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Center for Land Use Education

THE LAND USE TRACKER

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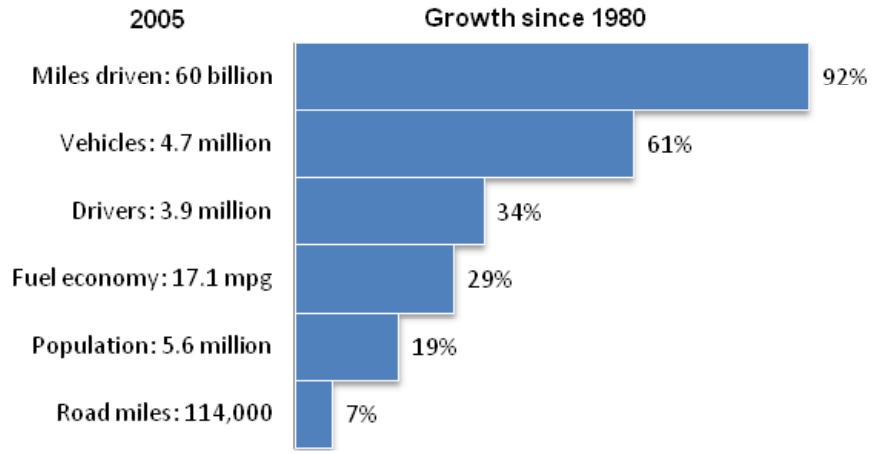
GOVERNOR'S TASK FORCE ON GLOBAL WARMING: PROPOSED POLICIES FOR ENERGY EFFICIENT COMMUNITIES

By Dr. Anna Haines
Associate Professor and Director, Center for Land Use Education

One year ago Governor Doyle created the Task Force on Global Warming through Executive Order 191. Twenty-seven Wisconsin business, industry, government, energy and environmental leaders were members of the Task Force. The Department of Natural Resources and the Public Service Commission of Wisconsin provided staff support to the Task Force. The Task Force issued its final report and related documents in July. This article discusses one of more than sixty categories of policy recommendations contained within the report.

The policy category that relates most directly to local communities is called "Energy Efficient Communities."

Figure 1: Wisconsin Highway Statistics, 1980-2005



Source: Wisconsin Land Use Megatrends: Energy. 2008. Center for Land Use Education. Miles traveled, number of vehicles, licensed drivers and road miles based on U.S. Department of Transportation, Highway Statistics, Tables VM202, VM201, DL201 and HM220. Fuel efficiency from the Energy Information Administration, Monthly Energy Review, June 2008. Population data from the U.S. Census Bureau, Census of Population, 1980 and the Wisconsin Department of Administration, Population and Housing Estimates, 2005.

However, this title is a misnomer to some degree, since six out of the eight policies within this category focus on transportation. One of the key goals of the Task Force was to come up with ways to reduce greenhouse gas (GHG) emissions; therefore, reducing the number of vehicle miles traveled is one measurable objective. The report recognizes that vehicle miles traveled (VMT) has increased in Wisconsin. Figure 1 shows increases in miles driven in Wisconsin between 1980 and 2005 in comparison to increases in vehicles, population and other variables.

Proposed Policies

The policies for Energy Efficient Communities are "designed to encourage development patterns that are compatible with transit development as well as walkable destinations" (Governor's Task Force, p. 149). In addition, "the policies are intended to encourage development patterns that reduce dependency on automobiles by providing viable alternatives for mobility, such as walking and transit options" (ibid.). Two overall goals to achieve Energy Efficient Communities are:

1. Existing developments will optimize vehicular transit and walking/biking options, and
2. New developments will be added where compatible with transit usage and increased capacity to walk/bicycle to destinations.

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Calendar of Events

American Planning Association Upper Midwest Conference

September 18-19, 2008 – Monona Terrace, Madison, WI
www.wisconsinplanners.org

APA Minnesota Chapter Conference

September 22-24, 2008 – Duluth, MN
www.plannersconference.com/

Green Town: The Future of Community

October 2, 2008 – Aurora, IL
www.greentownconference.com

Congress for New Urbanism Illinois Conference

October 6-10, 2008 – Chicago, IL
www.cnuillinois.org/newsevents.html

Green Infrastructure: Linking Landscapes and Communities

October 3-7, 2008 – Philadelphia, PA
www.asla.org/meetings/am2008

Wisconsin Towns Association Annual Convention

October 5-8, 2008 – Paper Valley Hotel, Appleton, WI
www.wisctowns.com/calender.html

