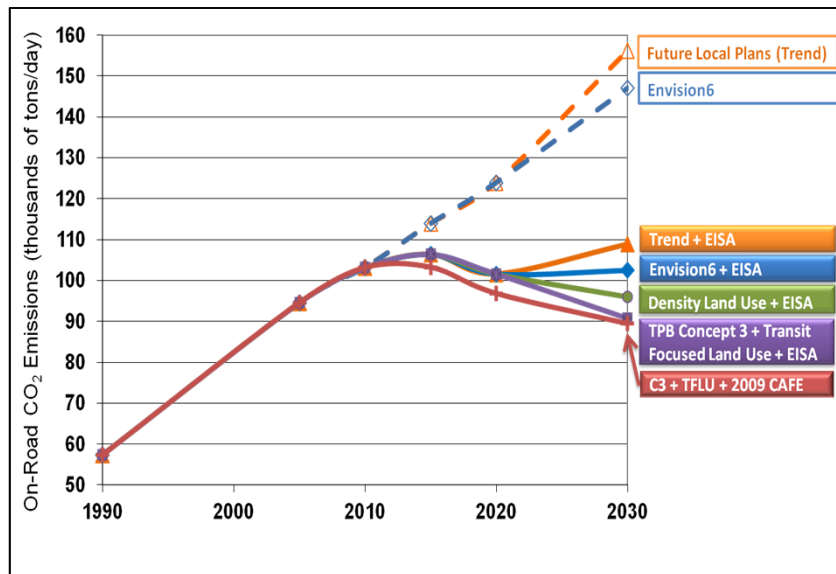
GHG Reduction Strategies- Synergies

- Coordinated analysis will take place to account for overlap across sectors



Analysis Approaches

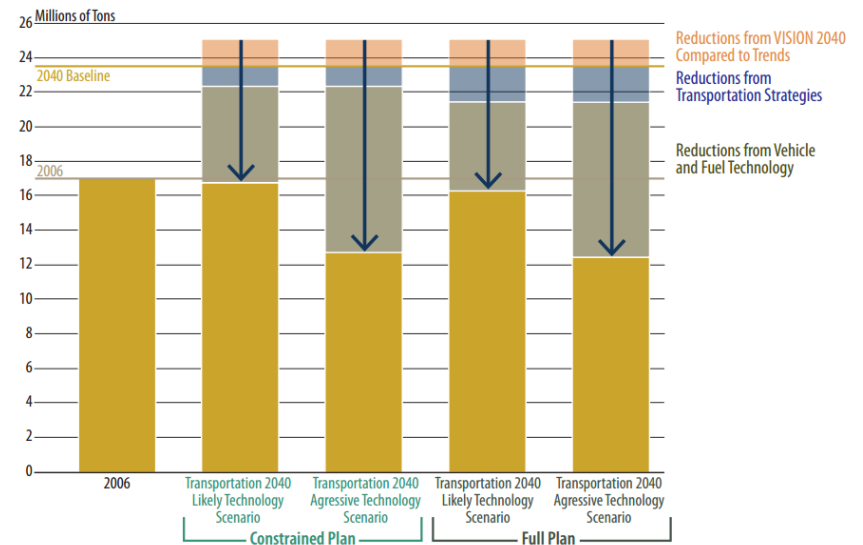
Different sets of (combined) strategies



Source: Atlanta Regional Commission

Different levels of aggressiveness

FIGURE 18. Greenhouse Gas Emissions (CO₂ Emissions in Millions of Tons)



Source: Puget Sound Regional Council, *Transportation 2040*, Chapter 3 and Appendix L, available at: <http://www.psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040>

Overall Analysis Methodology

- **Analysis will focus on the Strategy level**
 - Specific implementation actions will play important roles in implementing the strategies
 - Time and budget constraints limit the analysis to sketch modeling—making quantitative estimates based on existing data sources and previous analyses
- **Sketch modeling will differentiate COG-member actions from Federal and State actions**
 - Estimate incremental impacts of COG-member strategies/action as additional to Federal CAFE and appliance standards, State CPP plan impacts, etc.
- **Sketch modeling will draw on existing COG-region datasets**
 - ICF analyses for PEPCO, Dominion, and Montgomery County
 - COG baseline data, including emissions, energy, and related data sources and tools

Questions, Comments?