

HOUSE BILL 351

R2

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By: **Delegates Stewart, Lierman, Barron, Boyce, Hettleman, Lehman, R. Lewis, Love, Moon, Palakovich Carr, Shetty, Solomon, Terrasa, and Wells**
Introduced and read first time: January 20, 2020
Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Land Use and Vehicle Miles Traveled Workgroup**

3 FOR the purpose of establishing the Land Use and Vehicle Miles Traveled Workgroup;
4 stating the purpose of the Workgroup; providing for the composition, chair, and
5 staffing of the Workgroup; prohibiting a member of the Workgroup from receiving
6 certain compensation, but authorizing the reimbursement of certain expenses;
7 authorizing the Workgroup to establish subcommittees and collaborate with expert
8 witnesses; requiring the Workgroup to review and develop a certain strategy;
9 requiring the Workgroup to report its interim and final findings and
10 recommendations to the Governor and the General Assembly on or before certain
11 dates; providing for the termination of this Act; and generally relating to the Land
12 Use and Vehicle Miles Traveled Workgroup.

13 Preamble

14 WHEREAS, Transportation-related activities are the largest producer of
15 greenhouse gas emissions in the State; now, therefore,

16 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
17 That:

18 (a) There is a Land Use and Vehicle Miles Traveled Workgroup.

19 (b) The purpose of the Workgroup is to develop a State strategy that identifies
20 State and local land use policies, business incentives, and transportation policies,
21 investments, and programs to:

22 (1) reduce vehicle miles traveled in the State;

23 (2) identify any barriers to improving transit-oriented development or

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 reducing vehicle miles traveled;

2 (3) design and align land use and transportation investments to:

3 (i) leverage existing public transit;

4 (ii) increase proximity between daily activities; and

5 (iii) reduce State and local costs;

6 (4) incentivize business locations near transit or transit opportunities; and

7 (5) reduce combined household and transportation costs, especially for
8 low-income households for whom transportation costs are a greater burden, by providing
9 more affordable housing close to jobs and transit, with improved proximity and access to
10 daily needs.

11 (c) The Workgroup consists of the following members:

12 (1) one member of the Senate of Maryland, appointed by the President of
13 the Senate;

14 (2) one member of the House of Delegates, appointed by the Speaker of the
15 House;

16 (3) one representative of the Central Maryland Transportation Alliance,
17 designated by the Central Maryland Transportation Alliance;

18 (4) one representative of Preservation Maryland associated with the Smart
19 Growth Maryland program, designated by Preservation Maryland;

20 (5) one representative of the Coalition for Smarter Growth, designated by
21 the Coalition for Smarter Growth;

22 (6) one representative of the Center for Mobility Equity, designated by the
23 Center for Mobility Equity;

24 (7) one representative of the Sierra Club Maryland Chapter, designated by
25 the Sierra Club Maryland Chapter;

26 (8) two representatives of business organizations, appointed jointly by the
27 President of the Senate and the Speaker of the House;

28 (9) one representative of the Maryland Transit Administration, appointed
29 by the Governor;

30 (10) one representative of the Department of Planning, appointed by the

1 Governor;

2 (11) one representative of the State Highway Administration, appointed by
3 the Governor;

4 (12) one representative of the Department of Commerce, appointed by the
5 Governor;

6 (13) two representatives of affordable housing advocacy organizations,
7 appointed jointly by the President of the Senate and the Speaker of the House;

8 (14) four representatives of Maryland cities and counties, appointed jointly
9 by the President of the Senate and the Speaker of the House; and

10 (15) the following ex officio members:

11 (i) the Secretary of Planning, or the Secretary's designee;

12 (ii) the Secretary of Transportation, or the Secretary's designee; and

13 (iii) the Secretary of General Services, or the Secretary's designee.

14 (d) The Department of Legislative Services shall provide staff for the Workgroup.

15 (e) The Workgroup shall designate a chair from among its members.

16 (f) The Workgroup may establish subcommittees and collaborate with expert
17 witnesses as necessary to fulfill its duties.

18 (g) A member of the Workgroup:

19 (1) may not receive compensation as a member of the Workgroup; but

20 (2) is entitled to reimbursement for expenses under the Standard State
21 Travel Regulations, as provided in the State budget.

22 (h) The Workgroup shall review:

23 (1) the role of vehicle miles traveled in reducing greenhouse gas emissions;

24 (2) the role of induced demand in transportation network development;

25 (3) fiscal implications of land use development patterns;

26 (4) determinants of household housing and transportation costs;

27 (5) the role of land use, community design, State and local zoning policies,

1 local street grids, parking policy and pricing, and availability of transit in reducing vehicle
2 miles traveled;

3 (6) existing State and local initiatives that impact vehicle miles traveled;
4 and

5 (7) new methods for measuring access to jobs and services, and methods
6 for using these measures to inform State, regional, and local transportation policy and
7 investment decisions.

8 (i) The Workgroup shall develop a State strategy to reduce vehicle miles traveled
9 that:

10 (1) accounts for vehicle miles traveled by new land uses;

11 (2) identifies land use initiatives that:

12 (i) increase proximity between jobs, housing, and services;

13 (ii) improve access to existing and planned public transit; and

14 (iii) reduce vehicle miles traveled;

15 (3) addresses equity by reducing combined housing and transportation
16 costs, and increasing proximity to jobs and services for lower income populations; and

17 (4) ensures that long-term costs to provide government services to existing
18 and new land uses are supported by tax revenues and other benefits of that land use, such
19 as job creation and affordable housing.

20 (j) (1) On or before December 15, 2020, the Workgroup shall report its interim
21 findings and recommendations to the Governor and, in accordance with § 2-1257 of the
22 State Government Article, the General Assembly.

23 (2) On or before December 31, 2021, the Workgroup shall report its final
24 findings and recommendations to the Governor and, in accordance with § 2-1257 of the
25 State Government Article, the General Assembly.

26 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
27 1, 2020. It shall remain effective for a period of 2 years and, at the end of June 30, 2022,
28 this Act, with no further action required by the General Assembly, shall be abrogated and
29 of no further force or effect.