Driving down GHG from Transportation: Assessing Efforts in Four States

Next Generation Transportation for a Sustainable Future Summit

May 29, 2015

Rebecca Lewis, Robert Zako, Alexis Biddle, Rory Isbell, Emily Kettell, Elizabeth Miller

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

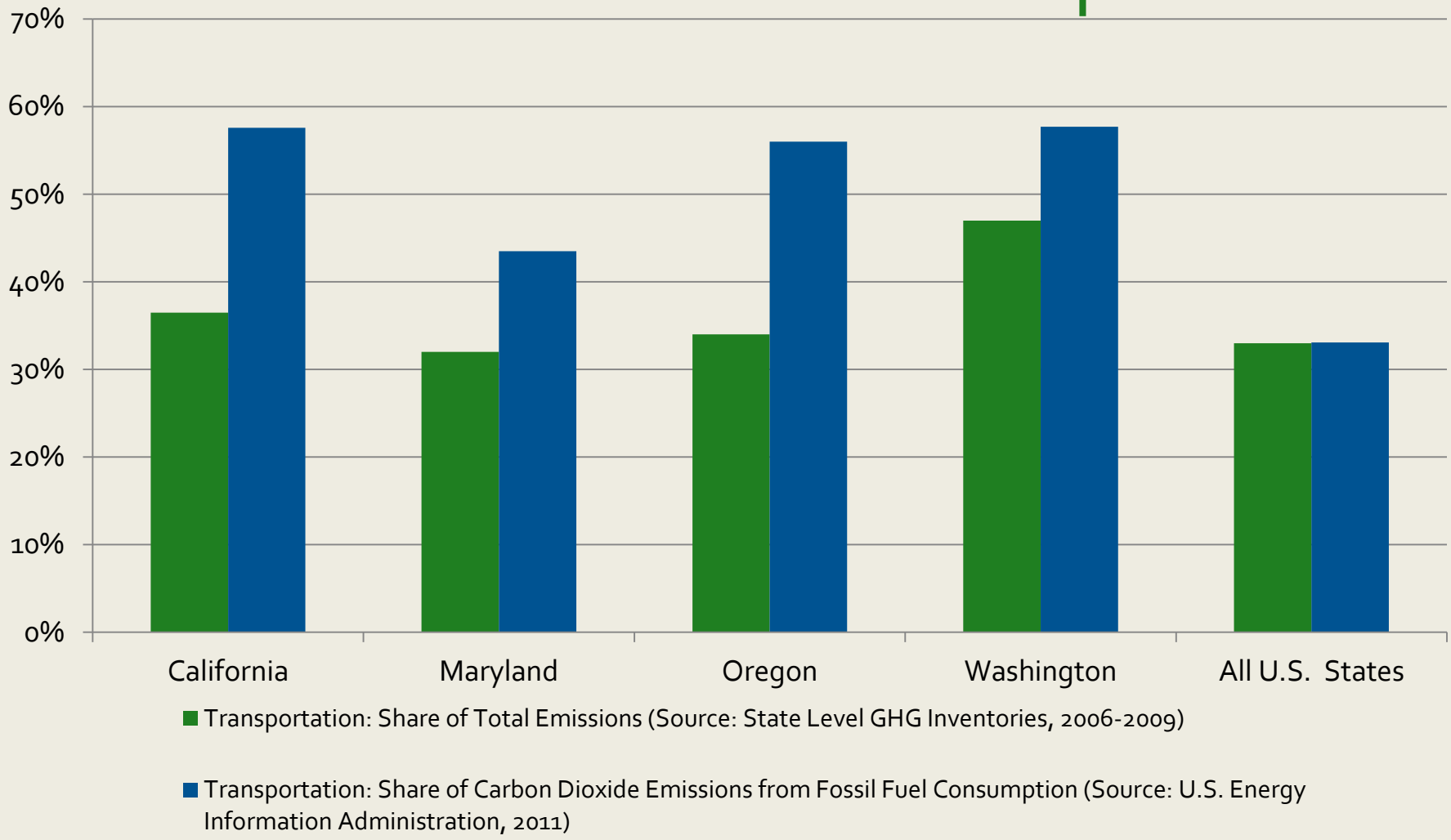
Research Questions & Objectives

1. ***Policy Framework:*** What is the framework for reducing GHGs from the **transportation sector** via transportation and land use strategies?

