



Maryland
Department of
the Environment

Commission for the Innovation and Advancement of Carbon Markets and Sustainable Tree Plantings

June 17, 2022
Regular Meeting



Meeting Agenda

- **2:00-2:15pm** - Welcome and updates
- **2:15-2:35pm** - MDOT presentation
- **2:35-3:20pm** - Open discussion and questions
- **3:20-3:30pm** - Public comment period



Forest Technical Study

- **Wednesday, June 29**
- Stakeholder webinar associated with the release of the Study
- Meeting information to be distributed

Technical Study on Changes in Forest Cover and Tree Canopy in Maryland

Report required by: SB 729 (2019) and HB 991 (2021)



Draft Work Plan and Timeline (Meetings on Fridays – 2-3:30pm)

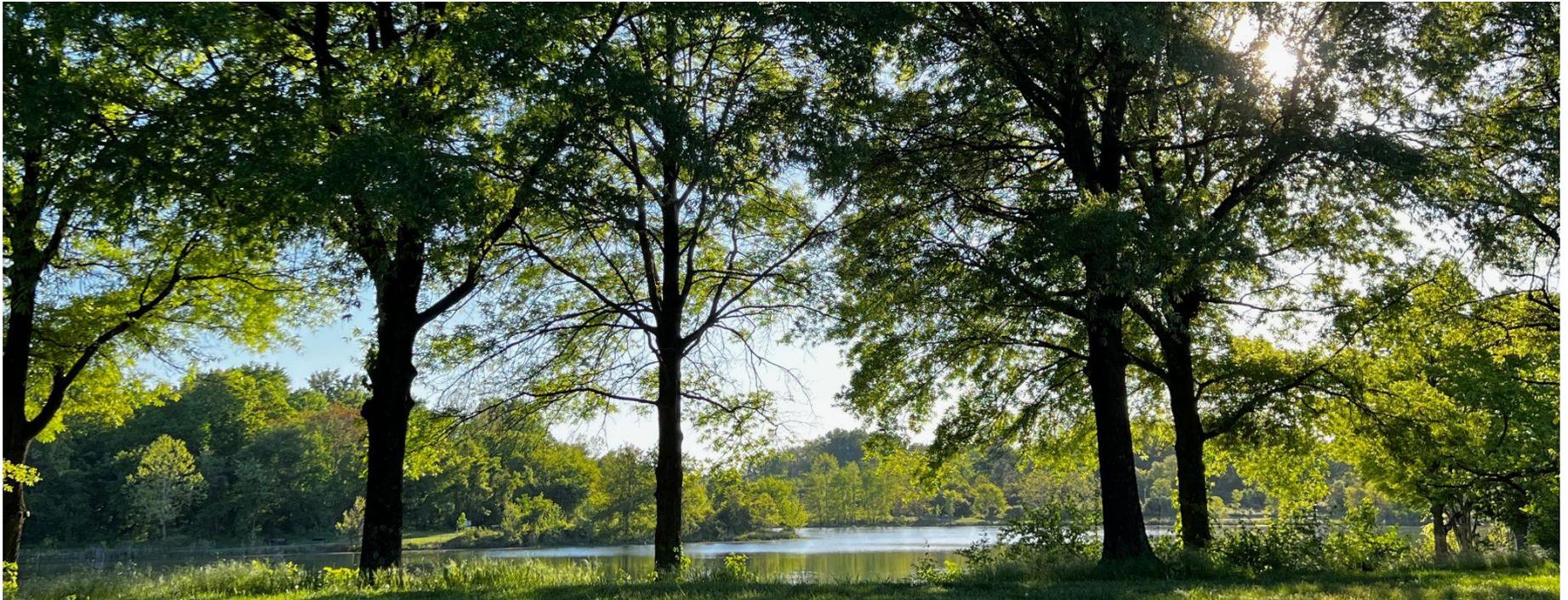
- **May 6**
 - MDE: Intro to Carbon Markets and the role of the State
- **May 27**
 - MDE and Invited Speakers:
 - Conservation Finance Act
 - Clean Water Commerce Act
 - Water Quality Revolving Loan Fund
 - Environmental Impact Bonds
- **June 17**
 - MDOT:
 - Tree mitigation for transportation projects
- **July 8**
 - Progress reports from all agencies
 - Key challenges/opportunities: long-term tree maintenance
- **July 29**
 - Progress reports from all agencies
 - Key challenges/opportunities: nursery stock or other logistics
- **August 19**
 - Progress reports from all agencies
 - Key challenges/opportunities: federal policies and leverage

