



Governor's Action Team on Energy and Climate Change *State of Florida*

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Transportation and Land Use Technical Working Group Summary List of Draft Priority Policy Options for Analysis

Draft Option #	Draft Policy Option Name
TLU-1	Develop and Expand Low-GHG and Alternative Fuels
TLU-2A	Increased Fuel Economy and GHG Emissions Standards for New Vehicles
TLU-2B	Add-on Technologies for Existing Vehicles and New Vehicles
TLU-3	Smart Growth Planning
TLU-4	Improving Transportation System Management
TLU-5	Increasing Choices in Modes of Transportation
TLU-6	Factoring GHG Emissions into Transportation and Land Use Planning Processes
TLU-7	Incentive Programs for Increased Vehicle Fleet Efficiency
TLU-8	Increasing Freight Movement Efficiencies
TLU-9	Consider Transportation System Pricing Options

Sample Draft Policy Option Template

TLU-3 Smart Growth Planning

[FROM WASHINGTON TRANSPORTATION SECTOR TECHNICAL WORK GROUP POLICY OPTION RECOMMENDATIONS (DECEMBER 2007)

http://www.ecy.wa.gov/climatechange/CATdocs/122107_TWG_trans.pdf]

Policy Description

This option seeks to ensure that growth management plans promote compact and transit-oriented development to reduce VMT and GHG emissions. Transportation is the single largest source of GHG emissions in Washington State and we will not achieve our goals without significant reduction to its share of the emissions. Washington has already taken steps to manage growth and development and has begun efforts to reduce VMT and GHG emissions through the adoption and implementation of the Growth Management Act and related legislation. But with significant growth projected across the state, we must improve and build upon these efforts. Compact and transit-oriented development and VMT and GHG emissions reductions are feasible and necessary.

Washington State adopted the Growth Management Act (GMA) in 1990-91. Washington's approach recognizes the state's diversity from urban to rural and east to west. The approach puts forward state goals and requires cities and counties in the more populated areas of the state to plan for future population growth, establish urban growth areas, ensure adequate infrastructure, protect environmentally critical areas, and preserve the best agricultural and forest land for resource production. City and county comprehensive plans required by the GMA are valid unless challenged through a regional system of hearings boards. Washington's approach seeks to protect the important quality of life of our state, regions, and local communities while providing for local and regional flexibility in how the goals are met. The mitigation option proposed below fits into this framework. It would provide new direction for reducing VMT and GHG emissions, using solutions consistent with the state's diverse geography and communities.

Policy Design

Goal Levels: Develop and implement policies and strategies that include funding, incentives and requirements to promote compact and transit-oriented development in urban areas. These actions, together with the actions in mitigation options T-1, T-3, and T-8, should be designed to reduce urban area VMT by 7%-15% in 2020 and by 25-50% in 2050 (compared to a business-as-usual baseline scenario). The high end of the 2050 range reflects a paradigm shift in land use patterns and travel behavior in Washington State.

- Encourage compact development within urban growth areas by designating urban centers for employment, services and housing growth, increasing urban residential densities while assuring adequate services, and encouraging "brownfield" development. Careful consideration should be used in expansion of urban growth areas, and when appropriate, development should reflect a compact development pattern.

- Promote transit-oriented development, including requiring planning/zoning for transit-oriented development to accompany high capacity transit investments, and declaring transit-oriented development a highway purpose that reduces congestion on public roadways (similar to public transportation facilities legislation).
- Promote amenities (such as green streets, small plazas and gathering plazas, frequent retail stops, noise control ordinances) that make high density living more attractive and encourage walking and biking.
- Promote sufficient affordable housing opportunities in urban areas with convenient access to transit to meet local and regional needs.

Timing: Amend the Washington State Growth Management Act and High-Capacity Transportation Systems Act in 2008. GMA implementation by cities and counties would be phased in through the regularly scheduled process for updating comprehensive plans, currently scheduled for 2011. Prior to a regularly scheduled update, any jurisdiction considering an urban growth area expansion would be required to meet the GMA's new climate change requirements. In addition, when a high-capacity transportation plan has been adopted and funded, local governments will initiate changes to comprehensive plans and codes for transit-oriented development at all major station areas. Depending on the timing, these changes may need to be completed prior to the regularly scheduled updates. The state should provide cities and counties planning grants to carryout the new requirements.

