

Driving down GHG from Transportation: Assessing Efforts in Four States



2015 PIELC Conference

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Outline

- Project Background
- Conceptual Framework
- State approaches to climate, transportation, land use in case study states
 - California, Maryland, Oregon, Washington
- Synthesis
- Preliminary Findings and Recommendations

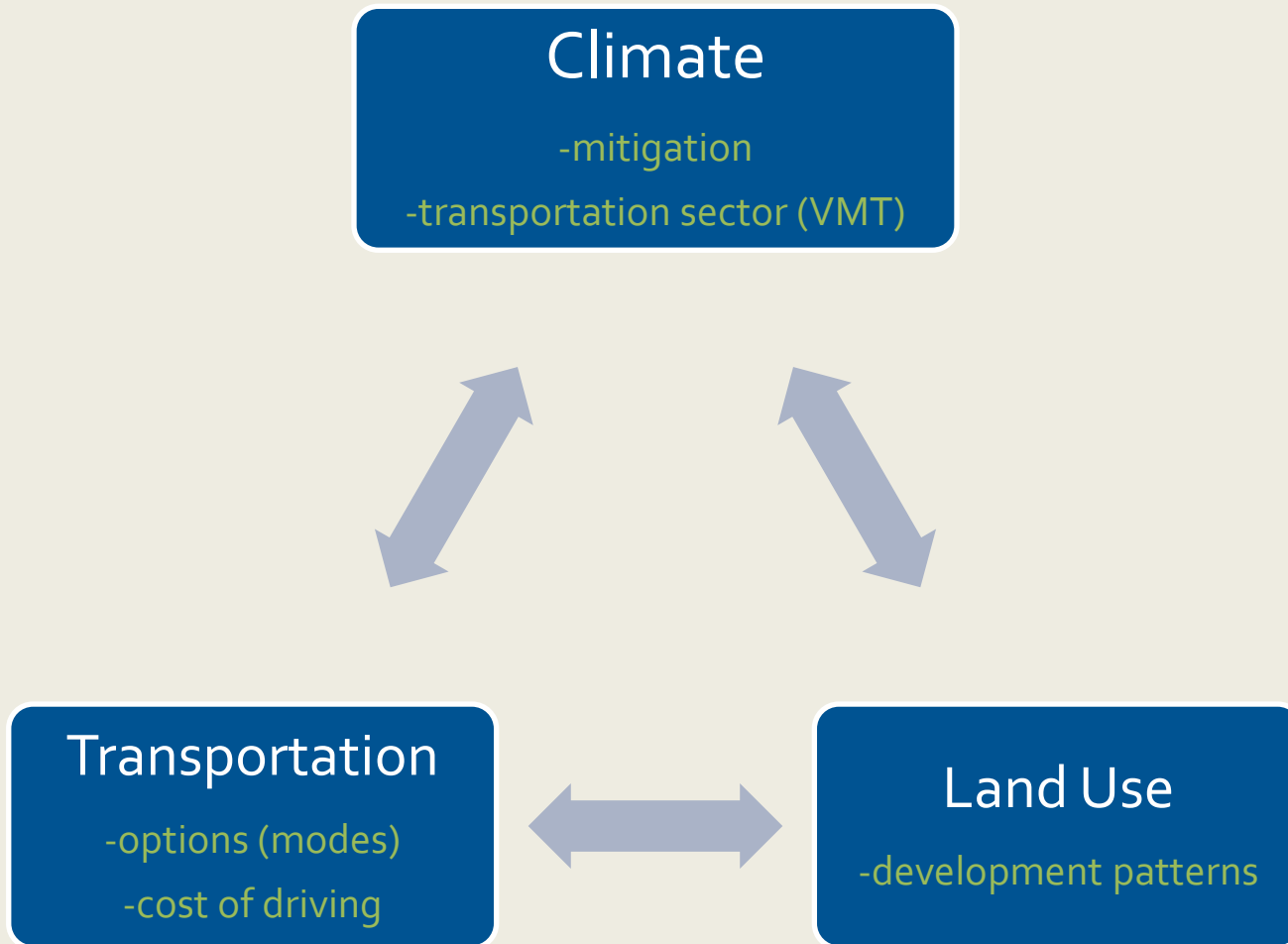
Research Questions & Objectives

- 1. *Policy Framework:*** What is the framework for reducing GHGs from the **transportation sector** via transportation and land use strategies?
- 2. *Assessment:*** What are strengths and weaknesses of the transportation-land use-climate policy framework at the state level? What are the **obstacles** to achieving GHG reduction goals?
- 3. *Knowledge Transfer:*** What approaches are working well in the four case study states and what can they learn from each other? What can other states learn?