September 1 - Finish Draft Report



Commission Survey

- Sent via Google Survey
- Support planning for summer meetings
- Submit by **Friday, July 1st by COB**





MDOT's Tree Programs

A Presentation for the Carbon Markets and Trees Commission Meeting

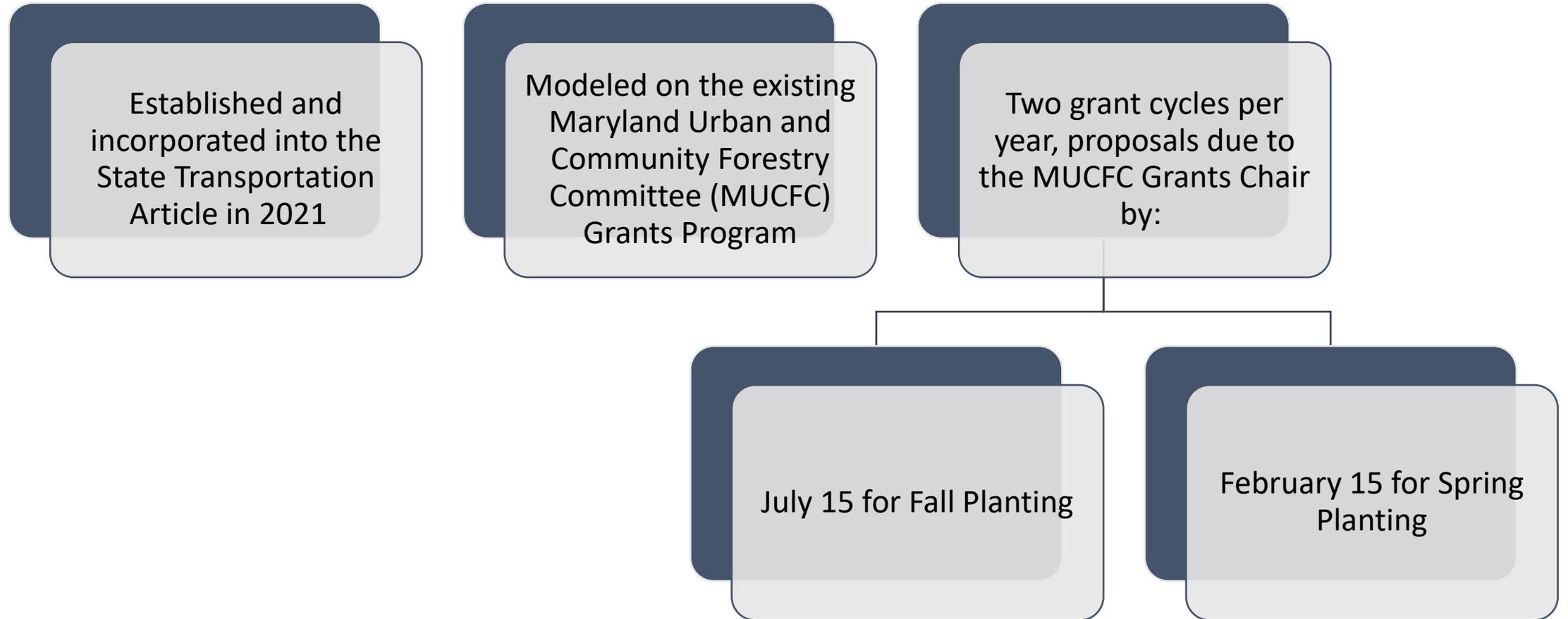
June 17, 2022

Presentation Overview

- Urban Tree Program
- Mitigation Plantings
- Other State Tree Planting Programs
- Transportation Considerations Related to Trees



MDOT Urban Tree Program



MDOT Urban Tree Program (cont.)

- All funded projects must take place in:
 - Communities where trees have been removed as part of the recent or past construction of a transportation facility project*, such as construction of the Purple Line project, AND
 - Affected by environmental justice issues* OR
 - Heat island effect*.
 - Funded projects can take place on public and private lands*.
- Two eligible project types:
 - Tree Planting Projects – Maximum Grant Award of \$5,000
 - “Pocket Forest” Projects – Grant Award Based on the Project Scope

MDOT Urban Tree Program (cont.)

