

TLU 1 – Smart Growth Bundle / Land Development Planning

Mitigation Option Description

Promote land development that supports environmental conservation of high quality natural and cultural resources and is adopted by municipalities and counties for their planning jurisdictions.

Mitigation Option Design

- **Goals:** Promote private and public infrastructure practices that favorably alter the number, length, or travel mode of trips made by North Carolina's citizens.
- **Timing:** Some communities are taking actions now; state legislative initiatives should occur over the next 2-4 years; the realization of benefits will require decades.
- **Coverage of parties:** Affected parties include private developers/contractors, local government planning/elected boards, and planning staffs for towns and counties.
- **Other:** Implementation tools are diverse that might achieve these objectives, so maintaining an enforced target but providing many options, statutory changes, and program assistance for smaller communities are essential.

Implementation Mechanisms

Stand alone land use and development legislation that would require adoption of a plan:

Each municipality and county shall develop a land use and development plan. The plan should designate planned growth areas and natural resource areas within that jurisdiction and any extraterritorial jurisdiction for a planning horizon of at least 25 years. The land use and development plan should include standards and criteria for conservation area and/or urban service area designations to accommodate a minimum 20-year growth forecast agreed upon by the each county and municipality, establish development and conservation goals, recognize important natural and human resources, and express appropriate policies, practices and strategies to implement these goals. Local planning programs should include appropriate public involvement processes to achieve consensus on the development and conservation vision for the community. Regulatory incentives such as withholding transportation funds for non-compliance have worked in Tennessee and should be considered in North Carolina as well. Smaller towns and rural areas would incur fewer public (and private) expenses if these places were developed around school locations as a central focus for new development.

Related Policies/Programs in Place

Many states have successfully implemented a variety of tools that are unavailable to North Carolina municipalities and counties due to prohibitions imposed by North Carolina statutes or constitution. Modify statutes to permit adequate public facilities ordinances, transfer of development rights programs, and development impact fees would greatly improve the ability of local governments to control their own destinies. Maryland, Minnesota, and Denver, CO, as well as the non-profit Triangle Land Conservancy have developed “greenprints” of areas that have old-growth forests, productive agricultural lands, water supply watersheds, historic sites or other critical and irreplaceable resources. Adding this as a required element of all transportation plans would be a simple and meaningful step that would greatly enhance the effect and benefits of NCGS 136-66.2 without requiring new zoning or regulatory powers. The November, 2004 passage of tax increment financing legislation demonstrates that North Carolina can and does make room for new ideas that help achieve economic development goals in concert with infill development objectives. The N.C. Small Town Economic Development (NCSTEP) initiative created grant funds that are being applied to 33 communities to better develop their areas.

§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

(b1) The Department of Transportation may participate in the development and adoption of a transportation plan or updated transportation plan when all local governments within the area covered by the transportation plan have adopted land development plans within the previous five years. The Department of Transportation may participate in the development of a transportation plan if all the municipalities and counties within the area covered by the transportation plan are in the process of developing a land development plan. The Department of Transportation may not adopt or update a transportation plan until a local land development plan has been adopted. A qualifying land development plan may be a comprehensive plan, land use plan, master plan, strategic plan, or any type of plan or policy document that expresses a jurisdiction's goals and objectives for the development of land within that jurisdiction. At the request of the local jurisdiction, the Department may review and provide comments on the plan but shall not provide approval of the land development plan.

Also,

§ 113A-100. Short title.

This Article shall be known as the Coastal Area Management Act of 1974. (1973, c. 1284, s. 1; 1975, c. 452, s. 5; 1981, c. 932, s. 2.1.)

§ 113A-101. Cooperative State-local program.

This Article establishes a cooperative program of coastal area management between local and State governments. Local government shall have the initiative for planning. State government shall establish areas of environmental concern. With regard to planning, State government shall act primarily in a supportive standard-setting and review capacity, except where local governments do not elect to exercise their initiative. Enforcement shall be a concurrent State-local responsibility. (1973, c. 1284, s. 1; 1975, c. 452, s. 5; 1981, c. 932, s. 2.1.)

