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**Transportation and Land Use Technical Work Group
Summary List of Draft Priority Policy Options for Analysis**

Draft Option #	Draft Policy Option Name	Straw Proposal Volunteers
TLU-1	Increased Fuel Tax	
TLU-2	Land Use and Location Efficiency	
TLU-3	Transit	
TLU-4	Low Greenhouse Gas Fuel Standard	
TLU-5	Intercity Travel: Aviation, High Speed Rail, Bus	
TLU-6	Pay-as-you-Drive Insurance	
TLU-7	VMT Reductions	
TLU-8	Bike and Pedestrian Infrastructure	
TLU-9	Pricing Measures	
TLU-10	Off-Road Engines/Vehicles	
TLU-11	Evaluate the GHG Emissions Impacts of the ICC and Alternatives	

Sample Draft Policy Option Template

TLU-1 Increased Fuel Tax

Policy Description

Establish 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.

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

Timing:

Parties Involved:

Other:

Implementation Mechanisms

TBD

Related Policies/Programs in Place

Types(s) of GHG Reductions

- **CO₂, N₂O, CH₄:** Displaces emissions from fossil fuel combustion.

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]

- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-2 Land Use and Location Efficiency

Policy Description

Adopt statewide growth management plan and GHG cap guiding conforming regional transportation & land use plans/programs that meet state-determined GHG budgets and VMT per capita targets.

Ensure state policies and capital funding programs evaluate GHG implications to be a model for climate-friendly and energy efficient development patterns.

Shape public and private investment to maximize GHG reductions and growth management, including Indirect Source Rule to hold development accountable for GHGs, Transfer of Development Rights, Open Space Protection, Coastal Zone Management, and Adequate Public Facilities initiatives.

Provide technical/financial support to local/regional agencies, enhancing technical tools, capacity, and fund Blueprint Planning Grant program.

Modify and fund reforms of state and local tax and zoning/building codes and policies to support GHG reductions and implementation of State growth plans. Ensure Maryland Congressional delegation works for Federal highway, transportation and land use related legislation/programs supporting timely climate change action.

Enhance the “Fix it First” policy by prioritizing funds for preservation and management of the existing system ahead of capital / capacity expansion projects. Repair before expansion.

Add a program capping CO₂ emissions in some form of a mobile budget.

Policy Design

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- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-3 Transit

Policy Description

Greater use of public transit and reduction in automobile travel can be achieved by improving existing transit service, infrastructure, and promotion and marketing. Existing transit service and infrastructure improvements might include expanded hours or coverage of bus service or higher frequency bus routes. This might also include expansion of intercity bus service. Use of MDOT data on travel origins and destinations could help determine if there are intercity regional routes that need prioritization. There is a need to increase the supply of available MARC service on the existing rail lines in Maryland. Individualized transit marketing has proved to be highly effective in reducing auto trips through increased transit use. Improve public opinion of transit service and reposition it as an attractive transportation option.

Improve transit travel time through prioritization measures such as signal prioritization or HOV lanes.

Improvement of Park and Ride Lots by expanding the construction of well lighted and police patrolled parking locations for carpoolers and others to interface with buses, light and heavy rail, as well as commuter trains in Maryland.

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-4 Low Greenhouse Gas Fuel Standard

Policy Description

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. In CA, Executive Order S-1-07, the Low Carbon Fuel Standard, calls for a reduction of at least 10 percent in the carbon intensity of CA's transportation fuels by 2020. The Air Resources Board identified the LCFS as an early action item with a regulation to be adopted and implemented by 2010.

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]

- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-5 Intercity Travel: Aviation, High Speed Rail, Bus

Policy Description

Encourage transportation infrastructure between cities to support connectivity of alternative transportation modes. Intercity rail provides express train passenger services covering longer distances than commuter trains, which can reduce automobile use and possibly aircraft activity. Increased rail capacity could allow shifting more freight to rail from trucks. There are also some capacity constraints through the Baltimore area that restrict use of double stack rail cars that are capacity-limiting.

Policy Design

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- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

CO₂: Increasing annual carbon sequestration from increased forest growth and cover, and restoring wetlands.

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]

- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-6 Pay-as-you-Drive Insurance

Policy Description

The state would encourage and support the provision of pay-as-you-drive auto insurance, possibly including state support for additional pilot programs. This would also require the state commission to conduct an active review of possibilities. The driver feedback technology that is part of pay-as-you-drive auto insurance could provide feedback on driving habits that may reduce GHG emissions.

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]

- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-7 VMT Reductions

Policy Description

Previous goals to reduce overall VMT in Maryland have not been met because MD is a major traffic through state. A goal to reduce per capita VMT by certain amounts is possibly a better approach.

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-8 Bike and Pedestrian Infrastructure

Policy Description

Improving, adding, and promoting sidewalks and bikeways can increase pedestrian and bicycle travel and reduce automobile use. Infrastructure improvements could include bicycle parking and shower/locker amenities at places of employment. Local government “complete streets” policies would help to achieve these improvements.

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-9 Pricing Measures

Policy Description

Roadway tolling can be used to discourage single-occupant automobile use and provide revenue for alternative modes. Congestion pricing, tolls (or other charges) that vary with congestion levels can also be particularly effective at reducing congestion. Various forms of VMT-based user fees can also help to discourage unnecessary automobile use. Roadway pricing revenues can help fund needed highway improvements and help manage system-wide demand. In addition, pricing revenues can be used to fund transit and other transportation alternatives within a corridor or region.

