

LAND USE STRATEGIES: MDP GGRA RESPONSIBILITIES

Climate Change Commission

Mitigation Workgroup

June 5, 2015



MDP's ASSIGNED PROGRAMS

- Emission Reductions in GHG Plan from two programs assigned to MDP:
 - Reductions as Initially Designed: 0.54 MMtCO₂e
 - Reductions with First Set of Enhancements: 0.64 MMtCO₂e
 - Reductions with Second Set of Enhancements: 1.15 MMtCO₂e



MDP's ASSIGNED PROGRAMS

- Expected emission reductions by 2020
 - 0.64 MMtCO₂e
 - This assumes Maryland achieves 75% “compact development” between 2011 and 2020.
 - MDP will explore the possibility of a 2011-2020 “compact development” forecast for MDE’s October 2015 GGRP progress report to the legislature.



COMPACT DEVELOPMENT GOAL

- First set of “enhanced reductions” is based on achieving 75% “compact development” from 2011 through 2020.
 - Status quo (i.e., initial reductions) assumes 65%
 - MDP data for “compact development”: 2011 (74.2%), 2012 (75.8%), 2013 data available in August/September 2015.



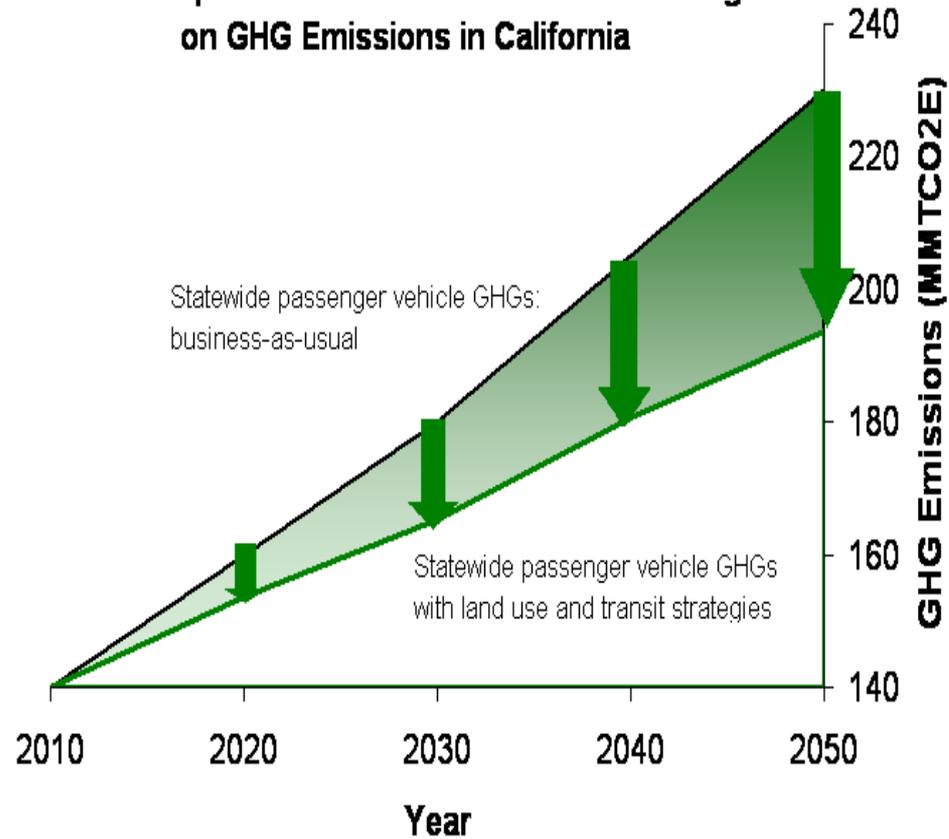
MDP'S ASSIGNED PROGRAMS

- 1 of the 2 programs were identified by MDE as needing enhancements
- MDP does not believe enhancements are needed at this time



BEYOND 2020

Potential Impacts of Land Use and Transit Strategies on GHG Emissions in California



2013 ECONOMIC ANALYSIS

- MDP provided RESI and MDE with additional information in late 2013, after the publication of the GGRP, to refine the economic analysis of land use strategies
- estimated \$16 billion in savings 2011-2020



2013 ECONOMIC ANALYSIS

- reduced local and State government capital costs (\$9.1 billion) for infrastructure to support new growth between 2010 and 2020
- reduced local and State government costs (\$0.2 billion) to maintain that infrastructure during that same timeframe
- reduced private capital costs for infrastructure (\$6.7 billion) to support new growth between 2010 and 2020.



