

NATIONAL ASSOCIATION OF REGIONAL COUNCILS

CLIMATE CHANGE FRAMEWORK: AN INCENTIVE-BASED APPROACH

The U.S. is faced with myriad transportation and environmental challenges and opportunities – climate change, economic shifts, security, congestion, exurban growth, and air quality attainment – that necessitate our localities work collaboratively on a regional level to make our communities safe, environmentally-friendly and economically competitive through a seamless, efficient and effective multimodal transportation network. This, however, cannot be done without a strong federal-state-local partnership that provides flexibility and funding to address our burgeoning economic and environmental issues through improved transportation planning and project implementation processes.



According to available data, the transportation sector is responsible for roughly 30 percent of greenhouse gas emissions (GHGs), and there are many efforts underway – federal, state, regional and local – to curb these emissions through new technologies and fuels, innovative best practices and increased modal choices. Innovation for continued success must be encouraged. This can be done by providing local governments, through their regional planning organizations, the proper authority, resources, incentives and flexibility to develop the most effective programs for their given community/region.

The **National Association of Regional Councils' (NARC)** member regional planning organizations and their local elected officials nationwide – large, small, urban and rural – including metropolitan planning organizations (MPOs) and councils of governments (COGs), have a long and experienced history in transportation and environmental planning, and should be seen as critical partners in discussing federal transportation, climate change and other related legislative matters. To ensure the greatest environmentally and economically positive results, NARC recommends that any federal program examining the role of MPOs in GHGs reduction be flexible and adaptable to varying regional make ups and assets. NARC offers the following as approaches to GHG reduction efforts:

1. Recognize there is no one-size-fits-all strategy for reducing transportation-related GHGs.
2. Strengthen the MPO-State relationship.
3. Maintain local governmental authority.
4. Examine the merits of an incentive-based GHG reduction program.
5. Integrate GHG reduction goals and strategies into the existing long-range transportation planning process.
6. Recognize that reducing vehicle miles of travel (VMT) is one potential strategy.
7. Require the use of flexible, locally-driven performance measures.
8. Institute MPO size minimums.
9. Provide funding for any new requirements.
 - Invest in data and modeling.
 - Include educational and training opportunities.
 - Support for strategy implementation.
10. Encourage regional and local innovation and flexibility.
11. Incentivize multi-regional/multi-state collaboration.
12. Reward proactive GHG reduction efforts.
13. Avoid penalties/restrictions on capacity building.
14. Invest in new technologies.
15. Promote on-going research.
16. Ensure the benefits outweigh the costs.
17. Appoint USDOT the lead federal agency.
18. Require USDOT assessment reporting.

Our response to environmental concerns will have wide-ranging implications on the economy, workforce, and safety and security of the nation. NARC's members are prepared to work with Congress and the Administration to develop new opportunities for transportation and the environment that are best poised to address our current and future needs. However, this requires flexibility, incentives, local buy-in, tools, capacity and data in order to tap into the innovation required to make our communities better places to live, work and grow.

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1. Recognize there is no one-size-fits-all strategy for reducing transportation-related GHGs.

Meaningful reductions are best achieved by providing flexibility to states and regions to develop programs and strategies that will have the greatest positive impact in a particular area. The goal of GHG reduction is accomplished most successfully through many and varied approaches. The most effective government programs are those that recognize the changing world and provide the flexibility to adapt to these changes while still meeting defined goals.

Experiences with the Clean Air Act (CAA) have taught that prescriptive/mandated control measures in environmental legislation, such as vehicle inspection and maintenance programs (I&M programs), lose effectiveness over time as technology progresses. In fact, EPA has acknowledged that the effectiveness of I&M programs has been significantly reduced in the last decade as vehicles have become cleaner and their on-board diagnostic systems have become more sophisticated. However, because this specific control measure is dictated by the CAA, certain regions are still forced to invest limited financial resources in these programs rather than implementing alternative controls that, in today's world, would yield a greater air quality benefit at a lower cost. This important lesson illustrates that creating similar barriers in emerging climate change legislation would replicate similar, less efficient results.

Any program should accommodate economic growth while contributing to the achievement of GHG reductions by encouraging flexibility, innovation and experimentation to facilitate learning about cost-effective ways to protect the environment and enhance communities. Policy should allow a broad menu of options that can also result in environmental and societal benefits for all segments of the population.