Wisconsin Counties Association Annual Conference

October 12-14, 2008 – Kalahari Resort, Wisconsin Dells, WI
www.wicounties.org/fileup/Packer%20Change.pdf

Wisconsin Land Information Association Regional Meeting

October 16-17, 2008 – Heidel House, Green Lake, WI
www.wlia.org

League of Wisconsin Municipalities Annual Conference

October 22-24, 2008 – Holiday Inn, Stevens Point, WI
www.lwm-info.org

ESRI Wisconsin User Group Conference

October 9-10, 2008 – Paper Valley Hotel, Appleton, WI
www.ewug.org/Conference.html

Wisconsin County Code Administrator's Fall Conference

October 29-31, 2008 – Tundra Lodge, Green Bay, WI
www.wccadm.com

For additional dates and information, visit the online calendar of events
www.uwsp.edu/cnr/landcenter/events.html

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To accomplish these goals, the Task Force identified the following policies (Task Force, pgs. 149-150):

1. **Transportation funding for compact development**. Special transportation funding for areas zoned for traditional neighborhood design. This could be accomplished by reinstating Wisconsin DOT funding of $1 million per year for comprehensive planning. This funding could be used to fund the "Smart Growth Dividend."

2. **Complete streets**. To the greatest extent feasible, road projects should include safety provisions for pedestrians, bicyclists, and (where applicable) transit vehicles. Such improvements should include safe facilities for non-automobile modes both along and across corridors being improved.

3. **Development impact transparency and concurrency**. Before any property is rezoned to facilitate new development (that receives state economic development assistance) or before any project to expand state roadway capacity is authorized, VMT and GHG-impacts should be carefully evaluated. Projects that will cause a roadway to exceed its rated capacity – or will further strain a roadway already above capacity – are not eligible for state economic development unless capacity improvements will be completed within one year of the development's opening – either through the course of scheduled transportation improvements or through a payment for the improvement by the developer over a period not to exceed 20 years.

4. **Parking**. A model parking ordinance should be developed by state and local stakeholders to institute market pricing principles, reconsider mandatory minimum requirements for retailers and pricing of street parking. This model ordinance should incorporate parking standards for technology and market changes such as small parking spaces for microcars.

5. **Planning methodology**. DOT and Metropolitan Planning Organizations should emphasize multimodal (i.e. automobile, pedestrian and bicycling) accessibility as the highest goal rather than roadway mobility. At the local and metro area level, modeling should be parcel-based, (rather than transportation analysis zones–based) across the street pattern, in order to capture walking and bicycling accessibility. Roadway capacity increases should be modeled for long-term "induced demand" and the resulting increase in GHG emissions, and their value as transportation solutions discounted accordingly.

6. **Economic development**. State economic development funding should consider project related VMT as a major factor. Projects that reduce or generate low levels of VMT should be given preference over those with high levels per employee. Rules on Tax Increment Financing (TIF) should be revisited to discourage use of TIF that increase GHG emissions.

7. **Fix-it-first**. Wisconsin should strengthen its fix-it-first policy on roadways to place a higher priority on rehabilitation of existing infrastructure rather than adding new lane-miles.

8. **Growth accommodation**. The Wisconsin Department of Commerce should develop incentives for local governments to allow compact development and redevelopment.

Table 1 on page 4 briefly summarizes the eight policies for Energy Efficient Communities and evaluates which

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Photo: Luton, Flickr

Photo: Denver CashKey

Table 1: Who Needs to Act?

Policy Number and Name	Policy Explanation	State Legislative Action	State Agency Action	Local Government Action
1. Transportation funding for compact development	Provide special transportation funding for traditional neighborhood developments	Necessary; $1 million for funding Smart Growth Dividend or some other program	Rules for Smart Growth Dividend akin to a grant program	Initially none; then up to local government to pursue program funds
2. Complete streets	Essentially multimodal transportation planning for local streets; make walking and biking as safe, comfortable, and efficient as driving	None	None	Implementation is up to local governments
3. Development impact transparency & concurrency	Evaluate VMT and GHG impacts of state-funded development or roadway projects	None	Rules for evaluating VMT and GHG impacts (Who should evaluate? And what method?)	None
4. Parking	Market priced parking	None	DOT or DOC to create model ordinance	Passing an ordinance is up to local governments; no need to wait for state agency
5. Planning methodology	Multimodal transportation planning that includes modeling of GHG emissions	None	Create new goal	Modeling is up to local governments to carry out
6. Economic development	Project funding includes VMT reduction as a criterion; discourage use of TIF funding if project results in an increase in GHG emissions	TIF law changes	Rule change for funding criteria	None
7. Fix it first	Rehabilitate existing infrastructure before new construction	None	DOT internal policy change for maintaining state roads and highways	Internal policy change for maintaining local roads
8. Growth accommodation	Incentives for local governments to allow compact development and redevelopment	None	DOC rule change; need to identify funding or other incentives	Initially none; then up to local government to pursue incentives

