Driving down GHG from Transportation: Assessing Efforts in Four States

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NITC #789 Assessing State Efforts to Integrate Transportation, Land Use and Climate.

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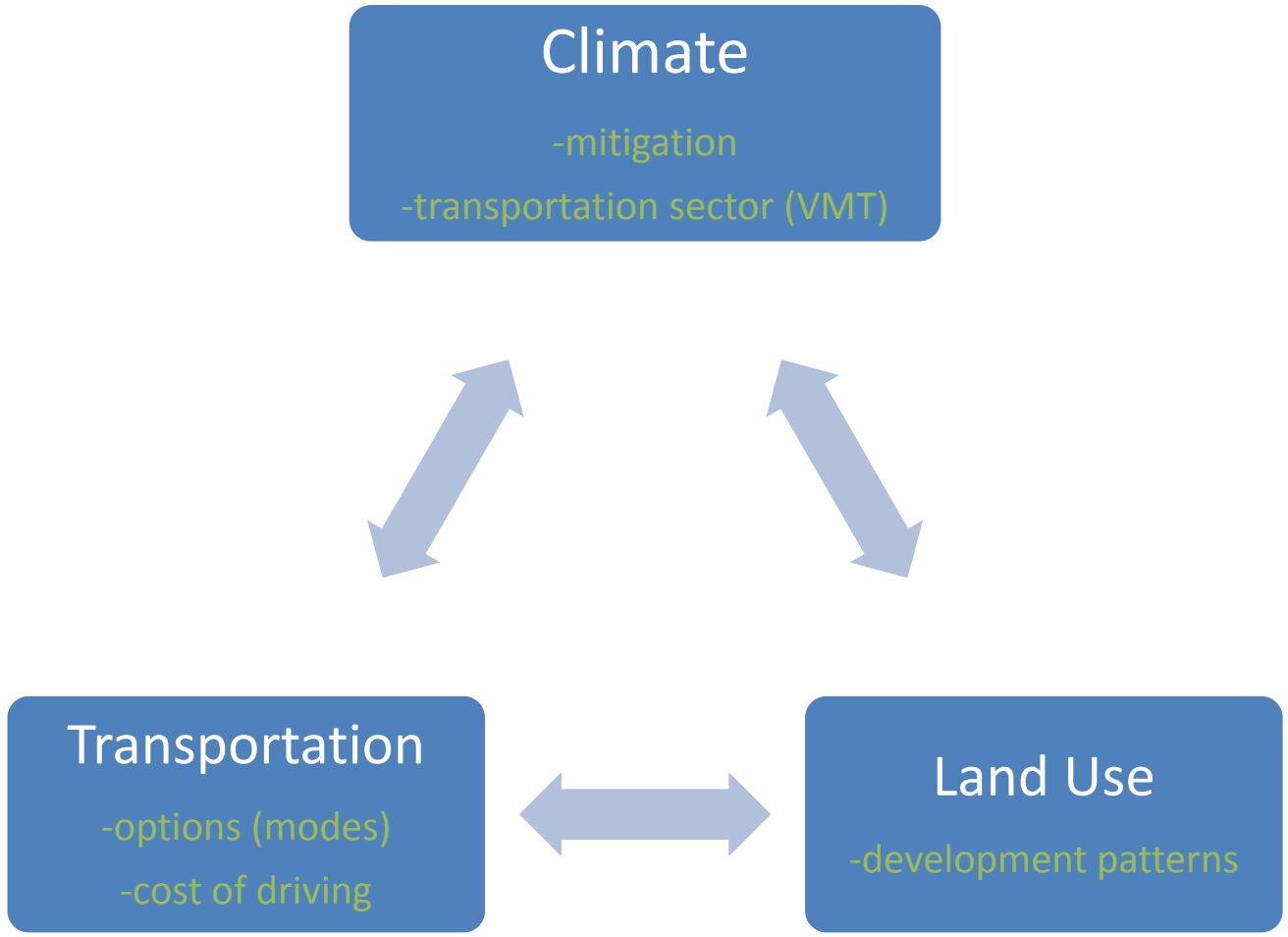
Research Questions