2. Strengthen the MPO-State relationship.

With the number of transportation challenges facing the nation, states, local governments and communities, necessitates MPOs and states work together in a strong, collaborative relationship in order to ensure transportation planning and development best address and improve quality of life, economic development, land use and environmental justice. In the course of addressing National Ambient Air Quality Standards (NAAQS), states and MPOs have developed a strong working relationship that has proven to be effective in improving air quality nationwide. Effective national climate change legislation would build upon and strengthen this model with interagency consultation that includes regular meetings and pertinent updates.

3. Maintain local governmental authority.

It is critical to ensure that land use, zoning and housing requirements do not impede upon local decision-making – see Title 42 USC, Chapter 85, Subchapter 1, Part A, §7431. While few MPOs have a direct role in land use planning, the majority work collaboratively with the local governments to support local land use decisions through infrastructure investment authority. Land use decisions rightfully rest within the jurisdiction of local governments, and MPOs should not be required to undertake land use planning, zoning changes or housing decisions. They should be provided additional resources to assist their local communities with land use modeling tools for regional forecasting, regional land-use assessments, various regional land-use scenarios, and other areas to help improve local decision-making.

See supporting examples on Page 7.

4. Examine the merits of an incentive-based GHG reduction program.

NARC recommends a performance-based system that encourages creative actions at the regional and local levels to help meet GHG reduction goals. This method would include GHG reduction as a factor within transportation planning for the development of regional long-range plans and short-term transportation improvement programs. Additional incentives should be given for tying these activities to livability or sustainability goals. Incentives could include:

- Federal funding directed to projects that incorporate GHG reduction strategies or address GHG reduction goals similar to pollution reduction strategies in the Clean Air Act;
- New environmental provisions that assist in projecting ways to reduce GHGs;
- Development of model land use ordinances;
- Cooperation and coordination in the use of transportation and utility corridors and rights-of-way;
- Promotion of redevelopment to better utilize existing infrastructure;
- Coordination of transportation with regional employment, housing, educational and activity centers;
- Opportunities for execution of public awareness campaigns focused on changing behaviors and education; and,
- Encouragement of local adaptation strategies that complement mitigation efforts in order to reduce vulnerability to potential loss or damage or help increase resiliency.

5. Integrate GHG reduction goals and strategies into the existing long-range transportation planning process.

Consistent with that framework, specific GHG reduction goals and strategies should be determined individually by each MPO in consultation with the local governments and the State. This allows regions the flexibility to craft and incorporate individual strategies that are most appropriate and feasible within their given area. Regional strategies could include, but are not limited to:

- Maximizing the effectiveness of signal systems coordination and improvements;
- Maintaining existing traffic capacity and examining additional capacity expansion benefits;
- Examining vehicle miles and vehicle hours traveled;
- Establishing and promoting rideshare, car share and other commuter programs;
- Promoting staggered and flexible work hours;
- Providing telecommuting options;
- Expanding growth planning capabilities;
- Enhancing transit options;
- Instituting high occupancy vehicle (HOV) lanes;
- Promoting more efficient multimodal freight movement;
- Establishing eco-driver educational programs;
- Incentivizing the purchase of electric vehicles and plug-in hybrids;
- Establishing truck stop electrification that promotes anti-idling;
- Developing re-charging stations for plug-in vehicles;
- Creating natural gas filling stations for alternative fuel vehicles;
- Providing alternate transportation options, i.e. pedestrian and bike;
- Creating employer commute programs;
- Introducing trip reduction programs;
- Examining congestion pricing;
- Incorporating parking management;
- Investigating local/regional auto-related taxes/fees;
- Improving access management;
- Enhancing operational and intelligent transportation systems (ITS);
- Providing for incident management;
- Examining the implementation of reversible lanes;
- Exploring ramp metering;
- Investigating intersection/interchange geometrics; and,
- Infrastructure investments that support smart growth.