Types(s) of GHG Reductions

[Pending]

Estimated GHG Savings and Costs per MTCO₂e

[Pending]

- **Data Sources:** [Pending]
- **Quantification Methods:** [Pending].
- **Key Assumptions:** [Pending].

Key Uncertainties

[Pending]

Additional Benefits and Costs

[Pending]

Feasibility Issues

[Pending]

Status of Group Approval

[Pending]

Level of Group Support

[Pending]

Barriers to Consensus

[Pending]

TLU – 2 Transit Service and Infrastructure Improvements Bundle

Mitigation Option Description

Implement policies that promote increased use of public transportation, shifting to lower emitting mode choices, by the following mitigation options:

- Improve Transit Service (frequency, convenience, quality)
- Transit-Oriented Development
- Transit Marketing and Promotion (including tax-free and employer-paid Commuter Benefits, and Parking Cash Out)
- Expand Transit Infrastructure (rail, bus, BRT)
- Transportation System Management and Design
- Feebates to provide funding for transportation-related GHG mitigation initiative
- Improve bike and pedestrian infrastructure

Mitigation Option Design

- **Goals:** Shift passenger transportation mode choice to lower emitting choices, and ensure that transportation serves land-use development plans.
- **Timing:** Many programs are in place and are therefore immediately implementable – enhancement and continuation can also begin short-term. Infrastructure improvements will take 1-5 years at a minimum.
- **Coverage of parties:** DOT, Regional Transportation Districts, Metropolitan Planning Organizations, Regional Planning Organizations, municipalities, counties.
- **Other:** [Insert text if/as appropriate]

Implementation Mechanisms

1. Continue efforts at consolidating multiple transit systems that provide overlapping services. 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.

2. Make planning and funding rules more flexible to allow transit operators to provide service to places outside of their municipal jurisdictions.

3. Create a best practice guide and acknowledge developers who adhere to best practice when designing and locating new private (and public) development.
4. Require planning to extend beyond 5 years (20 years recommended) for all systems.
5. Incentivize or require the purchase of biodiesel fuel (minimum: B20) as a part of all public bus replacement programs. Conover has already done so with great results.
6. Monies generated by other mitigation options such as feebates and/or gas tax can be used to fund the transportation-related programs in this mitigation option.
7. Location of State Facilities – Locate state facilities near transit facilities. Where/when appropriate all state government offices should be located downtown when possible (per Executive Order from NC Governor James Holshouser).
8. State Targeting of Infrastructure Investments – Legislatively appropriated capital outlay funds, state public revolving loan fund, and other state-funded infrastructure initiatives should be used for projects that encourage walkable and traditional communities, and are supportive of transit.
9. Abolish or reduce minimum parking requirements in zoning codes, and allow localities to establish parking maximums. This flexibility will allow communities to discourage driving where alternative transportation is available.
10. Make maintenance of infrastructure a priority – Fix it First. Revise any state infrastructure programs (transportation, water, sewer) that fund new systems but not maintenance or upgrades for existing systems.
11. 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.

Related Policies/Programs in Place

1. Statewide Transportation Demand Management Program (TDM) – NCDOT-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. We also 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 ridematching program that is available statewide which individuals can access through the internet to find or form carpools or vanpools for their daily commuter trips. We are 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.

2. Intermodal Transportation Centers – NCDOT-PTD works with municipalities in the states 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 which 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 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.

3. 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 more safe and 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 fareboxes for systems in one region (ease of transit systems use) and installation of AVL/GPS systems on buses (more efficient operation and more information to passengers).

Types(s) of GHG Reductions

[Pending]

Estimated GHG Savings and Costs per MTCO_{2e}

[Insert text as appropriate]

- **Data Sources:**
- **Quantification Methods:**
- **Key Assumptions:**

Key Uncertainties

[Insert text as appropriate]

Additional Benefits and Costs

[Insert text as appropriate]

Feasibility Issues

[Insert text as appropriate]

Status of Group Approval

[Pending or Completed]

Level of Group Support

[Insert text as appropriate]

Barriers to Consensus

[Insert text as appropriate]