levels of government are responsible for implementation. Proposals 1 and 6 require funding from the state legislature. All proposals, except number 2, require rule-making or other action by state agencies. Proposals 1-2, 4-5, and 7-8 require some sort of action on the part of local governments. The implementation of proposal 2 is entirely dependent on local governments; no legislative or agency action is required.

Conclusions

The Task Force recommendations for Energy Efficient Communities focus on transportation-related policies. While the title implies a broader perspective, the recommendations do not address other aspects of energy efficient communities, such as heating and cooling or other conservation measures. The overall goal is to reduce vehicle miles traveled. We don't know from this report which policies will result in the largest VMT or GHG emissions reduction. Nor do we know whether legislative, state agency or local government action will be most effective in reducing VMT and GHG emissions.

At this point, the quickest road to action may be through local governments. Local governments are already thinking about and implementing more compact forms of development, complete streets, and parking strategies. Local governments may begin by establishing a rough baseline of VMT and GHG emissions and monitoring their progress towards reduction. The Traffic Count website of the Wisconsin DOT includes VMT measures for counties and traffic counts for counties and municipalities across the State. For any particular community, the data appears to be collected approximately every three to five years. From this data it is possible to make a rough calculation of GHG emissions.

References

Governor's Task Force on Global Warming. Wisconsin's Strategy for Reducing Global Warming. Final Report, July 2008. dnr.wi.gov/environmentprotect/gtfgw. (accessed August 12, 2008).

Photo: Dan Burden, Complete the Streets

Photo: Dan Burden, Complete the Streets

Recommended Resources

Complete Streets

Complete the Streets. www.completestreets.org/resources.html. Website includes articles, fact sheets, presentations and other resources.

Parking

Smith, Thomas. 1983. Flexible Parking Requirements. American Planning Association, Planning Advisory Service Report Number 377.

Shoup, Donald. 2005. Parking Cash Out. American Planning Association, Planning Advisory Service Report Number 532.

Shoup, Donald. 2005. High Cost of Free Parking. American Planning Association, Planners Press.

Data and Measurement

Wisconsin Department of Transportation. Traffic Counts and Vehicle Miles of Travel. www.dot.wisconsin.gov/travel/counts/index.htm.

U.S. Environmental Protection Agency. Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle, EPA420-F-05-004, February 2005. www.epa.gov/otaq/climate/420f05004.htm

Land Use Impacts of Renewable Energy

In 2006, Governor Doyle set a strategic goal for the state to generate 25% of its electricity and transportation fuels from renewable resources by 2025. The map in the middle of this page focuses on two land use scenarios for achieving this goal. Scenario one shows the amount of land required to achieve the state's goal by increasing renewable energy production and implementing significant energy efficiency measures. Under this scenario, the state will need to decrease total energy consumption by 0.4% or 7.8 trillion Btus per year. Scenario two shows the amount of land required to achieve the 25 by 25 goal if the state increases renewable production but continues to consume energy at its current rate of growth – presently at 2% or 18.4 trillion Btus per year.