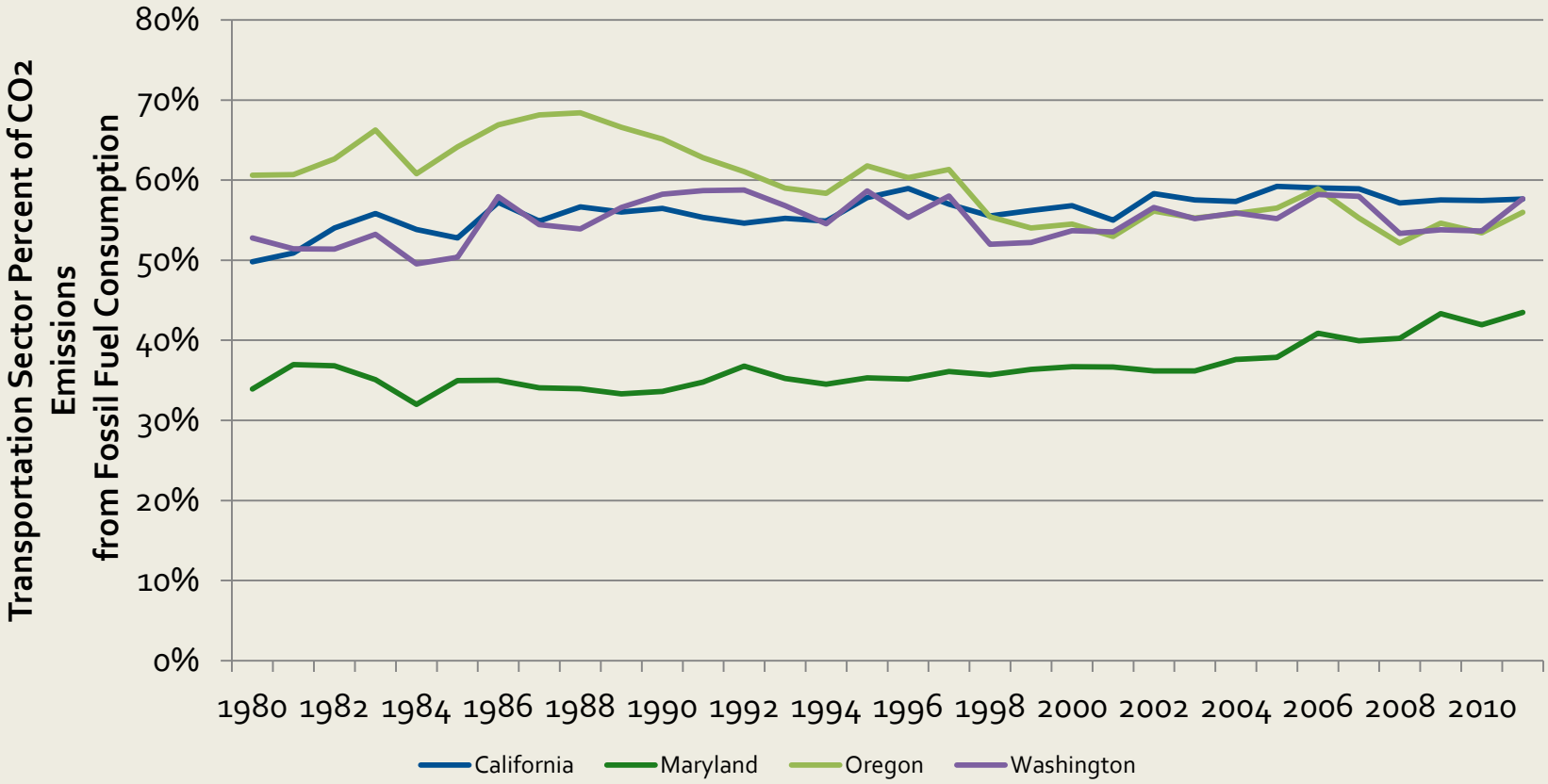
2. ***Assessment:*** What are **strengths and weaknesses** of the transportation-land use-climate policy framework at the state level? What are the **obstacles** to achieving GHG reduction goals?