6. Recognize that reducing vehicle miles traveled (VMT) is one potential strategy.

VMT reduction is one potential strategy for achieving GHG emissions reduction, and other strategies, such as idle reduction and Eco Driving programs, may be as or more effective in reducing transportation GHGs in some parts of the country. Reducing VMT should not be set as a national goal, but rather should be determined as a strategy at the regional, states and local government levels. This will avoid penalizing any region that would have difficulty fulfilling national VMT goals, particularly where there is a high concentration of rural areas or in growing regions. Furthermore, the federal government is currently investing heavily in technologies that reduce the GHG emissions per vehicle mile traveled. As has been the case with vehicle emissions of criteria pollutants (VOC, NOx, PM2.5, etc), these advances in vehicle technology (e.g. battery development, alternative fuels, etc.) will reduce the impact of VMT on GHG emissions in future, making it less of a factor with regard to climate change. An alternative to explore is reducing hours traveled rather than miles traveled.

7. Require the use of flexible, locally-driven performance measures.

Performance measures are necessary in determining the effectiveness of an area's GHG reduction plan. States and regions should be given the flexibility to define these measures based on a) the particular strategies pursued in GHG reduction plans; b) the availability of data to reliably measure progress on a given strategy; and, c) the varying authorities further given to MPOs within each State. The backbone of good policy analysis or evaluation research is having a balanced set of multiple performance measures that are appropriate and attainable to ensure progress, accountability and transparency. For a given area, these measures might include:

- the amount of increase in mixed use development;
- density increases;
- mode shift percentages;
- reduced VMT;
- improvements in operations to continuous flow;
- miles of new bike and/or pedestrian facilities built;
- operational improvements leading to reductions in travel delay; and,
- increased transit ridership.

A good example of developing locally-driven performance measures is the Atlanta Regional Commission's (ARC) Congestion Mitigation Task Force, which is comprised of the Atlanta Regional Commission, the Georgia Department of Transportation, the State Road & Tollway Authority, and the Georgia Regional Transportation Authority. This Task Force is charged with:

- Cost effectively reducing congestion in the metro-Atlanta nonattainment area;
- Developing a benefit/cost methodology to be applied to project selection; and,
- Recommending solutions for incorporation into the regional and statewide planning processes.

One of the main benchmarking methods the Task Force recommended was a Travel Time Index, the ratio of travel time in the peak period to travel time in free flow conditions (speed limit). This was adopted by the Task Force members in order to track change in the regional transportation network and to regularly report to the public progress being made in improvement of the operation of the network. In meeting the set performance goal, the Task Force looked to make progress through a mix of cost effective strategies including increased highway and transit capacity, improved incident management, operational efficiency improvements, flexible work hours, telecommuting and prompting land development initiatives that reduce vehicular travel.

A bottom-up, grassroots approach like Atlanta's whereby states and MPOs collaboratively work to create performance measure would be the best mechanism in achieving and measuring appropriate GHG reduction goals.



8. Institute MPO size minimums.

Institute MPO size minimums. Since MPOs vary significantly in staff size, budget and capacity, GHG reduction planning should initially apply to MPOs of one million population or greater, and allow those of smaller size to voluntarily opt in with the same requirements as their larger counterparts.

9. Provide funding for any new requirements.

New transportation planning factors like GHG reduction strategies and goals require new, adequate funding for MPOs to successfully complete this work. While rough estimates vary, it will likely cost MPOs anywhere from \$250,000 to \$8 million depending on the size of the region, complexity of the work, public involvement, data collection, model development, staff and training, consultants, implementation, etc. NARC encourages Congress to direct appropriate levels of new revenue to MPOs and local governments to help control pollution by providing economic incentives for achieving emissions reductions through proactive and innovative transportation solutions.

- a. Invest in data and modeling. New data sources, modeling tools and staff training are required to inform regional GHG reduction activities and solutions. This includes robust GHG regional inventories and tools; adequately trained staff to run sophisticated costly and sophisticated GHG models; and, additional analysis tools from U.S. Department of Transportation/U.S. Environmental Protection Agency that provide guidance or assistance on technical procedures such as regional GHG inventory analysis, travel modeling, GHG impacts or regional scenario modeling. These are large investments for many local governments that are already fiscally constrained.
- b. Include educational and training opportunities. Addressing GHG emissions is a new endeavor for many regions, states, local governments and employers. Therefore, new education and training programs are needed to ensure a level of understanding and buy-in that will begin to make transformational shifts required to fulfill GHG reduction strategies and goals.
- c. Support for strategy implementation. Implementing reduction strategies as part of a plan is critical in achieving results. Federal funding for implementation must be consistent to incentivize and ensure local governments and community stakeholders have an opportunity to adopt innovative transportation improvements that benefit the environment.