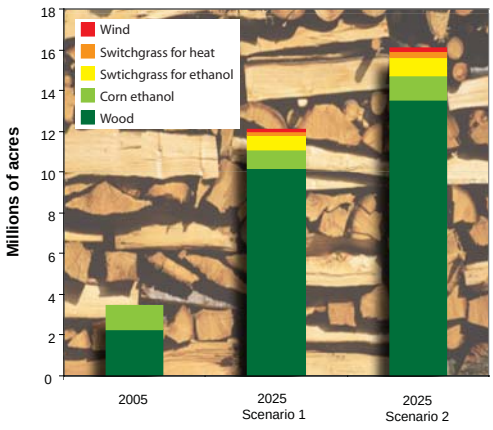
Assumptions

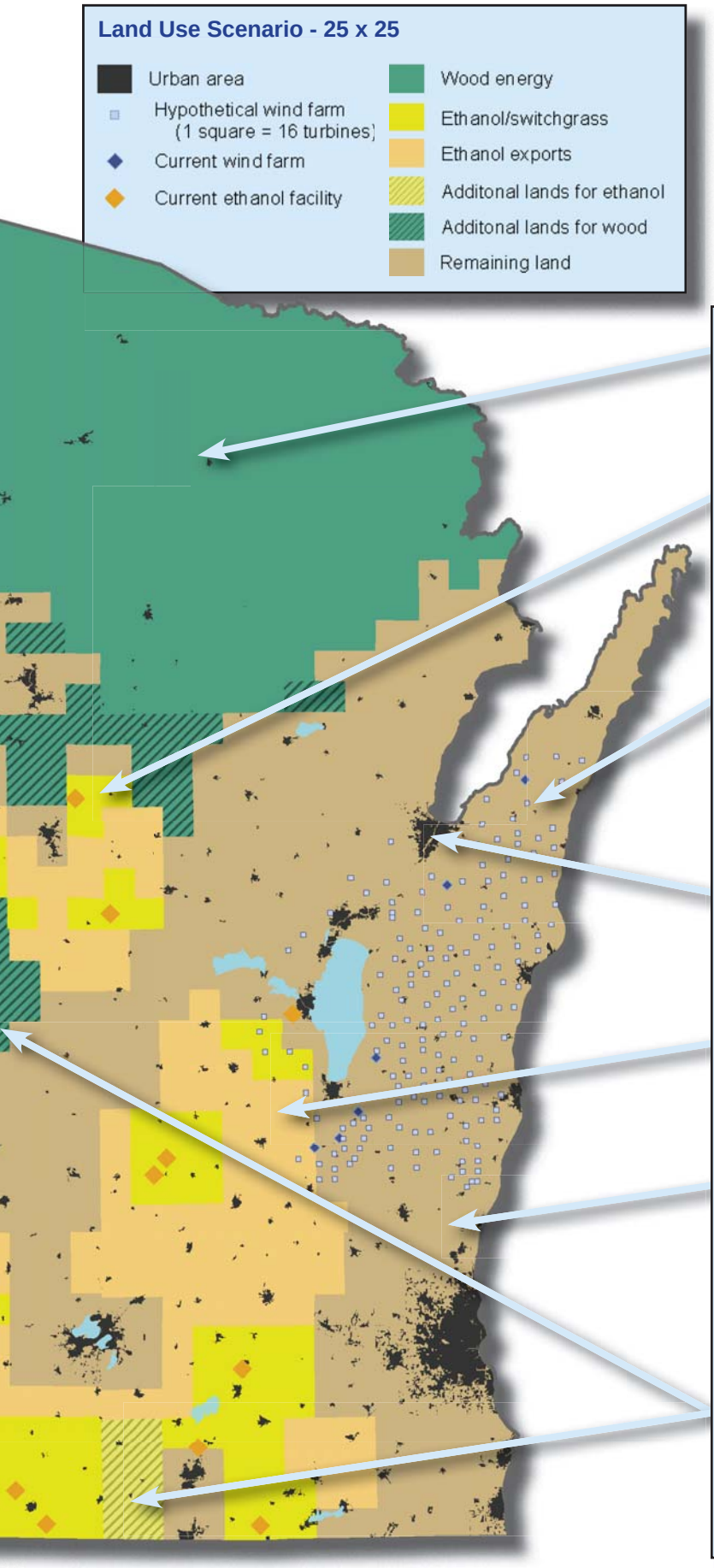
These scenarios are based on a number of assumptions regarding the mix of renewable fuels that can be produced by Wisconsin and the land use acreage or "footprint" that would be required. Based on projections provided by the Wisconsin Office of Energy Independence, these scenarios assume continued growth in the use of wood, a significant expansion of wind generation (by a factor of about 10), continued loss of hydroelectric power, and relatively small increases in solar. Growth is also projected in the development of non-wood biomass, cellulosic and advanced biofuels, and other alternative fuels. Fuels that consume a significant amount of land – primarily wood, wind, solar and various forms of biofuels – were translated to land use acreages based on information from the Wisconsin Office of Energy Independence, Wisconsin Focus on Energy, Midwest Renewable Energy Association, and Wilinski Associates, Inc.

Implications

These scenarios are not predictive of the future. Rather, they are a means to initiate a dialogue about the role of renewable energy and energy efficiency within communities, businesses and households in order to achieve a more energy independent future. The total amount of land required to achieve the state's 25 by 25 goal is 12 million acres under scenario one (35% of Wisconsin's land) and 16 million acres under scenario two (46% of Wisconsin's land). The difference between these scenarios, illustrated in part by the hashed lines on this map, is the amount of land that could be saved through energy efficiency.

