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MEETING SUMMARY
MARYLAND CLIMATE CHANGE ADVISORY GROUP
Transportation and Land Use Technical Work Group
(TLU TWG)

Call #2, September 26, 2007

Attendance:

9am:

Technical Working Group: Nancy Floreen, Jonathan Gibraltar, Michael Replogle, Don Halligan

Maryland Department of Environment: Tim Shepard, Brian Hug, Lise Van Susteren

Maryland Department of Transportation: Howard Simons

Center for Climate Strategies (CCS): Sean Mulligan, William Schroeer, Theresa Silla, Jim Wilson

Public Attendees: Jeff King (Metropolitan Washington Council of Governments)

12pm:

Technical Working Group:

Maryland Department of Environment: Renee Fizer, Liz Entwisle, Mary Jane Rykowski

Maryland Department of Transportation: Marty Baker

Center for Climate Strategies (CCS): William Schroeer, Theresa Silla, Jim Wilson

Public Attendees: (none)

Background documents: (http://www.mdclimatechange.us/GHG_Transportation.cfm)

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. Maryland TLU Option Descriptions
4. Maryland TLU Catalog

Discussion items and key issues:

1. Call to order and roll call
2. Review and approve prior call summary
3. Review of Catalog of States' Actions
4. Additions to Catalog of Actions
5. Early Action item for CCC
6. Agenda, Time and Date for Next Meeting
7. Public Input and Announcements

Objectives

1. Review policy option catalog and add missing items before it is sent to the mitigation workgroup for review. The participants were urged to carefully review the Options Catalog for completeness and applicability to current Maryland issues and concerns.
2. Nominate an Early Action item for consideration by the Mitigation Workgroup (MWG).

Catalog of State Options

Refer to revised Maryland TLU Option Descriptions posted starting with the catalog provided under call #1 under Teleconference Call #1 on the website, http://www.mdclimatechange.us/GHG_Transportation.cfm, for brief descriptions of the policy options.

1. The TWG reviewed the Options Catalog, discussing the various sections and options they contain. The focus was in improvements to the existing options and new additions. The task of removing any options was assigned to the next meeting, after the MWG received the complete catalog.
2. Changes to the Catalog are listed below. For further detail, see revised TLU Option Descriptions under call #2:
 - a. TLU 1.1.1: Tailpipe GHG Emission Standards: California Clean Car
 - b. TLU 1.1.5: Hybrid Buses
 - c. TLU 1.1.6: Support new CAFÉ standards
 - d. TLU 1.2.3: Transportation System Management (Intelligent Transportation Systems)
 - e. TLU 1.2.4: Driver Feedback Technology with Pay-as-you drive Insurance
 - f. TLU 1.2.5: Adopt a statewide per-capita VMT goal
 - g. TLU 1.2.6: Require “Tune Up services to include tire pressure checks”
 - h. TLU 1.2.7: School Bus idling restrictions
 - i. TLU 1.2.8: School Education Programs
 - j. TLU 1.2.9: Enforcement of auto anti-idling reduction requirements
 - k. TLU 1.3.6: Emission-Based Tolling (discount for clean vehicles)
 - l. TLU 2.1.1: Statewide Growth Management Plan
 - m. TLU 2.1.2: Include GHG Evaluations in State Policies
 - n. TLU 2.1.3: Shape Investment to Maximize GHG Reductions
 - o. TLU 2.1.4: Provide Technical/Financial Support to Local Agencies
 - p. TLU 2.1.5: Tax and Building Code Reform
 - q. TLU 2.1.6: Maryland Congressional Advocates for Federal Action
 - r. TLU 2.2.1: Make full use of CMAQ funds – with application reviews considering GHG reductions
 - s. TLU 2.2.3: Transit Marketing and Promotion (include individualized transit marketing).
 - t. TLU 2.2.7: Enhance Current “Fit-it-First” Policy
 - u. TLU 2.2.9: Telecommute and Live-Near-Your-Work and Tele-education
 - v. TLU 2.2.12: CO₂ conformity type Program capping CO₂ emissions in some form of a mobile budget.