10. Encourage regional and local innovation and flexibility.

Provide for the capacity of MPOs to create pilot projects (with dedicated federal funding) and incentive programs for local governments that encourage local and regional innovation and speak to community needs. By advancing regional creativity and experimentation, such an approach would allow time for the best and most effective practices to emerge, helping inform other MPOs, regions and local governments.

See supporting examples on Pages 7 - 9.

11. Incentivize multi-regional/multi-state collaboration.

The impacts of inter-regional commuter sheds that extend beyond any one MPO's jurisdiction, and the interconnectivity of many regional attributes and assets may require multi-regional/state coordination. This should be given financial incentives and support to facilitate these cooperative multi-regional/state GHG efforts.

12. Reward proactive GHG reduction efforts.

There should be an acknowledgment of and resources provided for MPOs who have begun proactive GHG reduction work. This work, if applicable, should be recognized in meeting established federal goals.

13. Avoid penalties/restrictions on capacity building.

MPOs require all surface transportation options be on the table to address both expansions and contractions of population. Building new highway capacity should not be a hindrance to any MPO's GHG reduction plan, strategies or goals, or disqualify an MPO from financial or other federal resources.

14. Invest in new technologies.

In order to maximize cost efficiency in achieving GHG reductions, requirements of any national program should be phased to assure timing of reductions coincides with the successful development and implementation of emerging, clean technologies. These include improvements to vehicle technology that advance the energy efficiency of a vehicle fleet, and fuel technology that promote the use of alternatives. For example, in air quality conformity, many regions have used funding for diesel retrofits on school buses and locomotives. These retrofits use the best available technology, thereby reducing the most pollution (PM, and ozone and CO2 precursors) per dollar.

15. Promote on-going research.

Additional and continual research into climate sciences, strategies, tools and technologies for mitigating and adapting to the associated impacts are required to ensure planning and investment efficacy at all levels of government.

16. Ensure the benefits outweigh the costs.

A variety of studies have shown a range in the costs and benefits associated with GHG reduction measures. These variations make it critical that policymakers scrutinize the actual GHG reduction potential and cost-effectiveness of any program proposed. The investments made must produce the greatest possible economic and environmental public benefit.

17. Appoint USDOT the lead federal agency.

With possible GHG reduction strategies and goals directly tied to the transportation planning process, the USDOT is best qualified to act as the lead federal agency in charge of these activities. There should be no review of transportation plans or denial of funding/resources by the USEPA or any other federal agency; USDOT should be driving this process. Any GHG reduction processes should in no way provide an opportunity to decertify or challenge the certification of MPOs.

18. Require USDOT assessment reporting.

USDOT should work with organizations representing public and private interests to maintain information on the best practices, strategies, methodologies and innovations on state, regional and local efforts that been the most effective in reducing GHG emissions. USDOT should report these findings Congress.

About NARC:

The National Association of Regional Councils (NARC) advocates for regional cooperation as the most effective way to address community planning and development. NARC's member organizations include Regional COGs, MPOs and Rural Planning Organizations (RPOs). NARC advances regional approaches through policy development and implementation that align federal investment and programs to increase funding and authority for local governments, regional planning organizations and the local elected officials serving America's communities – large and small, urban and rural. Please visit www.NARC.org for more information.

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Examples: Maintaining Local Government Authority

The Wasatch Front Regional Council (WFRC) – Salt Lake City, Utah

The Wasatch Front Regional Council (WFRC) in Salt Lake City, Utah, representing 60 cities and five counties as the metropolitan planning organization (MPO), adopted a series of growth principles such as infill before new growth, contiguous growth, transit oriented developments, etc. Their computer model for travel demand is now based on these principles. Currently, WFRC is undergoing a campaign to gain buy-in and implementation of the principles from all of their members – individual cities and counties. The county/city adoption and implementation process is core to progress in this area for the region.



Delaware Valley Regional Planning Commission (DVRPC) – Philadelphia, Pennsylvania

Through DVRPC's climate change planning program, a regional greenhouse gas inventory was prepared in order for aggregated data to be used at the regional, county or local level, thereby enabling the region's 352 local governments to have a baseline inventory of greenhouse gas emissions (for the year 2005) that uses consistent and comprehensive data. This saved both time and money for DVRPC's local governments that are looking to advance a GHG reduction strategy, and provides both an economy of scale and a consistent baseline database. DVRPC is also now assessing the cost-benefit analysis of various GHG reduction actions, which will be shared with all of the local governments.