Land requirements for renewable energy production





*This article was excerpted from a new publication from the Center for Land Use Education called **Wisconsin Land Use Megatrends: Energy**. The report details statewide land use trends related to renewable and non-renewable energy and outlines building, transportation and community design approaches to reduce energy use. The report is available online at: www.uwsp.edu/cnr/landcenter/pubs-megatrends.html*

Forests
(Projected to provide 53% of renewable energy in 2025.)
A total of 10.2 million acres or roughly the size of Wisconsin's Northwoods of forestland would need to be sustainably harvested to meet the 2025 goal.

Corn and cellulosic ethanol and non-wood biomass fuel
(Projected to produce 20% of renewable energy in 2025.)
Nearly 2 million acres of land would be dedicated to corn and switchgrass for energy use in Wisconsin. We selected areas surrounding current ethanol facilities and assumed the land dedicated to corn would have corn grown there 4 out of every 5 years.

Wind
(Projected to provide 7% of renewable energy in 2025.)
A total of 114,000 acres of land is needed to achieve the 2025 goal for wind energy. Each box is 640 acres in size and represents 16 turbines, assuming that each tower requires 40 acres of land. Random locations were selected throughout the high winds region of Wisconsin.

Solar
(Projected to provide 5% of renewable energy in 2025.)
Urban surfaces cover about 600,000 acres in Wisconsin. Less than 2%, or 11,000 acres, of that area could produce enough solar energy to meet our goal.

Ethanol exports
Wisconsin currently exports 2/3 of its annual ethanol production. If that same proportion is exported in 2025, an additional 3.5 million acres of farmland will be devoted to corn or switchgrass.

Land not used for energy production
If we continue to export ethanol at today's rate, the total amount of remaining land is roughly 14 million acres. Of that, about 3.6 million is unavailable, representing water, wetlands, and currently developed lands. The remaining 10.4 million acres (30% of the land in Wisconsin) must provide sufficient space for food and fiber production, homes, parks, recreation, and habitat.

Additional land needed assuming no energy efficiency
(Difference between scenarios 1 and 2.)
If we continue to increase our energy consumption at the current pace of 18 trillion Btus per year, with no energy efficiency, an additional 3.3 million acres of forests and 650,000 acres of farmland will be needed for renewable energy production.

Wisconsin's Energy Independent Community Partnership

By Rebecca Roberts, Land Use Specialist, Center for Land Use Education

In March 2008, Governor Doyle unveiled Clean Energy Wisconsin, a plan to move Wisconsin toward energy independence. The plan details strategies to promote renewable energy, increase energy security, create new jobs, and improve the environment. The plan also outlines an innovative new program called the Wisconsin Energy Independent Community (WEIC) partnership. WEIC is a voluntary agreement between local communities and the Wisconsin Office of Energy Independence to help meet the state's energy independence goals.

How does it work?

Communities that participate in the program commit to adopt the state's "25 by 25" goal of generating 25% of its electricity and transportation fuels from renewable resources by 2025. Communities can gain additional recognition by advancing through three levels of participation (outlined in Figure 1). At each level, communities agree to meet goals such as participating in community education and communication efforts, enacting municipal purchasing and green building standards, and preparing a community energy audit and plan.

Local communities are encouraged to design innovative strategies based on existing community processes, resources and assets. The City of Stevens Point, for example, is taking steps to plan for energy through its Eco-Municipality planning process. In its latest report, the Eco-Municipality Task Force recommends at least thirteen goals related to energy. Among them, the city is looking to develop an energy modeling and reporting system; reduce energy use associated with street lights, traffic lights, municipal buildings and vehicles; and incorporate energy awareness into the development review process. The first step in this process will be conducting a review of the city's zoning ordinance and other related regulations.[1]

Many communities integrate planning for energy into existing strategic, comprehensive or sustainability planning efforts. If your community is interested in such an approach, the Winter 2004 *Land Use Tracker* provides ideas for integrating energy into a comprehensive planning process. *Toward a Sustainable Community: A Toolkit*

Figure 1: Energy Independence Levels

1. Pass a resolution adopting the state's 25x25 renewable energy goals.
2. Post community efforts toward energy independence on a website with a link to the Office of Energy Independence.
3. Promote three energy independence community events.