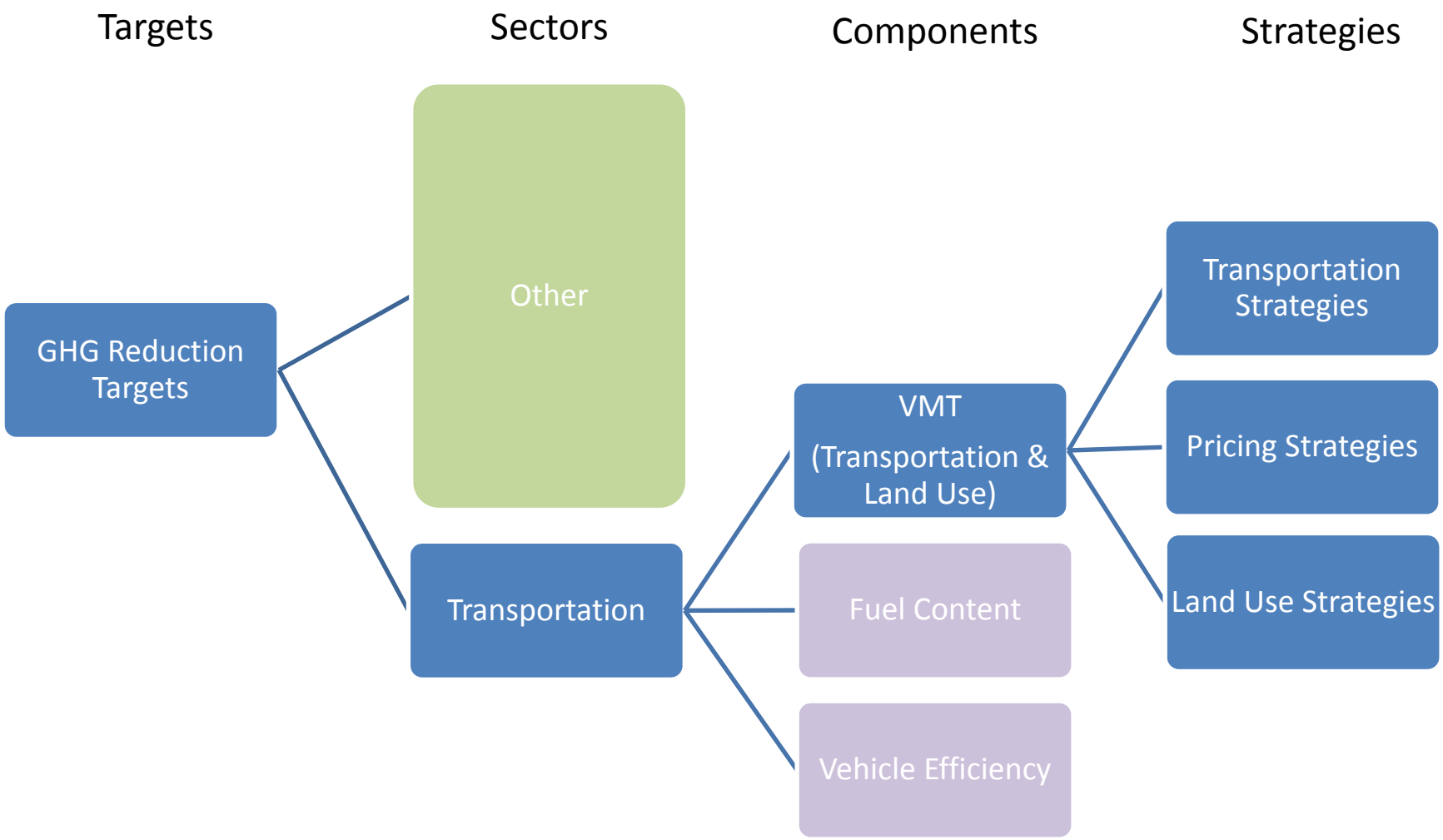
- ***Policy Framework:*** What is the framework for reducing GHGs from the **transportation sector** via transportation and land use strategies?

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?

