

**2010 – 2012 CEEPC Regional Climate and Energy Action Workplan  
Notes on May 4, 2011 DRAFT Revisions**

<b>Row ID</b>	<b>Notes</b>
17	COG staff suggests only tracking major regional airports (Reagan and Dulles) and not tracking airlines, military airports and smaller public and private airports.
26	COG does not have the staff expertise or funds to perform a green jobs analysis. COG staff suggests deleting this line item or state that COG will seek funding to have a green jobs analysis performed.
37	IGBG may need until the end of 2011 to make conclusions on options for green building policies for schools and the residential sector.
38	This goal has been accomplished through COG's work to support the ICC adoption of building codes that would make buildings 30% more efficient.
38a	The next step is for states and local governments to adopt these building codes.
39	COG is hosting a green affordable housing forum in the fall 2011, which should assist with moving forward with policy and program recommendations. Therefore, a little more time will be needed to establish these recommendations.
40	LEED-ND in its entirety may not be appropriate for all local governments. Many local governments in the region are implementing LEED-ND concepts and each jurisdiction will have to adapt these concepts to fit their needs. The Intergovernmental Green Building Group suggests the CEEPC Workplan focus on the implementation of neighborhood scale green design and smart growth principals.
44	Clinton Climate Foundation has not been involved.
46	LEED-EB is not in the pilot phase and projects are already being implemented in the region.
49	Clarification that the 80% goal is for tracking and benchmarking energy performance.
55	Many green business programs are certifications rather than challenges, one of which is being developed by the Greater Washington Board of Trade. Both challenges and certifications should be acceptable.
57a	Certification of energy auditors should be continuously promoted.
58, 58a	Initial matrix of financing options was completed October 2010. Many obstacles to financing options have been discussed; therefore, tracking options and identifying actions to overcome obstacles is the next step.
59	The Greater Washington Board of Trade Carbon Cut program is under slow development. Under this program businesses would be encouraged to purchase carbon offsets through the program to offset business operations (building use, travel, events, etc) and would not specifically be geared towards local governments.
60	It may not be feasible to document barriers in all Metro Washington communities. Therefore, the suggestion is to use 3 communities as case studies.
61	Based on 2010 Climate and Energy Survey results, 19% of local governments have a home energy loan program or other innovative municipal financing program for building retrofits.
63	State offices and utilities implement energy efficiency incentive programs and local governments do not need to duplicate this effort but can promote these programs to their citizens.
67, 68	It's not possible to track all the residential homes that have retrofitted for energy efficiency and; therefore, is not possible to track the percent of energy saved in homes that retrofit. We can track retrofits in the region through Weatherization Assistance Program. With ARRA funds a rough estimate is 1,454 in the COG region in 2010. However, without future ARRA

	funding we can't expect the retrofits to be that high. For instance, in 2009 in DC there were 76 retrofits and with ARRA funds in 2010 there were 866.
69, 70	COG staff has not identified a way to track commercial retrofits.
71	This measure is really a sub-set of Tracking and Report measures under Row ID 20.
81, 82	Many utility consumers can purchase renewable energy for natural gas as well as electricity. COG staff recommends focusing on the goal set in line 81.
84a, 84b	CEEPC requested the addition of measures that reflect community energy planning. These measures are the two main areas of work on community energy planning that COG staff suggests adding to the CEEPC Workplan.
118	COG and local governments still need to work together to develop a regional green fleet policy and will probably need until the end of 2011 to do so.
119, 120	The goal should be for local governments to develop and implement a green fleet policy, not necessarily the exact policy that COG recommends in a policy. Having a goal of 30% of jurisdictions adopt a policy in the same quarter as a regional policy is developed is feasible because according to the 2010 Climate and Energy Survey results 29% of local governments have already adopted a green fleet policy.
124, 130, 131, 132, 133, 138, 139, 143	The Greater Washington 2050 effort is now referred to as Region Forward. These measures will be tracked every other year starting in 2011 in a Region Forward Progress Report developed by COG Dept of Community Planning. It is duplicative for COG Dept of Environmental Programs staff to track these measures separately.
128, 129	COG shares responsibility for these goals through its work on the Commuter Connections program.
135, 137a, 150, 151	CEEPC suggested grouping agriculture and food plan measures together and making sure the sub-section title reflects the measures within it.