Southern California Association of Governments (SCAG) – Los Angeles, California

SCAG's Compass Blueprint helps local governments integrate sustainability into their planning and link up with potential incentive programs. SCAG makes recommendations to its local governments, including encouraging transportation investments and land use decisions that are mutually supportive; locating new housing near existing jobs and new jobs near existing housing; encouraging transit-oriented development; promoting a variety of travel choices; promoting in-fill development and redevelopment to revitalize existing communities; promoting developments which provide a mix of uses; supporting local and state fiscal policies that encourage balanced growth; and, developing strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas emissions.



Examples: Encouraging regional and local innovation and flexibility

Atlanta Regional Commission (ARC) – Atlanta, Georgia

The Atlanta Regional Commission (ARC), serving 10-counties and the City of Atlanta, created the Livable Centers Initiative (LCI) as a way to encourage local governments to plan and implement strategies that link transportation improvements with development strategies to create multi-modal and mixed-use communities. In doing so, \$1 million annually of planning funds are provided to local governments and non-profit organizations to prepare plans for the enhancement of existing town centers, transit station areas, activity centers and corridors. Once a community completes an LCI study, they are eligible to compete for \$500 million in construction funding in the MPO long range transportation plan. The program takes advantage of the existing infrastructure and private investments committed in these communities. ARC's commitment to this program is to achieve more balanced regional development, while reducing vehicle miles traveled and improving air quality. To date, ARC has allocated more than \$141 million in planning and transportation funds to 96 distinct areas in their region.



ATLANTA REGIONAL COMMISSION

ARC also created the Green Communities Program, a voluntary certification program for jurisdictions in the 10-county Atlanta Region to encourage local governments to become more sustainable. ARC developed the program to assist local governments in reducing their overall environmental impact. Local governments earn points in 10 categories by implementing specific policies and practices that contribute to overall sustainability. There are three levels of certification awarded to foster civic pride; create a positive image of a place to live or conduct business; set an example for businesses and organizations seeking to reduce their environmental impact; and, lead to greater quality of life.

Examples: Encouraging regional and local innovation and flexibility

Delaware Valley Regional Planning Commission (DVRPC) – Philadelphia, Pennsylvania

The Delaware Valley Regional Planning Commission (DVRPC) serves the Greater Philadelphia region, fostering regional cooperation in a nine-county, two state area, including Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. City, county and state representatives work together through DVRPC to address key issues, including transportation, land use, environmental protection and economic development. DVRPC's Transportation and Community Development Initiative (TCDI) is a grant program that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley.



Begun in 2002 to reverse the trends of disinvestment and decline in many of the region's core cities and developed communities, TCDI provides a mechanism for municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the long-range land use and transportation plan, Connections 2035. The TCDI program targets transportation investments in a sustainable way. Communities have utilized TCDI investments to create Business Improvement Districts; reevaluate regulatory documents such as zoning ordinances and comprehensive master plans; update design guidelines; develop plans for transit-oriented development; develop relationships with adjacent communities through inter-municipal planning; and prioritize capital transportation improvements. The adoption of TCDI set into motion the ideology of coordinating regional transportation planning with local land use planning and decision-making. TCDI creates more vital and livable neighborhoods in the region's core cities and disadvantaged communities.

Funding for TCDI program comes from a combination of state transportation dollars and federal STP funds. In order to encourage additional leveraged funds, the TCDI grant program requires a 20 percent local match for the federal grant dollars. Through fiscal years 2002-2007, DVRPC has distributed \$9 million to over 100 communities throughout the region for TCDI planning grants. These projects are located in the downtowns, commercial centers, neighborhoods, transit corridors within the region's older suburbs, and core cities of Camden, Chester, Trenton, and Philadelphia. The \$9 million dollar investment by DVRPC has been the catalyst for communities to begin the planning and revitalization process. DVRPC's investment into these communities has leveraged an additional \$2.5 billion dollars throughout the region by local, regional, state, federal, and private sources for either planning or implementation of TCDI projects.

