

Maryland's Smart Growth and Innovations SIP

Opportunities & Challenges of a
New Strategy



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Topics Covered in Presentation

- Background
- Overview of Maryland's Smart Growth and Innovations SIP Revision
- Challenges
- Proposed Schedule

The Team



Baltimore Metropolitan Council



Background

- Maryland's Smart Growth Legislation
 - In 1997 the MD legislature passed the Smart Growth and Neighborhood Conservation Act
- Commuter Choice
 - In 1999/2000 the MD legislature passed the Commuter Benefits Act
- Other Maryland innovations
 - Commute Smart Program (1999)
 - Ozone forecasting and voluntary action (1996)

Background

- Baltimore's Air Quality Plan
 - Baltimore is a severe ozone nonattainment area
 - Baltimore's SIP (State Implementation Plan) was conditionally approved by EPA in 1999
 - Conditional approval requires (among other things) the adoption of new programs to make up a "shortfall"



Background

- Baltimore's Transportation Conformity Problems
 - Baltimore has gone through several difficult conformity processes over the last two years
 - Some of this is still the subject of litigation
 - These problems led to the initiation of a process to analyze land use and other transportation emission reduction measures

Background

- Baltimore's Continuing Conformity Concerns
 - Flexibility in mobile budget and SIP
 - Latest planning assumptions
 - MOBILE6
 - Negotiate common sense approaches to transportation control measures between the MPO and advocacy groups

Background

- Environmental Protection Agency (EPA) Guidance
 - Voluntary Measures
 - Land Use/Smart Growth Benefits
- Clearly opens the door to better ways to take credit for innovative programs

Maryland's Smart Growth and Innovations SIP

- Bundles together several innovative efforts and smart growth projects that generate air quality benefits
- Establishes emission reduction targets or goals for 2005 & 2025
 - To be implemented using an approach similar to stationary source “cap and trade” or “budget” concepts
- Focuses on reductions from the measures
 - not on details of how each measure will be implemented!!
- Includes a mid-course review in 2003 and a “true-up” in 2005/6

The "Bundle"

- Smart Growth Initiatives
 - Digital Harbor in Baltimore City
 - Owings Mills in Baltimore County
 - Parole Centre in Anne Arundel County?
 - Others?
- Transportation Control Measures
 - Maryland Commuter Tax Credit initiative
 - Commute Smart Program
- Episodic Controls (Ozone Action Days)

Smart Growth Reductions

- Reduction from baseline
 - Most straightforward method
 - Reduction magnitude dependent on how much of proposal captured in baseline
 - High growth focused in one area can increase emissions temporarily
- Reduction from future alternative
 - Reduction in emissions associated with anticipated growth based on different land use patterns
 - Larger emission reductions
 - More difficult to reach consensus on scenarios

Digital Harbor

- **Features:**

- Projected employment of up to 36,000 by 2005
- High tech businesses
- Redevelopment of harbor area



the epicenter of the
DIGITAL HARBOR

- | | | | |
|--------------|-----------------|----------|---------------|
| ■ Industrial | ■ Office | ■ Retail | ■ Residential |
| ■ Mixed Use | ■ Entertainment | ■ Office | ■ Office |
| ■ Office | ■ Office | ■ Office | ■ Office |
| ■ Office | ■ Office | ■ Office | ■ Office |



OVER \$2 BILLION IN PRIVATE DEVELOPMENT IN THE NEXT 5 YEARS

Digital Harbor The Can Company



- Brownfield site
- Portion of revitalized waterfront
- Variety of mixed use commercial tenants
- Mostly completed

Digital Harbor Tide Point

- Renovated industrial site - Brownfield
- Portion of revitalized waterfront
- Former Proctor & Gamble soap factory
- Planned mixed use commercial development
- Under development



Digital Harbor Montgomery Park



- MDE's new offices
- Former Montgomery Wards warehouse
 - Now undergoing "green building" restoration ... but
 - Not exactly on the waterfront
- Come visit us next Spring

Digital Harbor Harbor Point



- Former Allied Signal Plant - Brownfield
- Extensive Environmental Cleanup
- Not yet being developed (2005?)