1. Adopt energy standards for government purchased equipment.
2. Commit to purchasing 20% renewable energy for municipal buildings by 2011.
3. Commit to utilizing 20% renewable fuels in government vehicles by 2010 and 50% by 2015.
4. Create high performance green building standards and energy conservation for municipal facilities and operations.

1. Use a five-step planning and assessment process to move towards energy independence:
   a. Define community boundaries
   b. Inventory energy uses and sources
   c. Design an energy efficiency and savings strategy
   d. Evaluate potential energy technologies
   e. Match energy needs to capacity
2. Prepare an energy independence plan with projected savings and costs to implement.
3. Designate an energy independence coordinator.
4. Help shape future state policy on funding and legislation to further the state's energy independence goals.

for Local Government describes The Natural Step and Eco-Municipality movement and outlines strategies and resources to plan for energy.[2]

What are the benefits?

Participation in the WEIC partnership will provide communities with access to state and federal funding, increased technical assistance, and improved energy efficiency resulting in savings to local budgets and capital. The WEIC program also positions the state and local communities to receive funding from a new Energy Efficiency and Conservation Block Grant program that was authorized by Congress in 2007 but is pending $2 billion in annual funding.

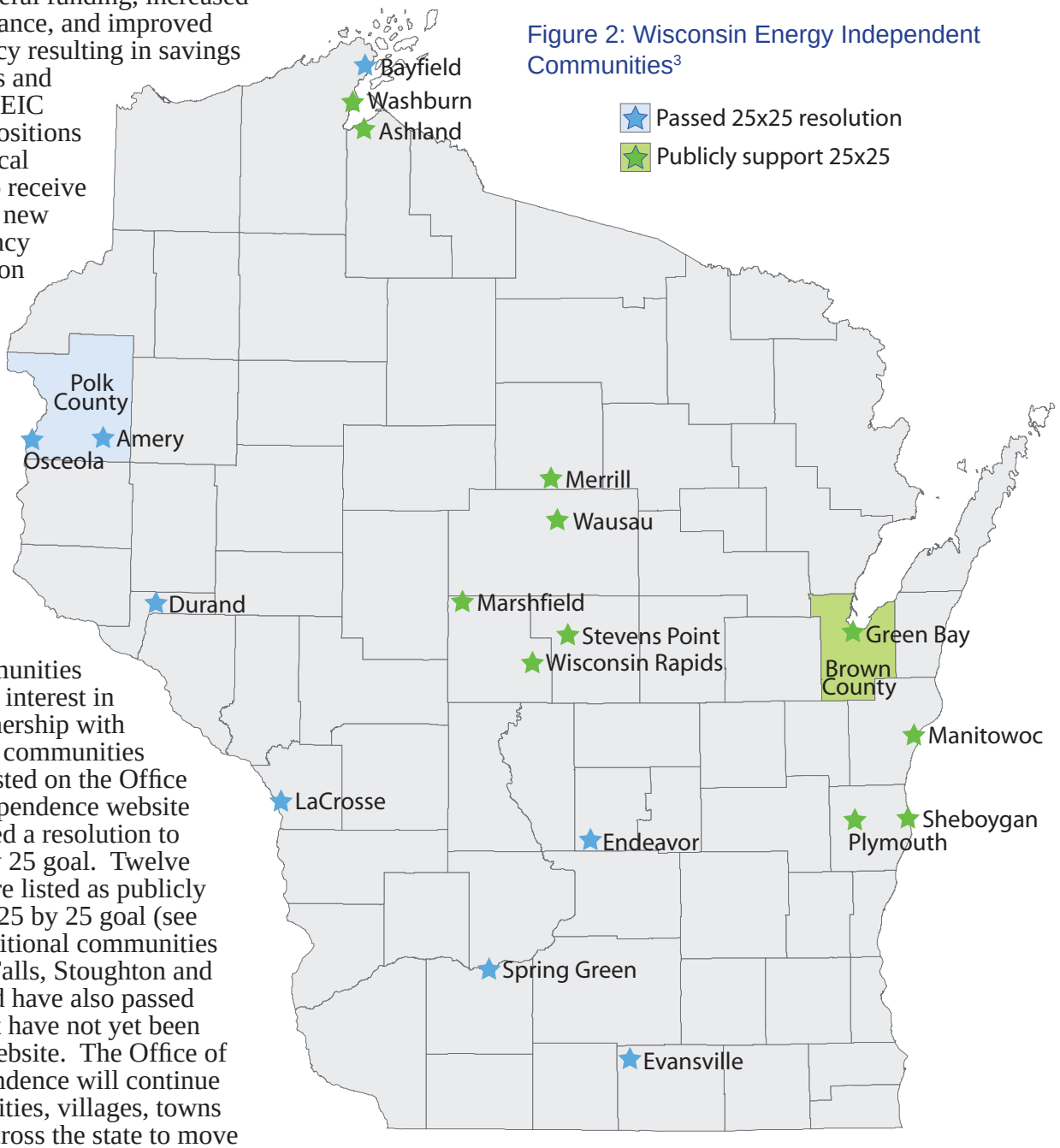
Who is participating?