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?

Share of Emissions from Transportation

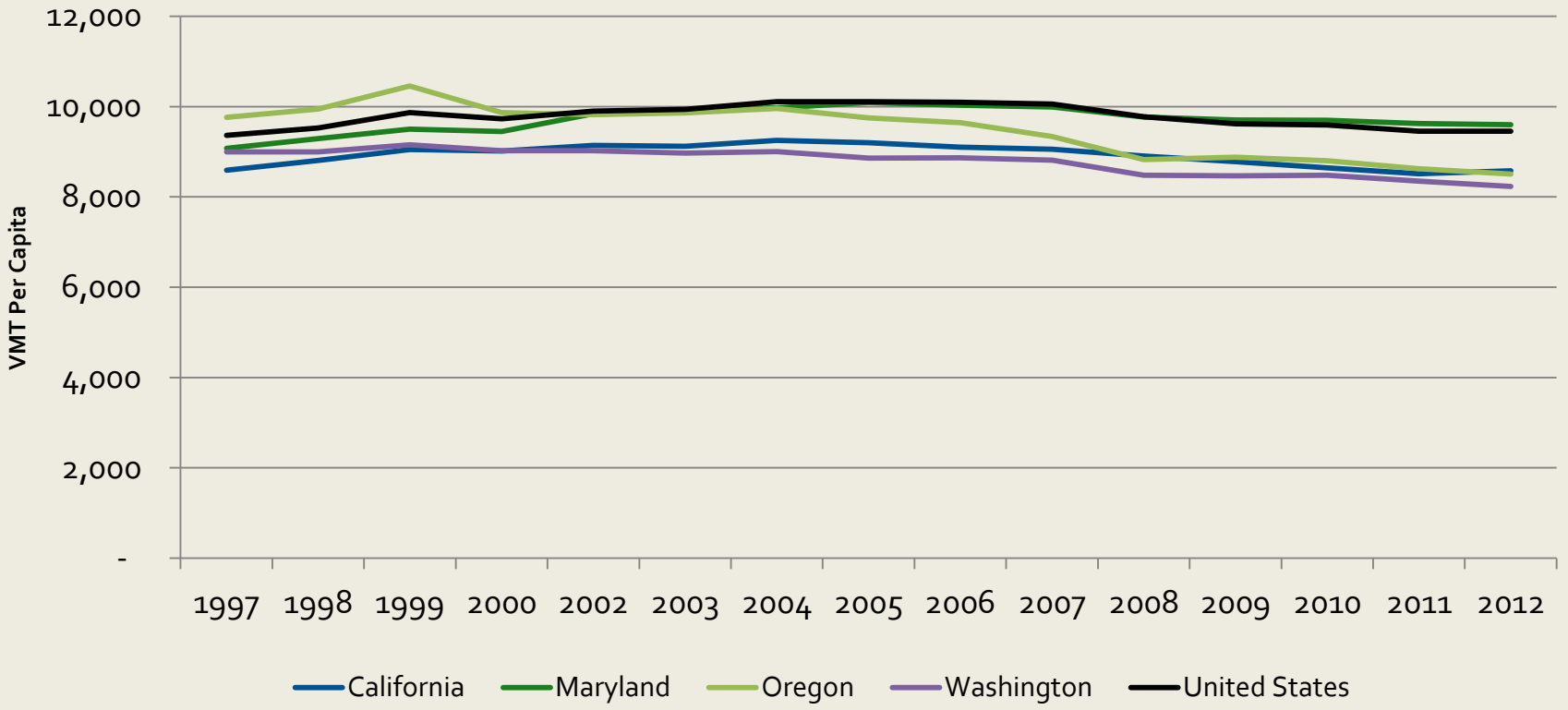


Carbon Dioxide Emissions from Fossil Fuel Consumption (1980 - 2011)