Conceptual Framework





"3 legged stool"

Statewide GHG Goals

State	Goals	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

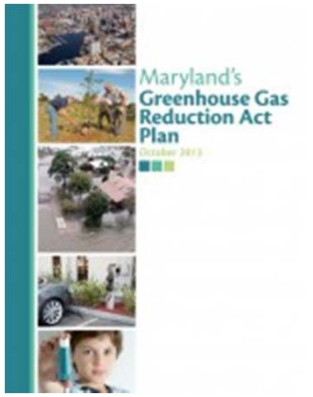
- Climate
  - SB 375: Regional per-capita targets, MPOs develop Sustainable Communities Strategies (SCSs), voluntary local implementation
- Transportation
  - CalTrans updating CTP 2040
  - Regional RTPs integrating SCSs
- Land Use
  - Local general plans (no state level growth management program)
 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

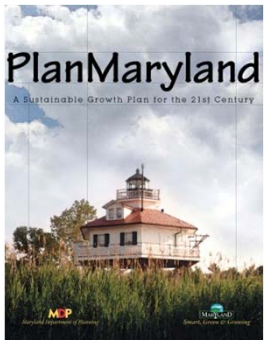
SB 375
Regional Implementation Process

California
TRANSPORTATION PLAN 2040
Integrating California's Transportation Future

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





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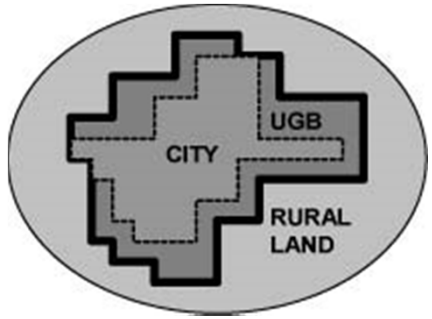
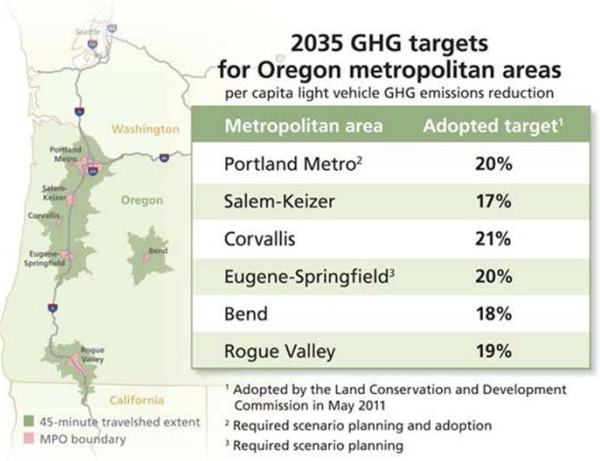
Oregon

- 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





2035 GHG targets for Oregon metropolitan areas

per capita light vehicle GHG emissions reduction

Metropolitan area	Adopted target[1]
Portland Metro[2]	20%
Salem-Keizer	17%
Corvallis	21%
Eugene-Springfield[3]	20%
Bend	18%
Rogue Valley	19%

[1] Adopted by the Land Conservation and Development Commission in May 2011
[2] Required scenario planning and adoption
[3] Required scenario planning

