



Transportation & Land Use Strategies Group

Maryland Transportation & Land Use Strategies Group

Meeting #2

December 14, 2011

**Maryland Department of the Environment
Center for Climate Strategies**

Introductions & Welcome

- Maryland Department of the Environment (MDE)
- Maryland Department of Transportation (MDOT)
- Transportation & Land Use (TLU) Strategies Group
- Representatives of other Maryland State Agencies
- Elected Officials
- Members of the Public
- Center for Climate Strategies

Agenda

- Lunch
- Introductions and Welcome
- Purpose and Goals of Meeting #2
- Review & Approval of Draft Meeting #1 Summary
- Recap of Goals & Review of TLU Stakeholder Group Process
- Maryland Department of Transportation – Overview of Current Activities/Q&A

Agenda

- Overview of California Senate Bill (SB) 375/Q&A
- Break
- Overview and Discussion of Catalog of Policy Options (N1-N7)
- Review and Approval of Initial Additions and Changes to Catalog
- Next Steps
- Public Input and Announcements
- Agenda, Time and Date of Next Meeting
- Adjourn

Review & Approval of Meeting #1 Summary

Purpose & Goals

Meeting #2

- Review of existing MDOT activities
- Review and Discussion of New Policies to Include in the Catalog of Policy Options
- Approval of Initial Revisions and Additions to Catalog

Purpose & Goals

TLU Stakeholders Group

To foster long-term sustainability of GHG emission reductions and related environmental and economic issues, including Bay restoration and watershed management in the state, the group is asked to address the following key goals as it considers how Maryland should achieve 2020 and long-term GHG emission reductions from the Transportation and Land Use sector:

Purpose & Goals

TLU Stakeholders Group (cont.)

- Integrate and make co-equal the opportunities for economic advancement and jobs with climate change action and related issues.
- Increase transportation efficiency and reduce vehicle miles traveled (VMT) through means that also protect the Chesapeake Bay and address major transportation issues, such as congestion.
- Develop recommendations to enhance the measures already being proposed in the State's GGRA Plan.

Purpose & Goals

TLU Stakeholders Group (cont.)

- Assist with the development of a communications and outreach plan or strategy.
- Establish Maryland as a leadership state for advanced transportation and land use policy work in states across the U.S. and in the Mid-Atlantic and Northeast.

MDOT

Overview of Current Activities

Using Conformity Process for GHGs

- Maryland's Transportation Conformity Process is already in place for ozone (Clean Air Act)
 - MOVES modeling for criteria pollutants also produces GHG emissions data
 - Interagency consultation and stakeholder processes are in place
- Build on Conformity Process to create a California SB375-type transparency process and/or mobile budget for GHG emissions in transportation and land use planning.

Building on California Stakeholder Process

- CA passed SB375 to achieve transportation and land use GHG reductions needed to meet AB32 reduction goal.
- Southern California Association of Governments (SCAG) conducted stakeholder process to implement SB375.
- Analytical support provided by CCS for SCAG process applied to TLU Strategies Group process.

California Senate Bill (SB) 375

Highlights

- Enacted to address land use and transportation aspects of California Assembly (AB) 32 (Global Warming Solutions Act of 2006)
- Directs the California Air Resources Board to set regional targets for greenhouse gas (GHG) emissions reductions
- Assigns planning responsibilities to regional Metropolitan Planning Organizations (MPOs) with approval by the California Air Resources Board (CARB)
- Creates regional targets for GHG emissions reductions tied to land use
- Requires regional transportation planning agencies to develop plans to meet GHG reduction targets
- Requires that regional transportation funding decisions be consistent with the Regional Transportation Plans (RTPs)
- Links regional housing planning and transportation planning

California Senate Bill (SB) 375

Collaboration & Stakeholder Engagement

- Establishes a collaborative process between regional and state agencies to set regional GHG reduction targets
- Strengthens several existing requirements for public involvement in regional planning
- Provides California Environmental Quality Act incentives (exemptions and streamlining) for certain types of development projects (residential/mixed use & “transit priority”) that are consistent with an approved regional plan that meets targets

California Senate Bill (SB) 375

Primary Mechanisms

- Regional Transportation Plan (RTP) – Focuses on achieving AB 32 goals for cars and light duty trucks through transportation planning
- Sustainable Community Strategy (SCS) – MPOs create SCS that integrates land use planning (including the general location of uses, residential densities, and building intensities within the region) with transportation planning
- Alternative Planning Strategy (APS) – If reduction targets cannot be met through the SCS, the APS shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures.

California Senate Bill (SB) 375

SCS Provisions

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region over the 20 plus years of the RTP planning period sufficient to house all the population of the region,
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider information regarding resource areas and farmland in the region;
- Set forth a forecasted development pattern, which, when integrated with the transportation network, and other transportation measures and policies, will reduce greenhouse gas emissions from automobiles and light trucks; and
- Quantify the reduction in greenhouse gas emissions projected to be achieved by the SCS.

Overview & Discussion of Catalog of New Policy Options

Review & Discussion

Potential New Policy Options New Categories to Consider

- N-1 Comprehensive sustainability planning
- N-2 Corridor based planning
- N-3 Enhanced freight movement initiatives
- N-4 Local government partnership initiatives
- N-5 Enhanced public outreach/behavior change to promote sustainable growth
- N-6 Enhanced transportation technologies
- N-7 Enhanced idling initiatives

Review & Discussion

Catalog Structure

Ratings of Potential Impacts

- Potential GHG Emission Reductions by 2020/2050
- Potential Cost Savings per ton CO₂e (US dollars, 2010-2020)
- Potential Impact on Gross State Product by 2020
- Potential Impact on State Employment by 2020
- Potential Impact on Local Health and Environment
- Potential Impact on Carbon Intensity

Review & Discussion

Catalog Structure

Ratings of Potential Impacts (cont.)

- Potential Impact on Clean Energy Goals
- Potential Impact on Chesapeake Bay
- Total Cost
- Cost to Individuals/Businesses/Government
- Disparate Benefits
- Implementation Approach
- Feasibility

Review and Approval of Initial Additions and Changes to Catalog

Next Steps

- Home Work – Identify Further Additions and Changes to Catalog of New Policy Options
- Next Meeting – Final Review and Approval of Additions/Changes to Catalog

Agenda, Time & Date of Next Meeting

Public Input

Announcements

Adjourn

Thank You