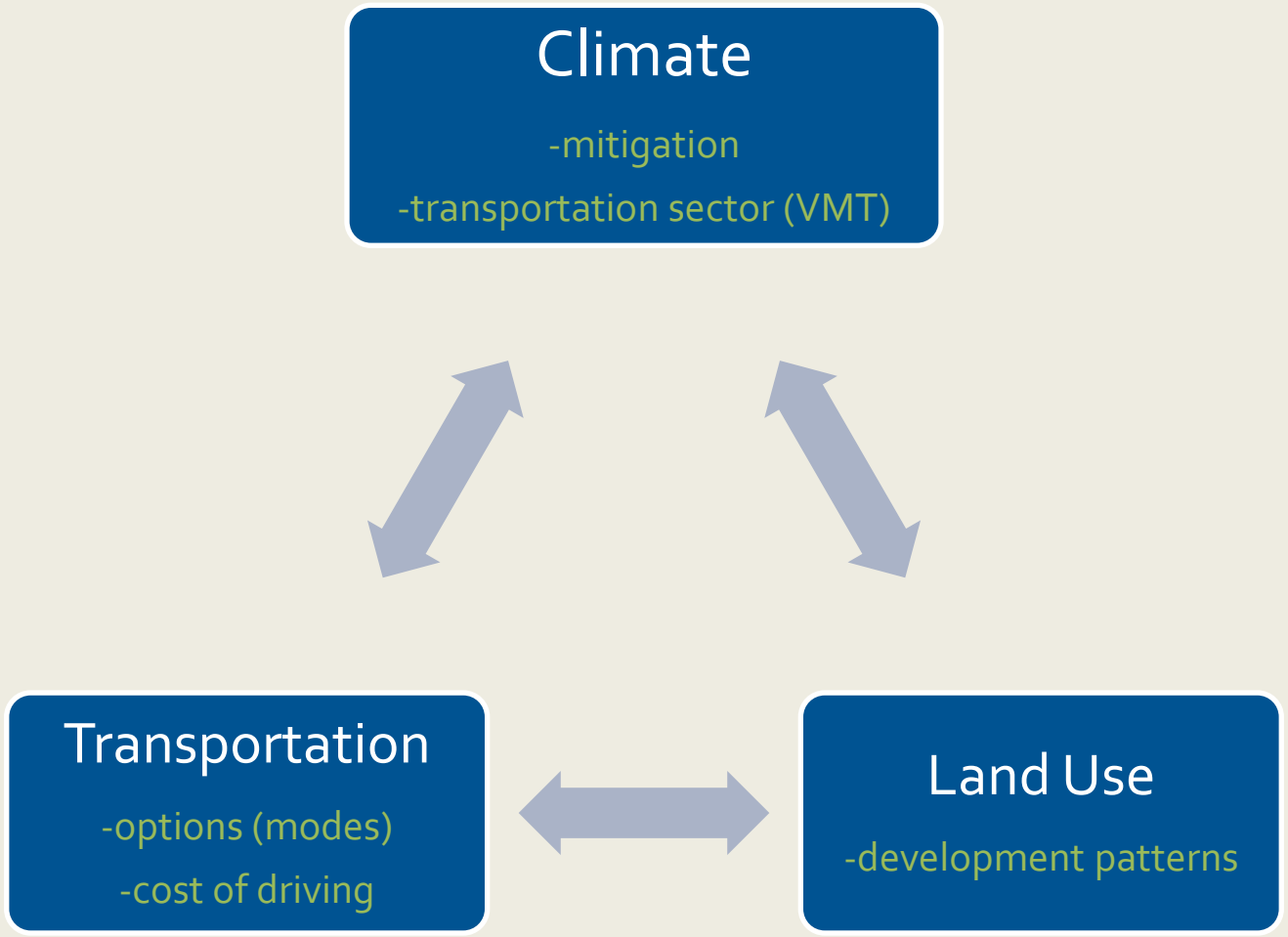
Source: "State CO_2 Emissions," Energy Information Administration, 2011.
http://www.eia.gov/environment/emissions/state/state_emissions.cfm