- Simple, 3-page Application
- Grants awarded to eligible organizations rather than to individual citizens.
- Applications must be signed by the county's Forestry Board.
- Matching funds encouraged but not required
- Must indicate tie-in to transportation impact
- Projects supporting urban tree canopy will be given priority
- Must include a maintenance plan

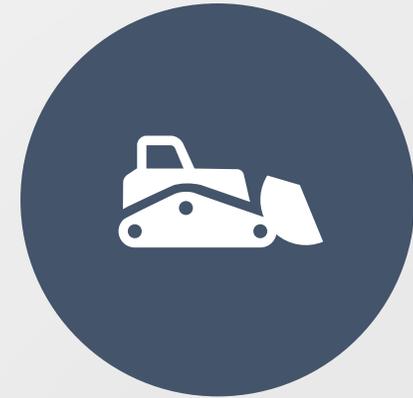
MDOT Urban Tree Program Definitions



ELIGIBLE ORGANIZATIONS: NON-PROFIT ORGANIZATIONS, SCHOOLS, COMMUNITY/NEIGHBORHOOD ASSOCIATIONS; COMMUNITY BUSINESS ASSOCIATIONS; HOMEOWNERS ASSOCIATIONS; BUSINESS SERVICE, YOUTH, AND CIVIC GROUPS; INSTITUTIONS OF HIGHER EDUCATION; COUNTIES; MUNICIPALITIES; AND FOREST CONSERVANCY DISTRICT BOARDS.



"POCKET FOREST": SMALL, HIGH DENSITY, NATIVE-SHRUB AND TREE PLANTING PROJECTS IN URBAN ENVIRONMENTS THAT RECREATE OR RESTORE LAYERS OF FORESTS, INCLUDING A CANOPY LAYER COMPRISED OF TALLER TREES, A MID-HEIGHT SHRUB LAYER, AND GROUND COVER. THESE PROJECTS CAN ALSO INCLUDE SOIL AUGMENTATION AND OTHER RESTORATION TECHNIQUES TO ENCOURAGE LOW MAINTENANCE IN URBAN SPACES.



TRANSPORTATION FACILITY PROJECT: FOR THE PURPOSES OF THIS GRANT, DEFINED AS ANY CONSTRUCTION, OPERATION OR MAINTENANCE ACTIVITIES THAT HAVE OCCURRED AS PART OF THE STATE-OWNED TRANSPORTATION SYSTEM (INCLUDING HIGHWAYS, TRANSIT, BRIDGES, TUNNELS, AIRPORTS, OR SEAPORTS), WHICH RESULTED IN THE REMOVAL OF TREES.

Summary of First Grant Cycle

- 4 applications received, 3 approved for funding
- Two grant recipients located in Proximity of the Purple Line project, and one recipient in Baltimore City
- All three locations had an EJScore of 50% or greater based on the MD EJScreen Mapping Tool, indicating that they have pollution burdens higher than 50% of the state
- Total trees to be planted was 200



Lessons Learned since First Grant Cycle

Technical support for communities is needed to help with:

- Site selection and planning
- Grant applications
- Community Engagement

There are multiple grant programs that can bring trees to Urban Communities, including MDOT's, DNR's, and the CBT program under the Tree Solutions Now Act of 2021

Urban areas have unique challenges/barriers to planting projects

Need to collaborate to optimize tree plantings in these areas

Between 1989 and 2005:
*2,173 acres of forested land had
been cleared by highway
construction and 2,487 acres were
replanted for a **net gain of 314
acres***

MDOT and Mitigation

Maryland Reforestation Law – applies to MDOT when any State funding is used for a highway construction activity and the total area of forest cut or cleared equals one acre or more.

Mitigation is on an acre-for-acre, 1:1 ratio with reforestation priorities:

1. Within the same county or watershed as the impacted areas
2. Purchase from an established forest mitigation bank
3. Pay into the Reforestation Fund

MDOT and Mitigation (cont.)



Maryland Roadside Tree Law - Passed in 1914, this Law and its regulations were developed to protect our roadside trees by ensuring their proper care and protection and to ensure their compatibility with an efficient and dependable public utility system.

MDOT must obtain a Tree Care Permit from Maryland Department of Natural Resources before a roadside tree is trimmed or cut down. A permit is also required to plant a tree. Permits are good for one calendar year.

If this is done without an issued permit, a fine may be assessed.