Owings Mills

- Features:
 - Connections to Baltimore subway and buses
 - Pedestrian bridge to link offices/retail with metro station
 - Improved bike and pedestrian access



Parole Redevelopment

- Just outside of Annapolis in Anne Arundel County
- Redevelopment of central business district
- Mixed use
- Proposed bus and trolley station
- Less certain



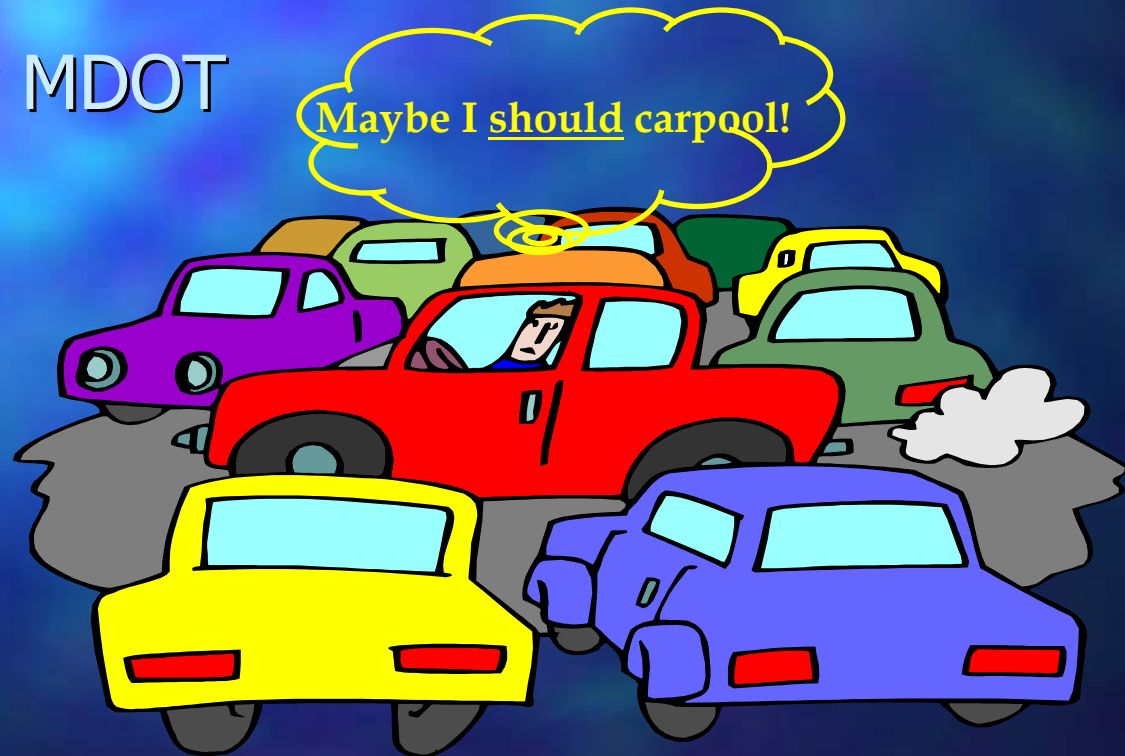
Commuter Tax Credit



- January 1, 2000, tax credit provision went into effect
- Employers can claim a 50% tax credit
- They provide transit fares and vanpools for employees

Commute Smart

- Program goal is to reduce traffic congestion and vehicle emissions while increasing travel choices
- Initiated by MDOT



Commute Smart Initiatives



- **Telework Partnership with employers**
- **Transit and regional commuter ride services**
- **Marketing commuter choice programs**
- **Clean vehicle technology**
- **Neighborhood revitalization**
- **Intelligent Transportation Systems**
- **Congestion outreach activities**
- **State employees ride free pilot transit program**