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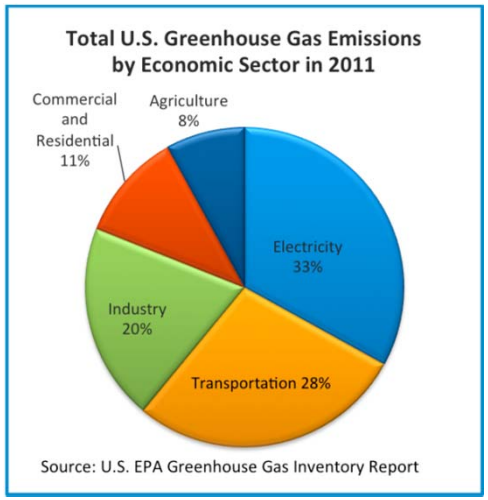
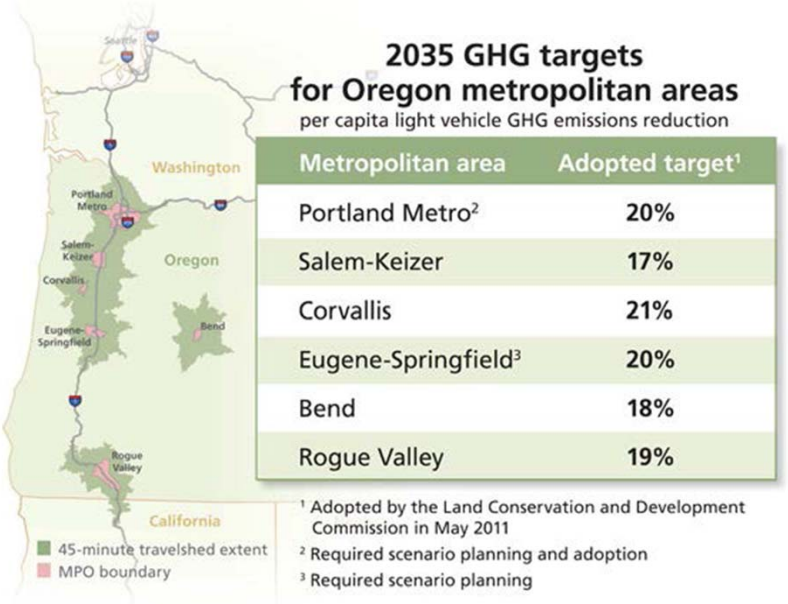
Washington

- 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

Synthesis

Goals





Synthesis

Vertical

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

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Synthesis

Horizontal

Synthesis

Monitoring

ClimatePlan

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

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Preliminary Findings: Process

Oregon
Environmental
Council
It's Your Oregon

AMERICAN
LUNG
ASSOCIATION.
Fighting for Air

Transportation
for America

Environmental groups important in pushing legislation

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Preliminary Findings: Process

- **Important to allow flexibility within regions**

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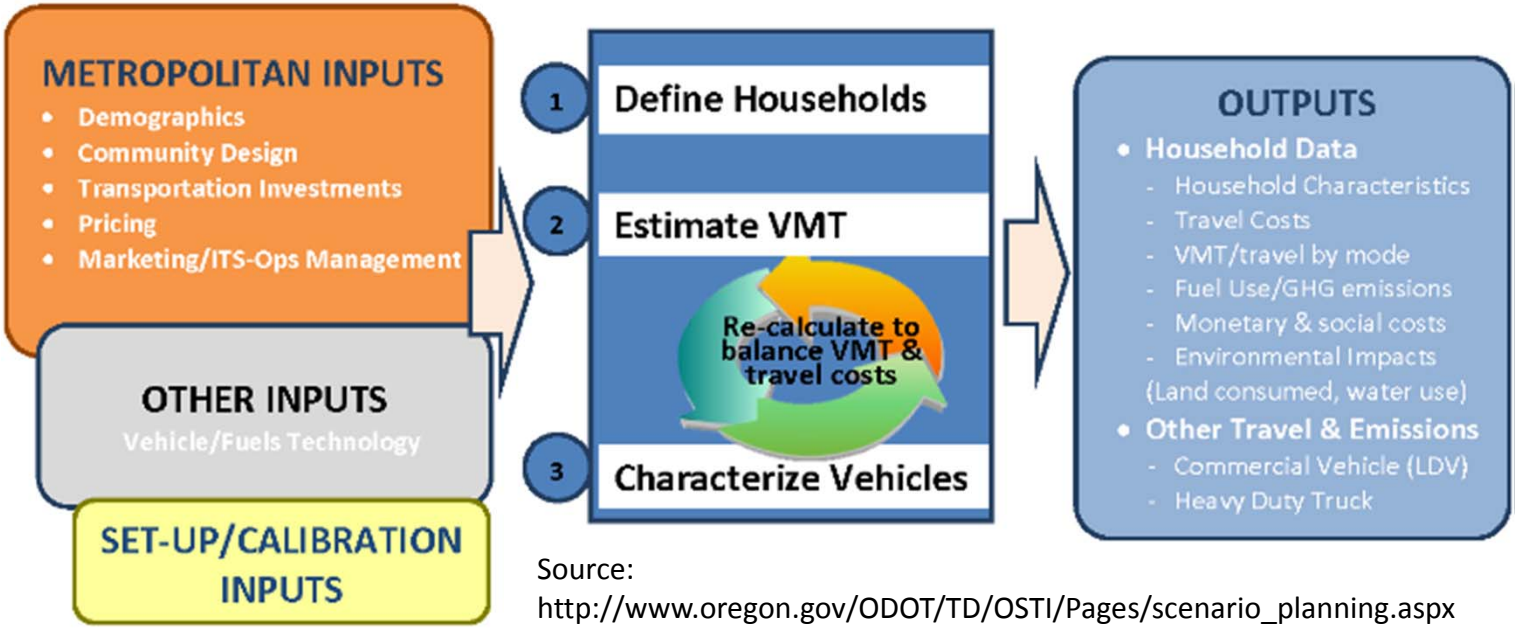
Preliminary Findings: Process