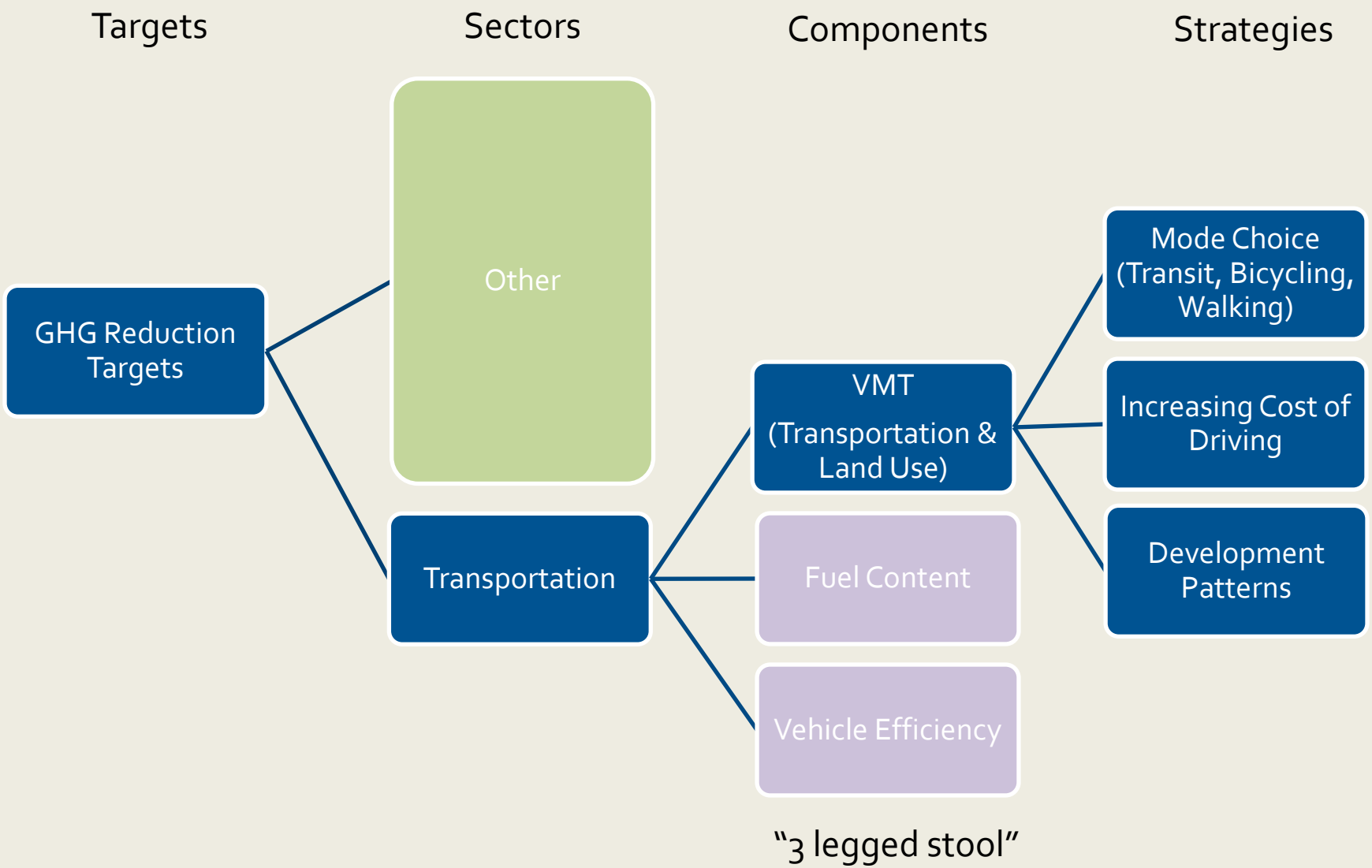
Vehicle Miles Traveled Per Capita, 1997-2012