Parties Involved: State Legislature, CTED, Cities and Counties, Regional Transportation Planning Organizations, Transit Agencies, Developers, Environmental Organizations, Public Interest Organizations

Implementation Mechanisms

Mitigation Option T-4: Promote Compact and Transit-Oriented Development fits within the framework of the state's Growth Management Act (GMA). In order to implement the growth and transportation planning proposals being considered by the Washington Climate Advisory Team, the GMA should be amended to add a climate change goal (such as a reference to the state's goal established in SB 6001). In addition, regional and local GHG emission reduction targets should be established.

Encourage compact development within urban growth areas that result in reduced VMT and GHG emissions: The GMA requires cities and counties planning under the act to adopt county-wide planning policies as the framework for county and city comprehensive plans. In the central Puget Sound region, the GMA also requires multi-county planning policies. An additional provision should be added requiring that the county-wide planning policies include defining and designating urban centers for employment, services and housing growth. The state should develop urban center guidelines that recognize the state's diversity, ranging from major metropolitan centers, suburban centers to rural towns. The new county-wide planning policies will be implemented by cities and counties through comprehensive plan updates. To assist with implementing these changes, the state should provide planning grants to cities and counties, as well as technical assistance and information transfer, to enable newly developing areas to benefit from the successes of other cities.

The GMA should establish standards for urban residential densities that recognize the state's diversity. Guidelines for contiguous urban areas and large cities should set densities sufficient to support frequent transit service (e.g. 10-15 minute headways). In these areas, an average of 8-10 units per acre (excluding environmentally sensitive areas) should be considered the minimum density. In addition, density guidelines for smaller cities should reflect walkable patterns of historic rural towns (e.g. Enumclaw, Prosser, historic Ellensburg and Wenatchee). These guidelines will be implemented by cities and counties through comprehensive plan updates.

Compact development provides an opportunity to conserve forest and farms lands through the use of transfer of development rights. Increased densities in urban areas could serve as receiving areas for transfer of development rights from forest and farm lands. (Option F-2: Reduced Conversion to Nonforest Cover identifies the need for urban receiving sites.)

Provide incentives for brownfield development within urban growth areas, such as grants and technical assistance to help jurisdictions identify the extent of problems, define workable mitigation measures, and complete redevelopment plans.

Future urban growth boundary expansions should be carefully considered. In cases where expansion is deemed appropriate, the city or county comprehensive plan for this area must provide for a compact development pattern and other measures to mitigate GHG emissions.

Promote transit-oriented development: As part of planning for high-capacity transit, cities, counties and high-capacity transit agencies must develop and implement plans and codes that require transit-oriented development at all major station areas. High-capacity transit plans will identify station areas where transit-oriented development is encouraged. In those areas, local government comprehensive plans and codes will include specific provisions for transit-oriented development.

There needs to be additional funding opportunities for transit-oriented development. One opportunity is to use city street, county road, and motor vehicle funds by declaring transit-oriented development a highway purpose that reduces congestion. (This change builds on RCW 47.04.083.)

Encourage walking and biking: This action would be implemented by Mitigation Option T-8: Bicycle and Pedestrian Infrastructure Improvements.

Promote affordable housing opportunities in urban areas: Housing targets set by counties should assure that the supply of low income housing enabled by land use plans and regulations reflects job growth by subregion, e.g., so that workers can live within an easy transit or bike commute to work. Sufficient affordable housing should be integrated into transit-oriented development plans and projects. (Easy access to transit is considered as ¼ mile to bus transit and ½ mile to rail transit.)

Related Policies/Programs in Place

Mitigation Option T-4: Promote Compact and Transit-Oriented Development builds on existing state legislation: Growth Management Act (RCW 36.70A); Regional Transportation Planning

Legislation (RCW 47.80); High-Capacity Transportation Systems Legislation (RCW 81.104); and Urban Public Transportation Systems Legislation (RCW 47.04.083).

The centers approach is based on work that has been done in the central Puget Sound region (King, Kitsap, Pierce and Snohomish counties) through the Puget Sound Regional Council. The region’s adopted growth, transportation and economic strategy is Vision 2020 (a 2040 update is underway). Since the early 1990s, a major component of the strategy is to identify urban centers within the designated urban growth areas as places for jobs, housing and services. The centers approach recognizes different types of centers from major metropolitan centers to suburban and neighborhood centers. Addressing the form of development within urban areas is currently not a GMA requirement.