Source:
http://www.oregon.gov/ODOT/TD/OSTI/Pages/scenario_planning.aspx

- **Heavy reliance on models, assumptions and scenario planning**

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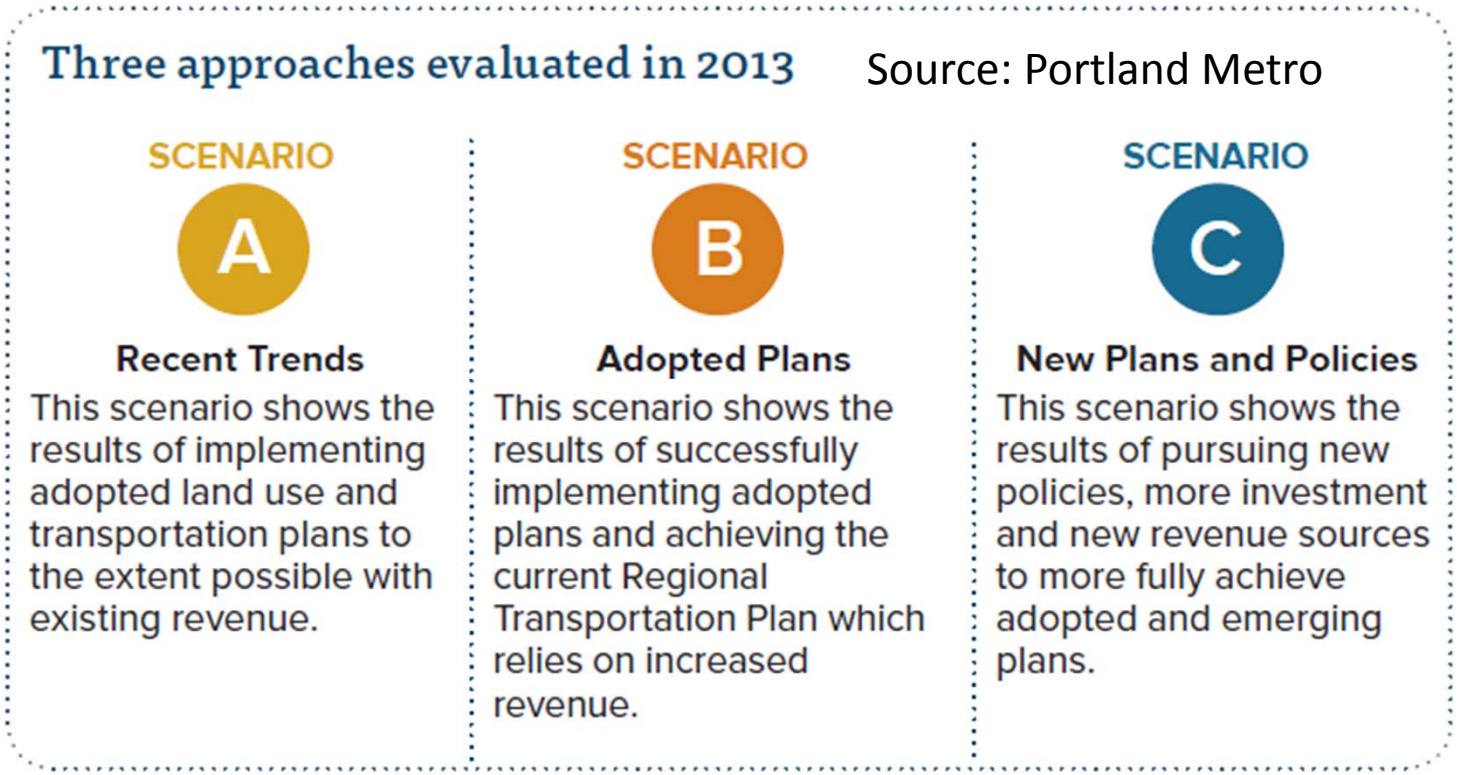
Preliminary Findings: Process