TRANSPORTATION MODEL ISSUE

- GGRP said:
 - Conventional transportation models have focused on speed, distance, and the number of vehicles accommodated
 - To measure GHG reductions from land use/location efficiency, transportation models must also emphasize access, proximity and VMT



TRANSPORTATION MODEL ISSUE

- SHA is refining the Maryland Statewide Transportation Model (MSTM) which, together with similar regional four step travel demand models, have been used to forecast growth in vehicle volumes, test scenarios, make performance measurements, etc.
- MDP in cooperation with SHA has been using the MSTM and regional models to evaluate progress toward compact development and GHG prevention



OTHER INDICATORS OF LAND USE

- GGRP said “until an updated transportation model is in place that can adequately take into account the GHG reduction benefits of land use/location efficiency factors, MDP recommends additional metrics to determine progress.”
- Maryland Sustainable Growth Commission is considering approval of sustainable transportation and land use indicators in 2015.



MDP PROGRAMS

- P.1 Reducing emissions through smart growth and land use/location efficiency
 - Existing/initial reductions
 - Maryland Sustainable Growth Commission
 - Smart Growth Subcabinet
 - Sustainable Communities Act of 2010
 - 2009 planning legislation
 - Data analysis and forecasting, indicator development



MDP PROGRAMS

- **Smart Growth Subcabinet**
 - recommends to the Governor changes in State law, regulations, and procedures needed to support Smart Growth Policy and works to create, enhance, support, and revitalize Sustainable Communities across Maryland.



MDP PROGRAMS

- **Maryland Sustainable Growth Commission**
 - charged with assessing the progress that State, regional, and local planning agencies are making towards achieving the goals of the State Economic Growth, Resource Protection, and Planning Policy (12 visions).
 - consistent with the 12 visions, the Commission is to make recommendations on the adequacy, coordination, and implementation of funding mechanisms and State assistance for planning, infrastructure, and land preservation.



MDP PROGRAMS

- **Maryland Sustainable Growth Commission**
 - To facilitate voluntary joint planning among State and local jurisdictions, the Commission will make recommendations that promote coordination and cooperation.
 - Further, the Commission will advise on the content, preparation, and implementation of the State Development Plan, the State Transportation Plan, and the State Housing Plan, and also consider how they relate to local land use plans.



MDP PROGRAMS

- **Sustainable Communities Act of 2010**
 - Established the "Sustainable Communities" designation in order to strengthen reinvestment and revitalization.
 - Enhanced an existing rehabilitation tax credit into the Sustainable Communities Tax Credit Program.
 - Simplified the framework for designated revitalization target areas in the Community Legacy and Neighborhood BusinessWorks programs.
 - Requires the Maryland Department of Transportation to consider Sustainable Communities as it annually considers the Consolidated Transportation Program.



MDP PROGRAMS

- 2009 legislative suite (HB294/SB273, HB297/SB280 and HB295/SB276)
 - incorporation of the 12 new planning visions in local comprehensive plans.
 - development of local land use goals.
 - consistency of local land use ordinances with comprehensive plans.
 - submittal of local annual reports.



MDP PROGRAMS

- MDP data analysis and forecasting
 - MDP parcel database, U.S. Census information, MDP land use/land cover data
 - Growth Simulation Model
- Indicator development
 - MDP is supporting the Maryland Sustainable Growth Commission in its effort to develop and evaluate smart growth indicators



MDP PROGRAMS

- P.2 Priority funding area (growth boundary) related benefits
 - DHCD's "State funded neighborhood revitalization projects," which include funding from Community Legacy, Community Investment Tax Credit, Maryland Capital Access Program, and Neighborhood Business Works. PFA only.
 - DBED's Maryland Economic Development Assistance Authority and Fund, which provides both loans and grants to businesses and local jurisdictions. PFA only.



WORKING GROUP DISCUSSION

- What programs should be the focus of our effort?
- Where are there untapped opportunities?
- Where could resources be better spent?
- Where are partnerships needed?
- Where else can the State show leadership?



THANK YOU

Jason Dubow, Director, Environmental
Planning, MDP

jason.dubow@maryland.gov
(410) 767-3370