Background Information

- Transportation represents 33-50% of GHG emissions in our case study states
- In all case study states, the share of emissions from transportation has remained relatively steady since 1990
- In all case study states, VMT per capita has declined *slightly* since 1997 (but total VMT is rising because of population growth)

Conceptual Framework

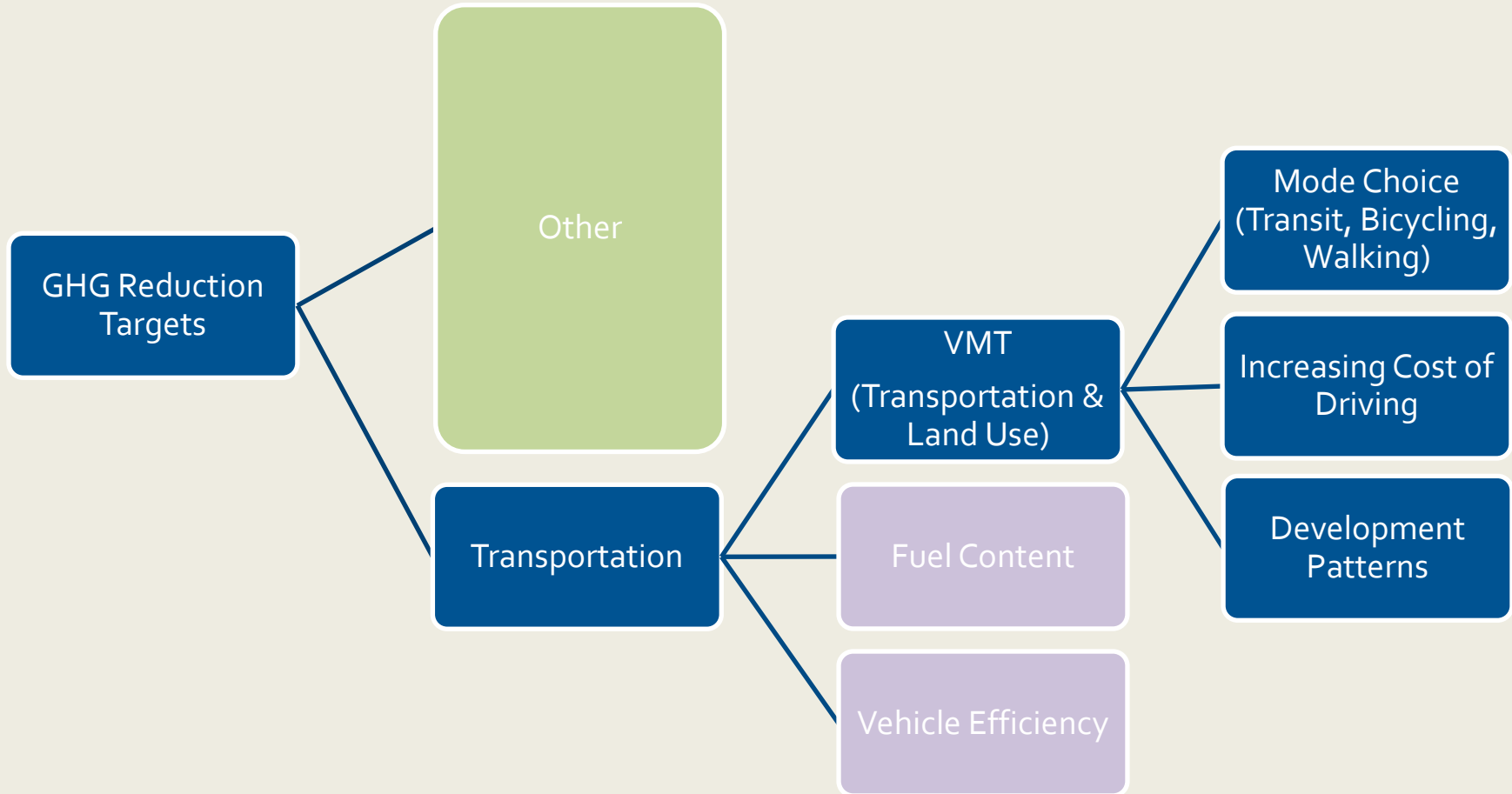


Targets

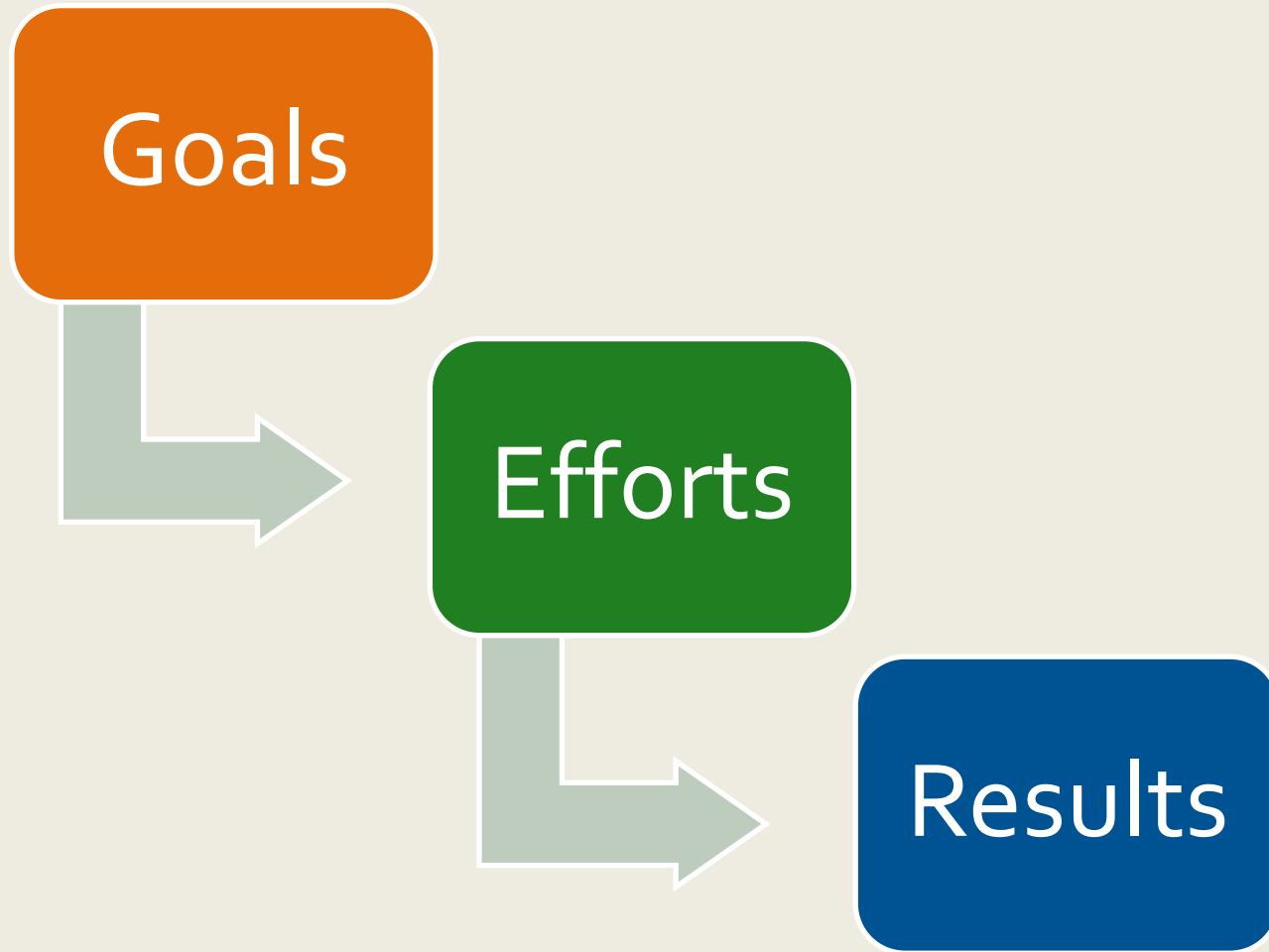
Sectors

Components

Strategies



Conceptual Framework



State-Level Statutory GHG Targets

State	Targets	Key Legislation
California	By 2020, 1990 levels. By 2050, 80% below 1990 levels. (E.O.)	2006: AB32-California Global Warming Solutions Act
Maryland	By 2020, 25% below 2006 levels; By 2050, 90% below 2006 levels.	2009: SB 278/HB 315: Greenhouse Gas Reductions Act of 2009
Oregon	By 2020, 10% below 1990 Levels. By 2050, 75% below 1990 Levels.	2007: HB 3543- Global Warming Actions
Washington	By 2020, 1990 levels. By 2035, 25% below 1990 levels. By 2050, 50% below 1990 levels.	2008: HB 2815: Climate Action and Green Jobs Act