Source: "Highway Statistics Series." *Office of Highway Policy Information (OHPI)*. Federal Highway Administration. https://www.fhwa.dot.gov/policyinformation/statistics.cfm

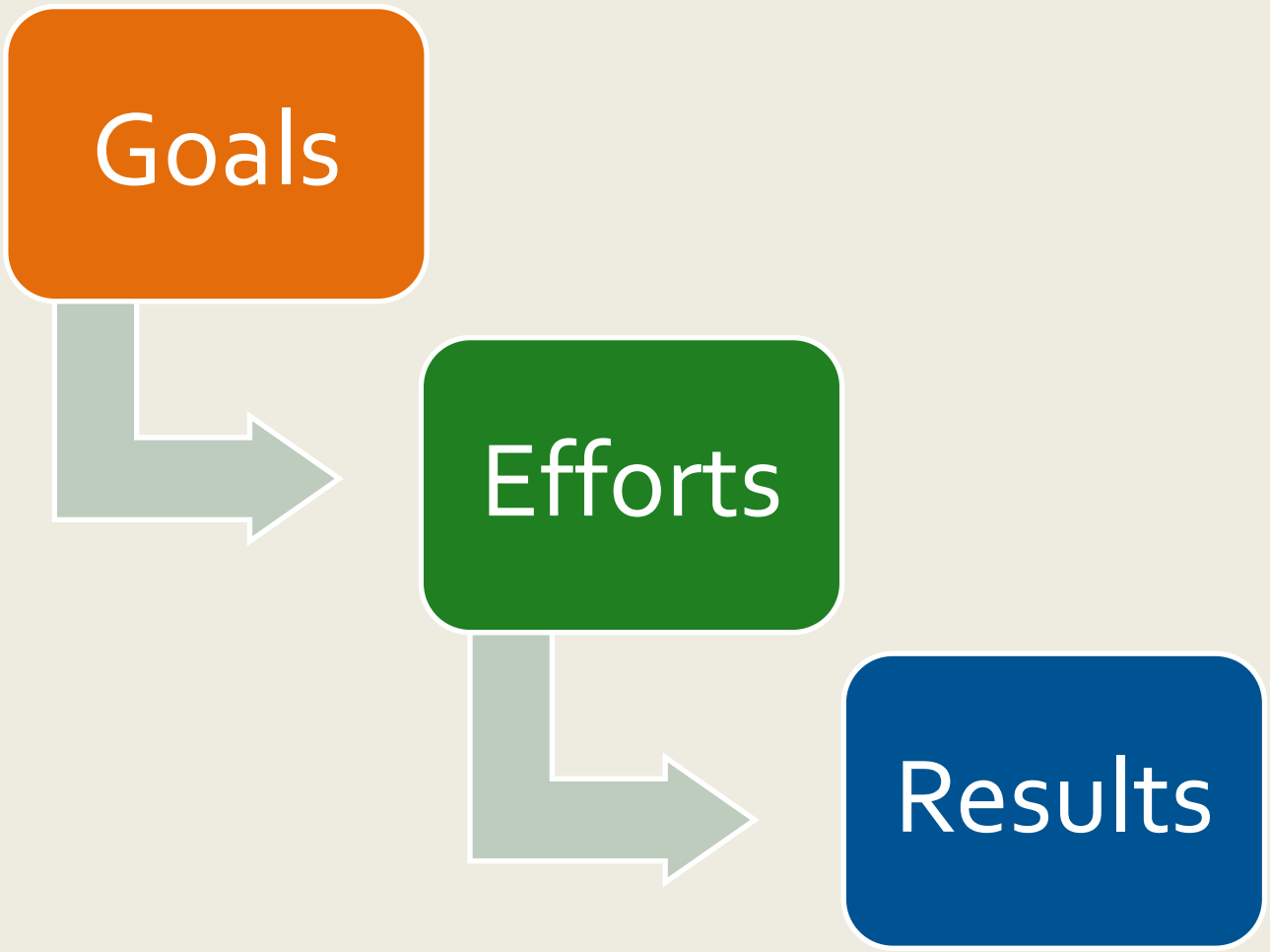
Conceptual Framework





"3 legged stool"

Conceptual Framework



Goals: Statutory GHG Targets

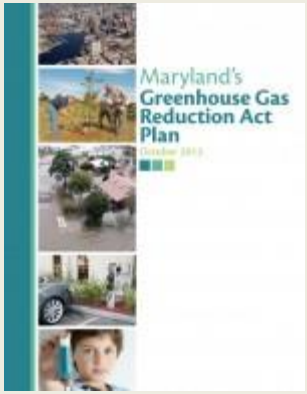
State	Targets	Key Legislation
California	By 2020,1990 levels. By 2050, 80% below 1990 levels. (E.O.)	2006: AB32-California Global Warming Solutions Act