- **Heavy reliance on models, assumptions and scenario planning**

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Preliminary Findings: Process

California Environmental Protection Agency
AIR RESOURCES BOARD

MDE

- **Need a statutorily created agency with oversight, authority and budget**

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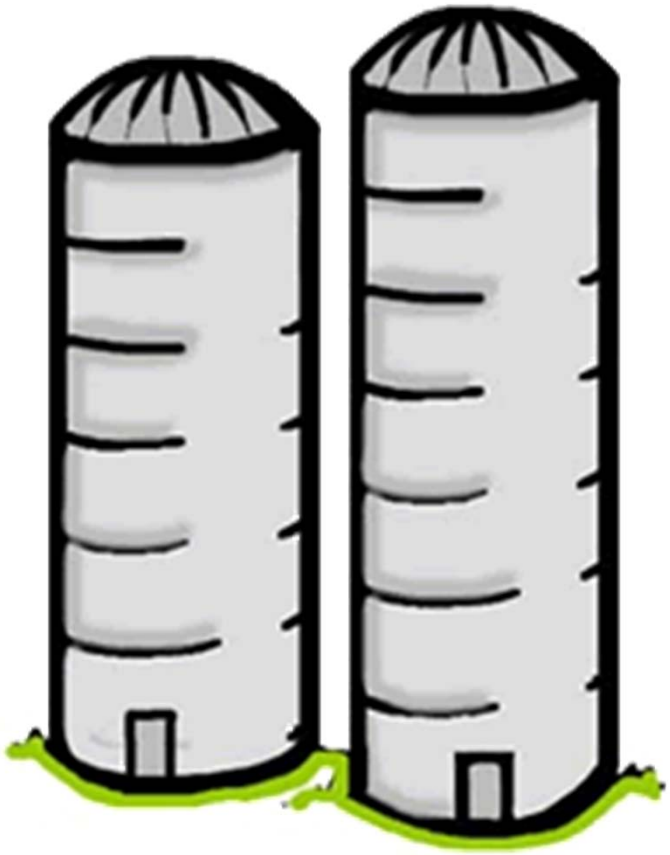
Preliminary Findings: Process



Silos hamper implementation

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Preliminary Findings: Process

Source: Portland Metro

- **Framing outcomes as co-benefits important to gaining public support**

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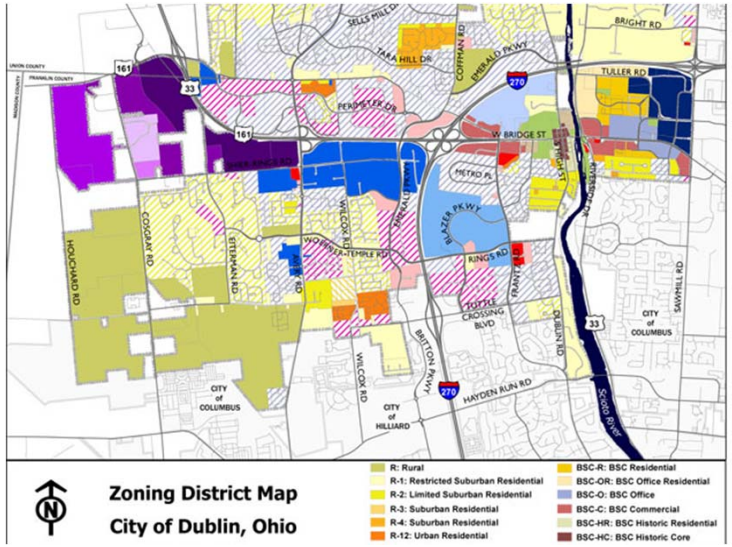
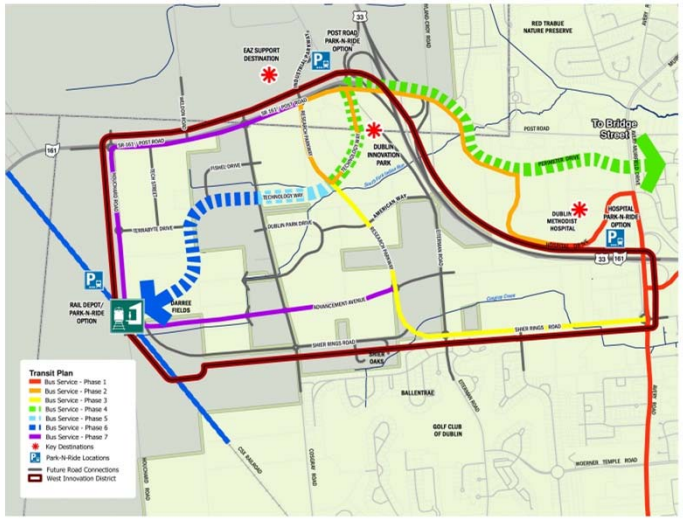
Preliminary Findings & Recommendations: Implementation