Types(s) of GHG Reductions

TBD

Estimated GHG Reductions and Net Costs or Cost Savings

	2012	2020	2050	Units
GHG Emission Savings				MMtCO ₂ e
Net Present Value (2008-2050)				\$ Million
Cumulative Reductions (2008-2050)				MMtCO ₂ e
Cost-Effectiveness				\$/MtCO ₂ e

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until Action Team moves to final agreement]

Level of Group Support

Pending – [until Action Team moves to final agreement]

Barriers to Consensus

TBD – [blank until final vote by the Action Team]

Sample Draft Policy Option Template

TLU-5 Increasing Choices in Modes of Transportation

[FROM NORTH CAROLINA CLIMATE ACTION PLAN ADVISORY GROUP FINAL REPORT
<http://www.ncclimatechange.us/ewebeditpro/items/O120F16974.pdf>]

text in blue is from New Mexico
<http://www.nmclimatechange.us/ewebeditpro/items/O117F10152.pdf>

Policy Description

Shift passenger transportation mode choice to lower emitting choices. Ensure that transportation is integrated with and appropriately serves land-use development plans (developed under TLU-1a). Implement the North Carolina transportation plan allocation of 13% of state transportation spending to transit.

The New Mexico 2025 Statewide Multimodal Transportation Plan establishes objectives and implementation strategies that aim to shift the State's focus from roads to an integrated, multimodal system. This option lays out several key actions that a) are required to realize the potential for GHG reductions implicit in the State's plan b) will help further develop a multimodal transportation system, and c) ensure that that system is used efficiently. Support shifts in passenger transportation mode choice (auto, bus, rail, bike, pedestrian, etc.) to lower emitting choices, and ensure that transportation serves smart growth development (see TLUs-7, 8, and 9).

Policy Design

The CCAG recommends that New Mexico should implement the 2025 Statewide Multimodal Transportation Plan in ways that reduce GHG emissions through policies including:

1. Make GHG-optimal use of CMAQ funds;
2. Expand transit infrastructure (rail, bus, BRT);
3. Improve existing transit service and support facilities,
4. Improve transit promotion and marketing (including tax-free and employer-paid Commuter Benefits, and Parking Cash Out);
5. Improve bike and pedestrian infrastructure;
6. Explore additional commuter rail using existing rail corridors;
7. Review all proposed transportation projects for multi-modal flexibility (e.g., add or reserve room for BRT or light rail if feasible);
8. Conduct research into new transportation technologies and urban planning techniques;
9. Support and promote policies that improve transportation system performance through nontransportation actions, such as a 4-day work-week and telecommuting.
10. Amend state law to allow governmental agencies and governmental entities to indemnify each other when they are engaged in common projects. This would encourage certain innovative projects in the transportation arena to go forward.

Goal Levels: Implement policies that increase use of public transportation, producing a shift to lower emitting mode choices, by the following policies:

- Improve transit service (frequency, convenience, quality).
- Expand transit infrastructure (rail, bus, bus rapid transit).
- Focus new development on transit-served corridors (transit-oriented development).
- Expand transit marketing and promotion (including tax-free and employer-paid commuter benefits, and parking cash out).
- Expand transportation system management and design, which speeds both transit and other traffic.
- Improve bike and pedestrian infrastructure both as feeders and as stand-alone modes.

Timing:

- Many programs are in place and are therefore immediately expandable or implementable. Enhancement and continuation can begin short-term.
- Infrastructure improvements will take 1–5 years at a minimum.

Parties Involved: NCDOT, regional transportation districts, metropolitan planning organizations, regional planning organizations, other regional authorities (such as Research Triangle Park Rail Transit Authority), municipalities, counties.

Implementation Mechanisms

- Aggressively support and aid the creation of Regional Transportation Districts (RTDs). RTDs can sell bonds for capital projects, and member governments can levy taxes for operation and maintenance subject to voter approval.
- Make planning and funding rules more flexible to allow transit operators to provide service to places outside of their municipal jurisdictions.
- Abolish or reduce minimum parking requirements in zoning codes, and allow localities to establish parking maximums.
- Create a best practice guide and recognize developers who adhere to best practice when designing and locating new private and public development.
- Require planning to extend beyond 5 years (20 years recommended) for all systems.
- Create incentives or require the purchase of biodiesel fuel (minimum: B20) as a part of all public bus replacement programs. Conover (NC) has already done so with great results.
- Location of state facilities—Locate state facilities near transit facilities. Where and when appropriate or possible, all state government offices should be located downtown. Similarly, provide transit to serve concentrations of state employees.
- State targeting of infrastructure investments—Legislatively appropriated capital outlay funds, state public revolving loan funds, and other state-funded infrastructure initiatives should be used for projects that encourage walkable and traditional communities and are supportive of transit.
- Make maintenance of infrastructure a priority—Fix it First. Revise any state infrastructure programs for transportation, water, and sewer that fund new systems but not maintenance or upgrades for existing systems.