Maryland	By 2020,25% below 2006 levels; By 2050, 90% below 2006 levels.	2009: SB 278/HB 315: Greenhouse Gas Reductions Act of 2009
Oregon	By 2020, 10% 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

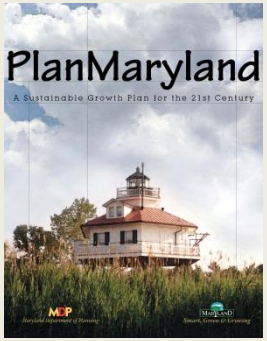
California

- 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 infill (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



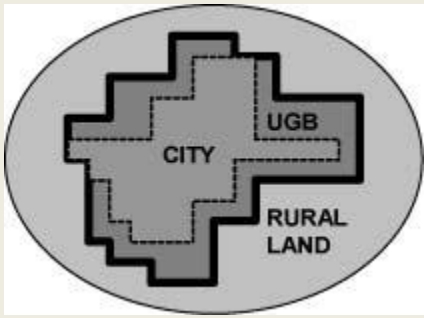


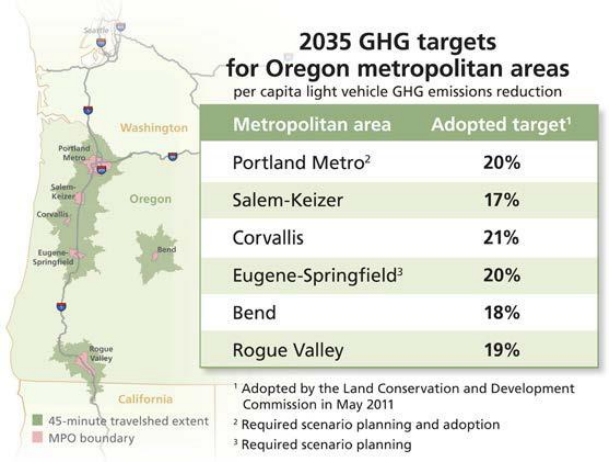
Washington

- 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 Target
- 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