- Weak integration of land use plans and transportation plans (and funding decisions)

Preliminary Findings & Recommendations: Implementation

Lack of funding and incentives for planning at regional and local level

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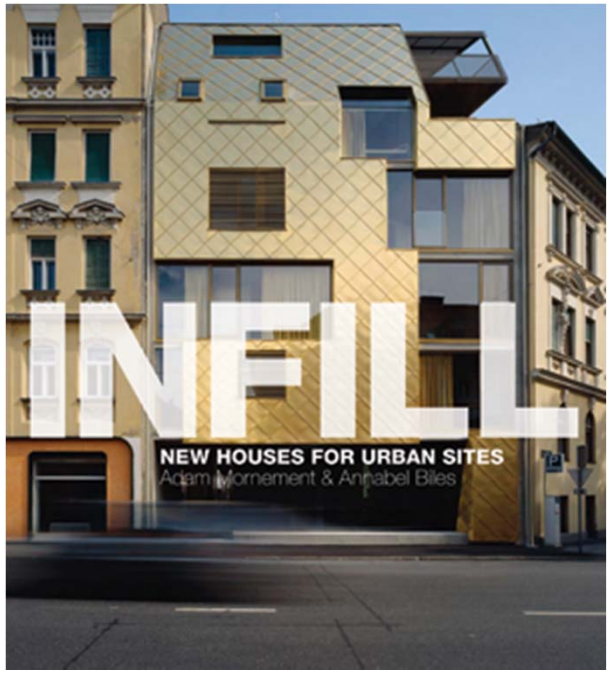
Preliminary Findings & Recommendations: Implementation



Lack of funding for transit and redevelopment

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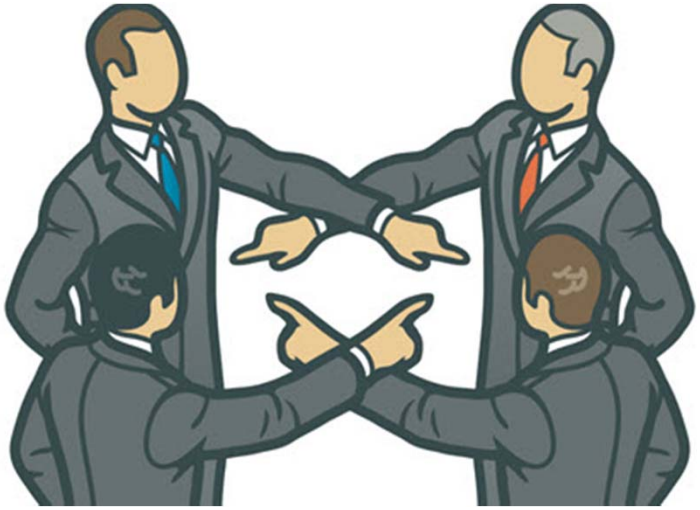
Preliminary Findings & Recommendations: Implementation



•Who holds states and regions accountable to targets?

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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