Over 100 communities have expressed interest in forming a partnership with the state. Nine communities are currently listed on the Office of Energy Independence website as having passed a resolution to adopt the 25 by 25 goal. Twelve communities are listed as publicly supporting the 25 by 25 goal (see Figure 2). Additional communities such as River Falls, Stoughton and New Richmond have also passed resolutions, but have not yet been linked to the website. The Office of Energy Independence will continue working with cities, villages, towns and counties across the state to move forward with this effort.

How do I learn more?

For more information visit the Office of Energy Independence website at power.wisconsin.gov or contact Brian Driscoll, Office of Energy Independence at 608-261-8146 or brian.driscoll@wisconsin.gov.

Figure 2: Wisconsin Energy Independent Communities[3]



[1] A Path to a Sustainable Stevens Point: Report from the Stevens Point Eco-Municipality Task Force, June 1, 2008. Available: http://stevenspoint.com/eco/index.html

[2] Toward a Sustainable Community: A Toolkit for Local Governments. UW-Extension and Wisconsin Focus on Energy, January 2007. Available: www4.uwm.edu/shwec/sustk

[3] List of communities retrieved from the Office of Energy Independence website, August 28, 2008.

Photo: Wisconsin DOT

Photo: Wisconsin Crop Manager

Photo: Wisconsin DOT

Climate Change Summit: Wisconsin Communities Take Action

The Office of the Lieutenant Governor, the University of Wisconsin-Stevens Point, the Alliance of Cities, the League of Wisconsin Municipalities, 1,000 Friends of Wisconsin and the Midwest Renewable Energy Association welcome you to the University of Wisconsin-Stevens Point on **December 11-12, 2008** for a **Climate Change Summit: Wisconsin Communities Take Action**.

This historic summit is built around the simple premise that our action on climate change will be implemented locally on Main Streets in communities across the state. We have designed a day to build regional teams of leaders from every sector. We will provide access to the most current scientific information and models, and provide innovative ideas and specific action items, policy options, and analyses to take home to begin systematic work across the state. You will hear from renowned leaders and participate in real-world breakout sessions on adapting to climate change, reducing your carbon emissions and energy consumption, and increasing potential for renewable energy.

Keynote Speakers

- Wisconsin Lieutenant Governor, Barbara Lawton
- UWSP Chancellor, Linda Bunnell
- Stevens Point Mayor, Andrew Halverson
- Author and Policy Advisor, Terry Tamminen
- Illinois EPA Director, Doug Scott

Breakout Sessions

- **The Impact of Climate Change in Wisconsin** – The climate in Wisconsin is changing but what will that mean for your community? Learn the latest projections for Wisconsin and the potential impact this may have on local resources such as agriculture, tourism, storm water management, and heating and cooling needs.
- **Dealing with Risk, Uncertainty and Local Capacity for Change** – A sudden and unplanned crisis can be devastating for a community budget. This session will focus on local decision-making in a time of climate uncertainty. Learn about preparing for floods, fire, severe storms, increased snowfall and other crisis events. Planning for fluctuating costs of fuel and power will also be discussed.
- **Energy Options** – The cost of energy is a budgetary challenge for many municipalities in Wisconsin. Explore ways local governments and communities can reduce energy consumption through conservation, gain efficiencies from better product purchase and building design, capture waste energy such as heat, and develop renewable energy sources such as wind and solar. Examples will be given on how to establish guidance and regulations for local energy management
- **Transportation Options** – Municipal and citizen transportation choices have major budget as well as greenhouse gas emissions impacts. Examine the challenges of establishing and improving mass transit and look at alternatives for communities who do not currently provide this service. An update will be given on current programs to assist communities with improving local transportation options.
- **Waste Management Options** – Increased fuel and disposal site costs can have a major budget impact for waste management. Learn ways to reduce both municipal and community generated waste, possible ways to reuse unavoidable waste, and the latest trends in recycling.
- **Planning and Infrastructure** – Taking a systems approach to managing climate change will produce the greatest efficiencies for your community. Learn how to

incorporate climate change issues into your local planning documents. Information will be provided to help communities maximize the services they receive from their infrastructure and provide the quality of life amenities that help communities keep and attract citizens and the businesses that follow.