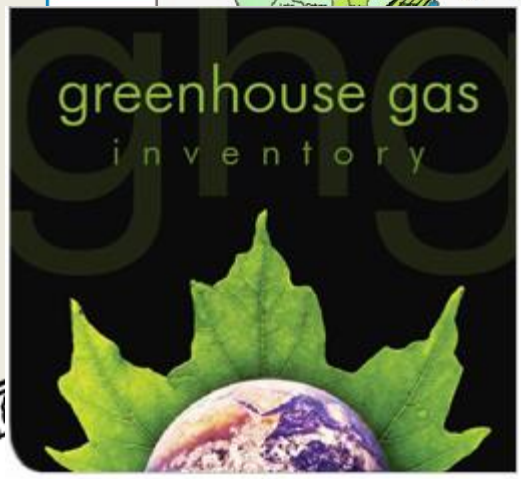
Oregon

- 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
- 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

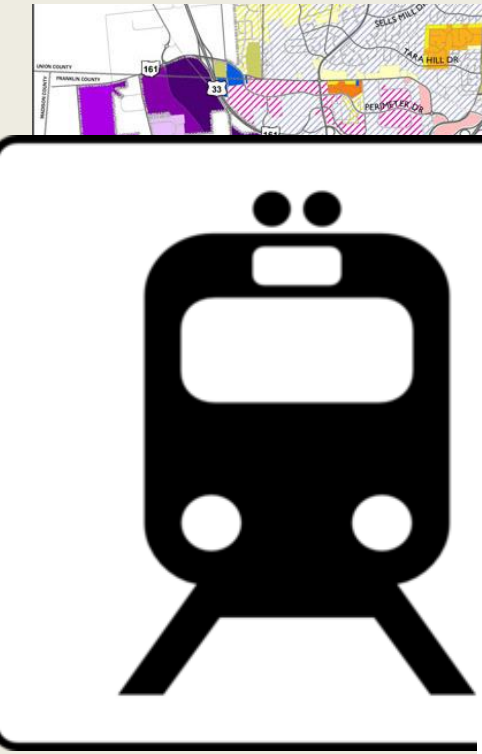


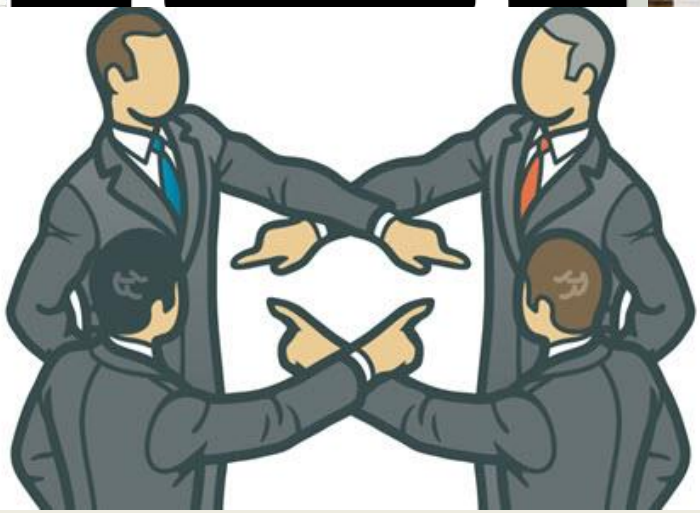
ClimatePlan

Addressing the Land Use Decisions that Shape Our Climate and Our Lives

Preliminary Findings: Process

Preliminary Findings & Recommendations: Implementation





Key Takeaways

- Initial legislation setting goals and requiring plans is a starting place
- But sustained leadership and momentum is essential
- Plans and scenarios will not be realized without adequate funding and a reorientation of transportation spending
- And selling co-benefits is important to gaining broad citizen support

Next Steps

- Completing interviews
- Synthesizing information
- Publishing policy briefs and academic publications
- Next project:
  - Effectiveness of Transportation Funding for Achieving Livability Goals (proposed)

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