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- 1. Achieving the County goals for renewable energy and carbon neutrality:**  
*This year has seen some of the most brutal heat waves of all time across the globe, massive wildfires and unprecedented flooding in the United States and around the globe, all tied to climate. How should Arlington address climate change and reduce its greenhouse gas emissions to achieve its goals of 100 percent renewable electricity by 2035 and carbon neutrality by 2050 and what policies would you promote to meet those goals?*

Confronting the climate emergency remains one of my key priorities. Policy changes must encompass our entire governance framework in order to significantly accelerate the pace towards carbon neutrality. After the [latest \(Aug. 21\) report of the IPCC](#) we need to assume that our Paris-Agreement-compatible carbon neutrality goal (2050) may need to be revised to an earlier target year. It is further clear that the pathway of global, national and local policy action towards accomplishing this goal needs to become more measurable and specific.

To that end, I support:

1. Elevating Climate Emergency Response Coordination to the top executive leadership level of the County.
2. Adopting a Community Energy Plan Implementation Framework with a clearly benchmarked path to carbon neutrality.
3. Further strengthening the sustainability incentives' package for new construction by including support for the retrofitting of legacy buildings emphasizing energy efficiency and complete electrification.
4. Accelerating electrification of public and private transportation while continuing my advocacy of improved walkability, preferred use of public transit, cycling and micro-mobility. Public buildings, facilities and vehicle fleets need to lead by example. I already voted on several measures along these lines but more needs to be done.
5. Focusing on the climate aspects of key policies, such as zoning, planning, transportation, open spaces, the management of parks, our urban forest and natural resources. Adopted policies need to allow for comprehensive climate-impact evaluation. I already supported County Board guidance that asks for our County Budget and Capital Investment Plan to be re-formulated in a way that reports on how adopted actions are contributing towards environmental goals attainment.
6. Deepening the collaboration with Arlington Public Schools by incentivizing and supporting their efforts to reduce the carbon footprint of their facilities and operations.
7. Benchmarking and reporting on the Green House Gas-emissions performance of all public buildings, facilities and vehicle fleets and seeking legislative support for equivalent reporting from the private sector.

8. Continuing legislative efforts at the State level to significantly accelerate the adoption of climate-emergency-adapted building codes.
9. Streamlining the implementation of programs like [C-PACE](#) .
10. Working with our neighboring jurisdictions, other regional partners and the Commonwealth on the implementation of [Community Choice Aggregation](#) that will accelerate our switch to renewable energy sources.
11. Identifying Climate Emergency Impacts for marginalized communities as a matter of environmental justice and tailoring policies to mitigate unintended consequences of environmental policy.
12. Working towards a comprehensive Community Resilience Plan for the County that will include social, economic, health and cultural resiliency -next to and interwoven with climate resilience.

Last but not least: The County cannot accomplish its climate goals alone. We need to partner with the federal government, state government, non-profits and the business community. Our CEP and sustainability policies were a significant asset in attracting major employers. I would like to see our AIRE program become more entrepreneurial and explore and develop more partnerships with clean energy companies and other Arlington businesses. I would look to partner with the Arlington Chamber to expand outreach and education through their Green Business Committee.

As for our residents, we must enhance our education and incentives for individuals about significantly reducing the carbon footprint of our lifestyle. This is only achievable through partnerships with committed civic organizations, such as EcoAction Arlington.

2. ***Incorporating nature into development and protecting green spaces: As Arlington develops, the detrimental impact to our tree canopy, streams and waterways, and open spaces is increasing. In 2020, Arlington joined the Biophilic Cities Network, committing to integrate nature into its urban environment. What strategies and policies would you pursue to improve and protect Arlington's natural resources, expand its tree canopy, and incorporate nature into its urban design and how would you ensure equitable access to these resources for all Arlingtonians?***

As an urban planner, reflecting on many years of environmental activism, I understand our urban forest to be a critical ecosystem and an important civic asset. I, therefore, commit to:

1. Increase the number of trees and the quality and extend of the tree canopy on public lands. While the publicly controlled tree canopy is only a fraction of the total

and has evolving favorably the County needs to lead by example and take advantage of all available opportunities to enhance our urban forest.