California

- Climate
 - SB 375: Regional per-capita targets, MPOs develop Sustainable Communities Strategies (SCSs), voluntary local implementation
- Transportation
 - CalTrans updating CTP 2040
 - Regional RTPs integrating SCSs
- Land Use
 - Local general plans (no state level growth management program)
 - Relax CEQA to support SCSs (and move from LOS to VMT in CEQA – SB743)
- Nexus
 - Coordinated regional level transportation planning to reduce GHGs(SCS)

Maryland



- Climate:
 - GHG Reduction Act Plan of 2013: state level multi-sector and multi-agency plan
- Transportation
 - Maryland Transportation Plan 2035 (updated in 2014);
 - Annual: Consolidated Transportation Program, Attainment Report
- Land Use
 - Required local comprehensive plans addressing key elements and visions
 - Smart Growth: Priority Funding Areas
 - PlanMaryland (2011)
- Nexus
 - All 3 plans updated recently: cross-referencing and mention of integration



Washington

- Climate
 - HB 2815: GHG and VMT Per Capita Targets
 - EO 09-05: Delegate to regional level (Regional Transportation Planning Organizations)
- Transportation
 - Washington Transportation Plan 2030 (2010)
 - Statutory VMT Targets
- Land Use
 - Growth Management Act – 14 goals; required Urban Growth Areas in some cities
 - County Wide Planning Policy (CWPP)
- Nexus
 - Local plans consistent with regional transportation plans
 - SB 6580: linking Growth Management Act to GHG targets and policies



Oregon

- Climate
 - HB 2001 (2009) & SB 1059 (2010)
 - Statewide Transportation Strategy - all modes statewide
 - Metropolitan targets (% per capita) & scenario planning - GHG from light duty vehicles only (only Portland/Eugene required)
- Transportation
 - Oregon Transportation Plan + modal plans
 - Goal 12: Transportation
 - Statewide Transportation Improvement Program
- Land Use
 - UGBs; 19 Statewide Goals; required local plans
- Nexus
 - Oregon Transportation and Growth Management Program (ODOT/DLCD)
 - Statewide Transportation Strategy / OSTI

Synthesis

- Goals
 - By 2020: range from reaching baseline to 10% below 1990 levels
 - MD: State, sector level
 - CA, OR, WA: regional and per capita
- Vertical
 - CA, OR, WA: regional level develops the plan and local implementation voluntary
- Horizontal
 - MD: several state agencies involved in climate plan; integration of transportation and land use plans
 - OR: OSTI and TGM
 - WA: integration with state growth management program
 - CA: Strategic Growth Council, Climate Action Team
- Monitoring
 - CA, MD, OR: GHG inventories; implementation reporting
 - WA: GHG and VMT levels
 - **NO REAL ACCOUNTABILITY MECHANISM FOR REACHING TARGETS**

Preliminary Observations: Process

- Environmental groups important in pushing legislation
- Important to allow flexibility within regions
- Heavy reliance on models, assumptions and scenario planning
 - Are the targets right?
- Need a statutorily created agency with oversight, authority and budget
 - Silos hamper implementation
- Framing outcomes as co-benefits

Preliminary Observations & Recommendations: Implementation

- Weak integration of land use plans and transportation plans (and funding decisions)
 - Make transportation funding contingent on land use plans
 - Performance measures integrated into transportation funding process
 - Make UGB expansion contingent on scenario planning
- Lack of funding and incentives for planning at regional and local level
 - Competitive process for funding (cap & trade funds in CA)
- Lack of funding for transit and redevelopment
 - Regulatory relief
 - Unconstrained funding sources for non-highway transportation
- Who holds states and regions accountable to targets?
 - Importance of environmental groups and public opinion

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