San Diego Association of Governments (SANDAG) – San Diego, California

SANDAG represents the region's 18 cities and counties serving as the forum for regional decision-making. SANDAG's TransNet Smart Growth Incentive Program (SGIP) is a way to help finance public improvements within smart growth, coordinating regional planning to bring transit service, housing and employment together. Local governments, transit operators and other public agencies are eligible recipients of the fund, and nonprofit and community-based organizations may be partners with government agencies but cannot apply directly for the funds. Eligible projects include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscape enhancements such as median landscaping, street trees, lighting, street furniture; traffic calming design features such as pedestrian bulb-outs or traffic circles; transit stop amenities; way-finding signage; and, gateway features.



In September 2005, SANDAG approved 14 local projects to receive \$19 million in funding as part of the agency's SGIP. The 2005 funding came from SAFETEA-LU federal Transportation Enhancement (TE) dollars. An example of a SGIP funded project is the City of San Diego's University Avenue Mobility Project, which was granted \$2 million and established improvements along the University Avenue transit corridor such as pedestrian pop-outs; new and upgraded traffic signals and street signage; enhanced pedestrian crossings with in-pavement flashers; and, new bike racks.

Future, long-term funding will be derived from the TransNet Extension Ordinance, which sets aside two percent of the funds collected under the ordinance for a smart growth competitive grant program. For FY09, \$5 million per year will be available to improve streetscapes, provide for bicycle and pedestrian access, improve access to public transit, and make other related improvements that will support mixed use, transit oriented development in the smart growth opportunity areas as identified on SANDAG's Smart Growth Concept Map. The program will continue for the 40-year life of the Ordinance, and available funding will grow over time as sales tax revenues increase, funding capital projects that are well-designed, expand transportation options, result in numerous community benefits, and are part of a community's broader revitalization and development efforts.

Examples: Encouraging regional and local innovation and flexibility

Metropolitan Washington Council of Governments (MWCOCG) – Washington, DC

The Metropolitan Washington Council of Governments is a regional organization of Washington area local governments, comprised of 21 local governments surrounding our nation's capital, plus area members of the Maryland and Virginia legislatures, the U.S. Senate, and the U.S. House of Representatives. MWCOCG's Transportation Planning Board's (TPB) Transportation/Land-Use Connections (TLC) program, started in 2007, was designed to provide support to local jurisdictions as they work through integrating land use and transportation planning at the community level, and to share success stories and proven tools with local governments and agencies across the region. TLC has two components:

1. The Regional TLC Clearinghouse – a web-based source of information about transportation/land-use coordination, including experiences with transit-oriented development and other key strategies. In addition to offering brief information and website links on a broad sampling of projects, the clearinghouse more thoroughly documents the technical assistance provided through the TPB's TLC program.
2. The TLC Technical Assistance Program – provides focused consultant assistance with grant funding to local jurisdictions working on creative, forward-thinking and sustainable plans and projects. Technical assistance may include a range of services, such as:
 - public involvement facilitation;
 - development and utilization of visualization techniques;
 - streetscape and infill design assistance;
 - assistance with scoping longer term planning studies; and,
 - help with other challenges related to strengthening transportation and land use coordination.

The TLC program looks to assist communities in taking these steps to improve transportation/land use coordination, and will share information among regional leaders as they seek to make communities more vibrant and livable. To date, the program has assisted in projects such as Transit-Oriented Development (TOD), program reviews and multimodal safety improvements in 16 jurisdictions including four in DC, 14 in Maryland and 11 in Virginia. For FY10, the TPB will provide a minimum of \$220,000 for TLC technical assistance projects that reflect regional and topical diversity. The Maryland Department of Transportation is expected to commit \$100,000 in funding for projects in Maryland, particularly those with a focus on Transit Oriented Development, an ongoing goal within the state.

Southern California Association of Governments – Los Angeles, California

SCAG's Blueprint 2% Strategy offers sustainability tools to its local governments, including GHG inventories for proposed projects, a menu of options and strategies to reduce GHG emissions, financial feasibility/return-on-Investment analysis tools with sustainability indicators, green building guidance, and access to partnerships with local utilities that provide financial incentives for energy efficient projects. SCAG provides a complete toolbox of planning services, trainings, videos, and other resources to help planners, local governments, and citizen groups do their jobs more effectively. The Blueprint's 2% Strategy makes specific recommendations to its local governments to yield the greatest progress toward improving measures of mobility, livability, prosperity and sustainability for local neighborhoods and their residents.