- **Developing Local Food Systems** – Concern over cost and safety of our food has led to increased interest in developing local food markets. Learn about direct marketing opportunities such as farmers markets, farmer to buyer programs, and community supported agriculture. Presenters will discuss issues related to planning for agriculture in and near communities and provide examples of ordinances that support these programs.
- **Community Purchasing** – Green purchasing not only reduces the environmental impact of local governments and communities but also improves worker and citizen health through reduced pollutant and hazard exposure. It also has the potential to save money at the same time. This session will explore purchasing efficiencies, products with recycled content, total life cost of equipment, pollution reduction, and sources for local or regionally produced supplies.
- **Biofuels and Bioenergy** – Wisconsin is positioning itself to play a pivotal role in the production of biofuels and bioenergy. Potential fuel sources include plants such as switch grass, corn and woody biomass as well as farm and municipal waste. This session will provide an update on the current technology and research in this area and discuss ways communities can take advantage of these fuel and energy sources.
- **Opportunities for Innovative Businesses** – Some see climate change as a major community liability. Learn how to turn this into an economic opportunity through public/private partnerships, innovative business creation and expansion, and regional collaboration.

Go See Tours

- **Renew Your Energy** – Learn firsthand about energy efficiency and renewable energy systems. Visit public buildings and businesses that have implemented cost-saving energy efficient upgrades and renewable energy installations. Learn about differences between renewable energy technologies, available incentives, and how these technologies can save your budget in the long run.
- **Planning and Neighborhood Design** – Take a look at opportunities and challenges in designing a community to address climate change and energy issues. See redevelopment projects, examples of density and multi-use areas, and discuss the issues of risk management due to climate change.
- **Community Transportation Options** – Tackle high gas prices with alternative transportation options and progressive community planning. Get a peak at hybrids, neighborhood electric vehicles, and other options. Learn about planning tools such as “Complete Streets” and “Safe Routes to School” that make it easier for community members to take alternative transportation options.
- **Waste Management Options** – Learn about how a community can manage, and actually reduce, its solid waste and water waste. Evaluate programs to reduce government waste and learn about incentives for the community at large. Visit the Stevens Point Water Department and learn how the city is capturing waste to heat buildings.

For more information and to register, please visit: www.wiclimatechangesummit.com

Photo: Rochester Solar

Photo: Madison Farmers Market, Flickr

Photo: Portage County Waste Management

Submit Articles!

Please submit an article to our newsletter.

It should be:

- 1,000 words or less,
- Informative,
- Of statewide concern,
- And address a land use issue.

The managing editor will review your submission and get back to you if any changes are necessary.

Managing Editor
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WORKSHOPS & SEMINARS

Wisconsin's Open Meetings and Open Records Law Seminars

September 18, 2008 – NWTC, Green Bay, WI
October 10, 2008 – CVTC, Eau Claire, WI
October 15, 2008 – UWEX, Wausau, WI
October 28, 2008 – MATC, Milwaukee, WI
October 29, 2008 – Monona Community Center, Madison, WI
To register visit: www.doj.state.wi.us

UWEX Building Communities Webinar Series

October 21, 2008 – Community Sustainability–Setting the Stage
November 18, 2008 – Energy Efficiency
December 16, 2008 – Renewable Energy
January 20, 2009 – Comprehensive Community Planning and Sustainability
For additional dates and registration visit: www.uwex.edu/ces/cced

APA Audio/Web Conference Series

September 24, 2008 – Mastering Density
October 8, 2008 – Renewable Local Energy
November 5, 2008 – Creating Successful Meetings
December 3, 2008 – Introduction to the Zoning Board of Adjustment
For additional dates and registration visit: www.planning.org/audioconference

NACo Green Government Webinar Series

October 7, 2008 – Playbook for Green Buildings and Neighborhoods
November 3, 2008 – Wind Power
November 13, 2008 – Landfill Gas to Energy
November 17, 2008 – Energy Efficiency in County Buildings
December 17, 2008 – Greenopolis
For additional dates and registration visit: www.naco.org

For additional dates and information, visit the online calendar of events:
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