- w. TLU 2.2.13: Park and Ride lots
- x. TLU 2.2.14: Expansion of MARC and other transit services
- y. TLU 2.2.15: Guaranteed Ride Home for transit users
- z. TLU 2.2.16: Telecommuting support and incentives
- aa. TLU 2.4.1: Low-GHG Fuel Standard (e.g., renewable)
- bb. TLU 3.1.3 (deleted): Low Sulfur Diesel (already a Federal Regulation).
- cc. TLU 3.1.3: Black carbon control technologies
- dd. TLU 3.1.5: Facilitate Adoption of New Clean Technologies – Rail and Marine Engines
- ee. TLU 3.2.9: Clean Freight Operating Improvements
- ff. TLU 3.3.3: Increase Rail Capacity to Address Rail Freight System Bottlenecks
- gg. TLU 3.4.4: Increased Emission-Based Truck Tolls or Highway User Fees.
- hh. TLU 4.2: Integrated Aviation, Rail, Bus Networks (planning, governance, and investment)
- ii. TLU 5.5: Adopt Green Port strategy
- jj. TLU 5.6: Low Carbon fuel (off-road and recreational marine)
- kk. TLU 5.7: Locomotive idling reductions
- ll. TLU 5.8: Inclusions of Idling reduction requirements.
- mm. TLU 5.9: Diesel Cranes at the Port – Electrification or other GHG reducing alternatives
- nn. TLU 5.10: “Shore Power” at Port sites

Early Action

The Transportation and Land Use TWG recommends the inclusion of the following options for Early Action in the Interim Report.

Transportation emissions are driven by the *technology* in the vehicles, by the carbon content of the *fuel*, and by the level of *activity* (amount of driving, flying, etc.). The TLU TWG recommends taking early action in two of these areas: activity and fuels. These options are ready to be implemented, in the ways described below.

1. Early action to get the incentives right

a. An incremental fuel tax whose revenue would fund transportation investments and operations that reduce GHG emissions. The GHG performance of these and other transportation investments would be closely evaluated before being made, and closely tracked afterwards with performance-based contracts ensuring timely GHG reductions.

Ready to be implemented: the fuel tax mechanism is in place. The spending mechanism is in place. The modeling and evaluation tools are in place. Contracting for performance can strengthen public trust that infrastructure and services will operate to meet promises.

Alternatives for the CCC to consider:

i) Some TWG members felt strongly that the early action should be a small incremental tax, which would still raise substantial revenue for investments in alternatives.

ii) Other TWG members felt that given the state's emissions reductions targets, a serious attempt to reach those targets must necessarily include a "substantial" increase in the fuel tax, and that it needed to be phased in starting ASAP; ergo, it was an early action.

b. Direct the State Commissioner of Insurance to remove any barriers to the early introduction by insurance companies of Pay / Save As You Drive insurance (in which large discounts are available to motorists based on how much and how they drive). Ready to be implemented: Insurance companies have successfully piloted in the US, and widely implemented abroad, P/SAYD, showing 10% VMT reductions with consumer cost savings. Regulatory approvals could hinder it being offered in MD.

2. Adopt the California Low-Carbon Fuel Standard

California has developed and adopted a Low-Carbon Fuel Standard. Maryland could take advantage of work on this complex area, and adopt the CA standard. See: <http://www.arb.ca.gov/fuels/lcfs/lcfs.htm>

Long Term Goals

The TWG suggests the importance of bundling options for considerations. The three suggested major focus areas for bundling were:

1. New vehicle technology – improve new car fuel economy
2. Fuels – (a renewable fuel standard being an example)
3. Travel demand management strategies to reduce vehicle miles traveled.

Next steps and agreements:

1. The next TLU TWG conference call will be held on **October 15, 2007 from 9 to 11am EST**. The purpose of this call will be to review and improve the options catalog after it has passed through the mitigation workgroup.
2. Materials for each call will be posted on the Maryland Climate Change website (see address above). CCS will notify the TWG members when the materials are available for review.
3. TWG members were asked to submit any other additions to the catalog via email to CCS facilitators by 10am on September 27, 2007.

Note: Because the information posted on the website mentioned that the call was from 12noon - 2pm, a number of people called in at 12 noon. The discussion from 12noon – 2pm was largely a recounting of the 9am – 11am call. One comment made during the second call was the need to expand mass transit and include this in transportation plans. Another comment was a concern that any steps taken to increase fuel price via taxes of the equivalent would adversely affect those who travel long distances to work because they cannot afford to live close to their workplace.