Additional Mitigation Involving Tree Plantings

Maryland's Forest Conservation Act - enacted to minimize the loss of Maryland's forest resources during land development by making the identification and protection of forests and other sensitive areas an integral part of the site planning process.

Applies to MDOT when any construction activity requires an application for a grading permit or sediment control permit on areas of 40,000 square feet or more.



Other State Programs with Tree Plantings

CRITICAL AREA COMMISSION – ESTABLISHED IN 1984 TO MINIMIZE IMPACTS TO WATER QUALITY AND HABITAT IN CHESAPEAKE BAY WATERSHED, AND REQUIRES MITIGATION FOR UNDERSTORY AND CANOPY TREES DISTURBED WITHIN 1,000 FEET OF TIDAL WATERS



CHESAPEAKE BAY TMDL PROGRAM – TO MEET THE NUTRIENT AND SEDIMENT REDUCTION TARGETS FOR THE BAY, RETENTION OF TREE COVER IS AN IMPORTANT RESTORATION TOOL, AND TREE PLANTING/REFORESTATION IS A HIGHLY EFFECTIVE BMP



TREE SOLUTIONS NOW ACT – REQUIRES 5 MILLION TREES TO BE PLANTED BY 2031, INCLUDING 500,000 IN URBAN AND UNDERSERVED AREAS

Transportation Considerations About Trees

- Safety Setbacks
 - Transportation projects often require tree planting setbacks or height restrictions due to overhead or underground utility lines, to avoid obstructing sightlines, for physical safety, or for maintenance considerations
 - Some restrictions are based on federal transportation standards, such as trees near airports or near rail lines
- MDOT SHA Landscape Design Guide
 - Provides guidance on types, location, density, and other specifications for proposed tree plantings for transportation projects
 - MDOT SHA also compiles a preferred plants list



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OF TRANSPORTATION**

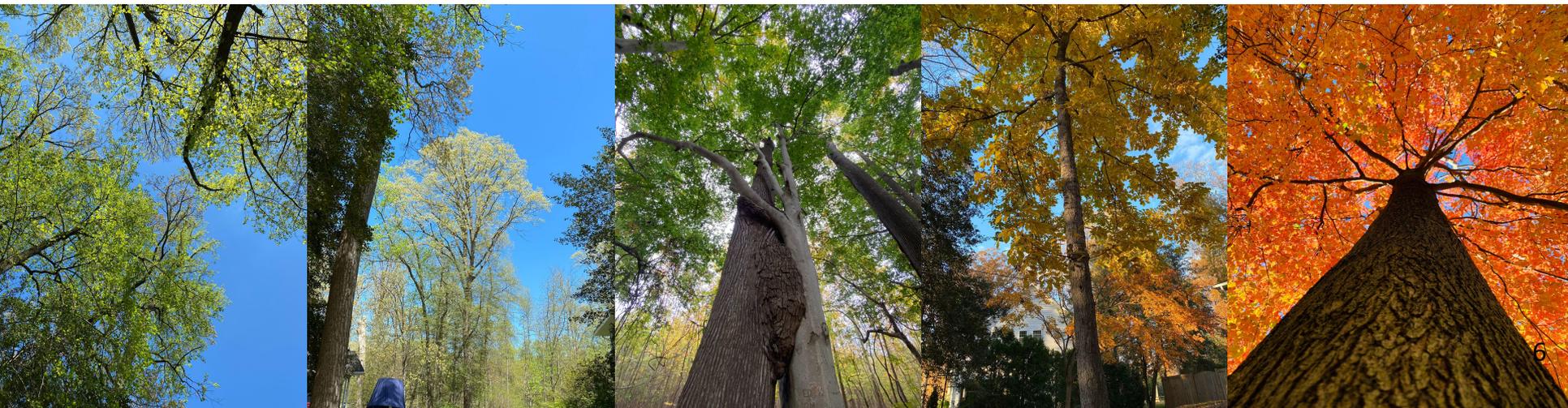
Sandy Hertz
Director, Office of Climate Change Resilience and Adaptation
shertz@mdot.Maryland.gov
(410) 865-2780



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Questions and Discussion

Commission Members and Implementation Leads





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Public Comment Period

Please add name and affiliation in the chat box and we will take comments in the order received.



Staff Contact

Rachel Lamb, PhD

Natural Carbon Sequestration Administrator

Maryland Department of the Environment

rachel.lamb@maryland.gov