Telework

- MDOT Telework Initiative
- Free consulting service provided by MDOT
- Governor's State employee initiative



Episodic Reductions - Ozone Action Days

- **ENDZONE (now Clean Air Partners) coordinates a regional ozone education & voluntary action program for Baltimore and Washington**
- **Effort focuses voluntary reductions from:**
 - **Vehicle use**
 - **Paint and consumer product use**
 - **Lawn and garden equipment**
- **Annual and episodic surveys to track progress**



Building Flexibility into the SIP

- Maryland's Smart Growth and Innovations SIP depends on new EPA guidance providing flexibility
 - These are not regulatory programs
- Maryland approach focuses on 3 areas
 - Targets, not actual reductions, in the SIP
 - Commitment to “prove” targets are met
 - Flexibility within the “bundle” to allow the implementing agencies to implement

Reduction Targets/Goal

- Current range being estimated by expert stakeholders ranges from 0.1 tons per day (tpd) to about 4 tpd by 2005
 - Greater in 2025
- MDOT, MDP, MDE and BRTB working as a team to establish initial targets
 - Initial target will be conservative

The "True-Up"

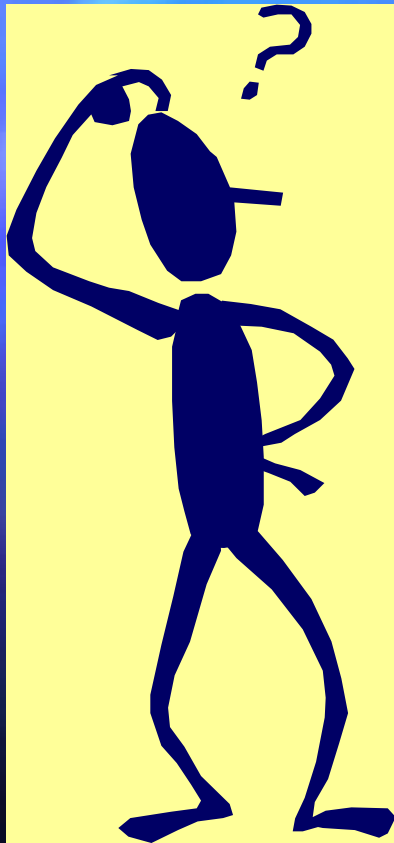
- SIP commits to a "mid-course" review in 2003
 - Are the measures in the bundle on track?
- True-up for summer 2005
 - Have the measures achieved their emission reduction goal
- Contingency measures

Emission Reduction Quantification

- Significant effort required
- Land use assumptions (including those used in the past) are critical
- More on quantification later from EPA



Challenges



- Multiple Stakeholders
 - Critical role of local governments
 - The environmental community
- For the SIP - for Conformity - or for both?
 - Already being used successfully for conformity in MD
 - If it's in the conformity "budget" then it can't be used for conformity
 - May need to share the credit

Challenges (continued)

- Timing disconnect
 - Generally short timeframe associated with SIP
 - Longer timeframes attached to land use initiatives and conformity
- Tons and dollars
 - Control programs in SIPs are usually in tens of tons and generally reduce emissions at a cost of somewhere in the \$1000 to \$5000 per ton range
 - How can we capture the non-air quality benefits from innovative measures



Challenges (continued)

- Resources and Partnerships
 - Quantifying emission reduction benefits is resource intensive
 - Data needs are significant and non-traditional
 - Partnership with DOTs, planning agencies and locals critical ... but ... not always easy



Schedule

- Early 2001 - Draft SIP revision/Coordinate with BRTB, local governments and others
- Spring 2001 – Complete quantification of potential benefits
- Summer to early Fall 2001 – Develop stakeholder consensus
- Late Fall 2001 - Public Hearings & Submittal to EPA