- Replace “average cost pricing” for utilities services with rate structures that charge full marginal costs for both new infrastructure and for water, sewer, electricity, and telephone service delivery.
- Fund the transportation-related programs in this mitigation option with monies generated by other mitigation options such as feebates and/or gas tax.

Information and education: Expand the State’s use of Intelligent Transportation Systems (2025 Plan, p. 21)

Technical assistance: Provide ample technical assistance to MPOs, RPOs, and RTDs for implementation of all aspects of the plan, including application of site assessment tools identifying multimodal needs and opportunities within the Strategic Transportation Corridors identified in the plan. (2025 Plan, p. 14)

Promote transportation performance measures that explicitly balance mobility and access. Discourage measures based solely on speed-based level of service. (*not explicit in plan, but balance of mobility and access results in less sprawl and VMT*)

Funding mechanisms and or incentives:

- **RTDs** – Aggressively support and aid the creation of Regional Transportation Districts (RTDs). New Mexico has authorized created of RTDs that are a critical means of expanding mass transit. RTDs can sell bonds for capital projects, and member governments can levy taxes for operation and maintenance (subject to voter approval). (2025 Plan, p. 9, 37)
- **Expand Rail Service** – secure funding for rail passenger service to central New Mexico (within Albuquerque metro area and between it and Santa Fe) by the end of 2008. (2025 Plan, p. 9)
- **Non-Motorized Facilities** - Improve and expand transportation facilities with pedestrian, bicycle, and transit-oriented features. (2025 Plan, p. 9)
- **Mode Shift** – Integrate needs analysis, planning, and funding to promote the shift of long distance freight from roads to rail or airfreight, including rail initiatives in Governor Richardson’s Investment Partnership (GRIP) (2025 Plan, p. 9, 15)

Related Policies/Programs in Place

Overall, the North Carolina State Transportation Plan recommends spending 13% of total state transportation funding on transit over the next 25 years.

Statewide Transportation Demand Management Program (TDM)

- NCDOT-Public Transportation Division (PTD) supports the formation and ongoing activities of local TDM programs across the state by funding up to 50% of the cost of administering and marketing the services of the local TDM programs.
- Provide training for the TDM coordinators operating the TDM programs. Currently, there are programs in the Charlotte, Asheville, Triad, Triangle, and Wilmington areas of the state.
- In support of the TDM programs, the state funded, with local areas’ support, a ride-matching program that is available statewide which individuals can access through the Internet to find or form carpools or vanpools for their daily commuter trips.

- The state is looking into adding a module to the program that allows individuals to enter trip needs that vary by day of the week instead of the usual Monday-through-Friday work trip. The new module would allow part-time workers, workers with variable work schedules, and college students to find rides even though their trips are not regular throughout the week.

Intermodal Transportation Centers

- NCDOT-PTD works with municipalities in the state’s larger cities to develop intermodal transportation centers that allow for seamless movement between intercity passenger rail, intercity bus, and city bus services. Currently, Greensboro has an intermodal center in operation that spurred double-digit increases in ridership on the city’s bus system and the intercity bus operator after it opened. Rocky Mount has a successful intermodal center in operation. Additional projects are being developed in the following areas: Charlotte, Durham, Fayetteville, Greenville, Raleigh, Wilmington, and Winston-Salem.
- The state assists the municipalities in getting Federal Transit Administration (FTA) funding, provides a 10% match to the 80% FTA funding, and participates in the planning, land acquisition, and design processes leading to construction of the centers.

Technology on Transit Vehicles and Facilities

- NCDOT-PTD supports the installation of new technologies on transit buses and in-transit facilities that make transit services safer and more efficient and that provide a higher level of information on the services for riders and potential riders. The state funds 90% of the cost of the technologies. Examples of such technologies include installation of cameras on buses (safety), real-time transit service information signage at transit facilities (more information), compatible electronic fare boxes for systems in one region (ease of transit systems use), and installation of automatic vehicle location (AVL)/global positioning systems (GPS) systems on buses (more efficient operation and more information to passengers).

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