2. Continue striving to protect trees on private land, where by-right development makes preservation a greater challenge. I voted for a 'greener' land disturbance permitting under Arlington's current jurisdiction and remain very engaged with environmental protection laws at the state level that will add to Arlington's ability to enforce and protect trees on private property (Specifically: 2020, HB520, HB504, 2021, HB2042 and SB1393)
3. Expand Arlington's commitment to biophilic planning and design principles across all of its policies and programs. Significantly more emphasis needs to be given to green-roofs, heat-island mitigation, increase of pervious surfaces and re-naturalization of paved open spaces.
4. An annual progress report on actions taken and results achieved.
5. Improved data collection and tree-inventory practices, transparent data management and opportunities for feedback from all communities.
6. Collaborations with neighborhoods and affected communities to identify development trends and zoning patterns that cause inequalities in tree-canopy density and quality and tailor mitigating and/or compensating policies well beyond the valuable but narrower-scoped programs, i.e., Tree Canopy Fund (with which I started my advocacy more than a decade ago).

**3. *Moving to more sustainable transportation options: Transportation accounts for almost 40 percent of Arlington's greenhouse gas emissions. How can Arlington meet the transportation needs of those who live and work in the County while reducing the climate and environmental impacts that current transportation modes create?***

I have been an early advocate of moving towards more walkability, better bicycle mobility and prioritizing public transit and multimodal connectivity. These are key elements of Arlington's 'smart growth' strategy. They are also key emission reduction strategies.

While I remain mindful of the mobility needs of those who depend on driving their cars, I support planning for more contemporary mobility and urban connectivity that offers the widest possible variety of mobility choices to all Arlingtonians. Therefore we need to continue prioritizing safe walkable neighborhoods, safe, stress-free cycling infrastructure and efficient public transit.

I support:

1. Accelerating electrification of all transportation modals. Arlington is uniquely positioned to electrify mobility faster than many other communities. I advocated for electrifying our County vehicle fleet and ART-Bus fleet and voted for a pilot

program under the current Capital Investment Plan. I further strongly support the electrification of our school bus fleet. As mentioned above, Arlington County and APS need to lead by example.

2. Increasing investments in public transit in order to bring ridership back after the pandemic. True multimodal networks are built around efficient public transit and are not only offer better, safer and more efficient, they also help address equity disparities and convey significant economic, environmental and health benefits to the community. I advocated for and supported lowering the cost of riding Metro. I also support our community's efforts to make riding an ART Bus a preferred choice for as many students as possible to ride to school (...and beyond; I further support re-visiting the i-ride program in order to lower the economic barrier for students to ride public transit).
3. Continuing prioritizing safety, connectivity and stress-free accessibility by rethinking and, where appropriate, reapportioning street space to serve pedestrian and bicycle mobility. In this regard I fully support the goals and the implementation of the bicycle element of our Master Transportation Plan which in many instances require "making space" for protected bike lanes. I voted to complete an engineering study of the Arlington Blvd trail up to G. Mason Dr. as part of the last short term CIP and will continue to support the completion of this and the Cemetery Wall Trails and their corresponding connecting segments to our neighborhoods, schools and public facilities. I was among the first regional elected officials to endorse the proposal of the Capital Trails Coalition for a regional trail network. The mainstreaming of electric-assisted bicycles to citizens of all ages and abilities is an additional motivation to invest now and more in a safe and stress-free bicycle network.
4. Continuing to support the significant upgrade of pedestrian facilities across Arlington. I championed and continue to support pilot projects like the creation of protective buffer zones for pedestrians on S. Carlin Springs and Lorcom Lane.
5. Scrutinizing under an emissions-reduction lens all further car-centered investments. I voted against the projected enhancement of Arlington Blvd. to accommodate more and faster car-traffic. Projects that involve enhancing road-capacity or increase of destination parking need to be scrutinized against environmentally friendly alternatives. I continue supporting street-diet where possible and lowering parking ratios in our transit corridors.