Commuter Choice Programs encourage employers to provide options such as telecommuting, transit subsidies, pre-tax transit fare program, parking cash-out, and guaranteed ride-home service in order to reduce automobile commutes. The telecommuting option includes the development and utilization of neighborhood telecommuting centers that offer office-type services in locations close to commuters' residences. As an incentive to develop and provide such services, a tax credit can be offered to companies. Government spending to encourage commuter choice can stimulate a large private-sector match (17 dollars of private incentives per dollar of public incentive, according to one source).

The state would charge a tax or fee reflective of miles traveled by passenger vehicles. In addition, revenues could be used to fund transit and other transportation alternatives within a corridor or region.

Automobile use is strongly influenced by the location, supply, and pricing of parking. Local Governments can encourage reduction in automobile use by eliminating minimum parking supply requirements, establishing parking supply caps, encouraging higher parking prices, and other mechanisms. Parking ratios for the maximum number of spaces allowed can be set based on the level of transit service an area has. Smart parking ID systems can help inform drivers of parking availability and reduce excessive circling and searching.

Roadway tolling can be used to provide revenue for alternative modes. Roadway pricing revenues can help fund needed highway improvements and help manage system-wide demand. In addition, pricing revenues can be used to fund transit and other transportation alternatives within a corridor or region.

More fuel efficient vehicles pay lower tolls than less fuel efficient vehicles.

Transportation system management improves vehicle flow on the roadway system, which can reduce fuel use and GHG emissions. Coordinated operation of the regional transportation network can improve system efficiency, reliability, and safety. Tools to reduce traffic congestion

include HOV lanes, roundabouts at intersections, synchronized signals, incident management, variable message signs, and other forms of intelligent transportation systems (ITS).

Policy Design

Goals: CCS drafts based on inputs from volunteers for straw proposals and then moves proposed text to the full TWG for review/revision, then on to the MWG at the next meeting. These goals need to be quantitative and tied to the years for which MD has statewide GHG emission reduction goals.

- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-10 Off-Road Engines/Vehicles

Policy Description

This option addresses marine, rail and other off-road engine and vehicles such as construction equipment. The state could adopt a variety of programs to increase purchases of fuel-efficient or low-GHG vehicles (including pure electric, hybrid, plug-in hybrid, and other alternative fuel vehicles). State incentives could include registration fees, fee-bates, and/or tax credits. “Fee-bates” would provide incentives for reduced GHG emissions by creating: (1) fees on relatively high emissions/lower fuel economy vehicles and (2) rebates or tax credits on low emissions/higher fuel economy vehicles. Higher vehicle registration fees can be charged for vehicles that have lower fuel economy, and/or vehicles that use alternative fuels could be charged a lower vehicle registration fee. Vehicle licensing fees could be based upon vehicle weight, with use of a dollar per vehicle-ton multiplier instead of the present broad categories of vehicle weight.

Providing the operators of off-road vehicles with better operations information and education can lead to a gain in fuel efficiency. Operators also need to be aware of maintenance issues that cause an increase in pollution and vehicle operating cost. By ensuring vehicles are well maintained, fuel efficiency and emissions benefits can be achieved.

Increase the use of alternate fuels or low sulfur diesel to reduce GHG emissions. By increasing the availability and usage of alternative fuels (low carbon fuel) and low sulfur diesel for off-road vehicles, as well as recreational marine usage, there could be a significant reduction in GHG emissions.

There are ports on the west coast (Los Angeles, for example) that have adopted measures to introduce less polluting, more energy efficient technologies for vessel dwelling and for land-side cargo handling equipment. Maryland could adopt a Green Port Strategy for Baltimore area port facilities. This would include providing “shore power” at the port sites where applicable and feasible for shipping vessels. Replace diesel cranes at the Port; consider electrifying, or other methods to reduce GHG emissions, if feasible.

Reduce idling time in locomotive and construction equipment. Consider increasing measures to reduce locomotive idling including “auxiliary engines” to help maintain power, as well as “plug in” power receptacles in the proposed train storage yards. For equipment in construction contracts, there would be clauses that would restrict idling time in construction equipment.

Implement a sliding scale tax that would allow purchasers of low greenhouse gas emitting vehicles to earn a rebate on their vehicle registration or sales tax of up to X%, and purchasers of high greenhouse gas emitting vehicles to be assessed a vehicle registration or additional sales tax

of up to X%. The sliding scale could be designed to be revenue-neutral, i.e., such that rebates are offset by fees assessed.

Policy Design

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- **Timing:**
- **Parties Involved:**
- **Other:**

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

Types(s) of GHG Reductions

Estimated GHG Reductions and Net Costs or Cost Savings

TBD – [CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g., Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MWG moves to final agreement at meeting #5 or #6]

Level of Group Support

TBD – [blank until MWG meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MWG]

Sample Draft Policy Option Template

TLU-11 Evaluate the GHG Emissions Impacts of the ICC and Alternatives

Policy Description

The Intercounty Connector is planned to connect the I-270 and I-95/US 1 corridors in Maryland's National Capital Region. This policy would require the state to evaluate the impact of the ICC on state VMT and GHG emissions, and evaluate in the same terms alternative transportation infrastructure developments that achieve the same goal of connecting the I-270 and I-95/US 1 transportation corridors.

Policy Design

Goals:

- Understand the likely impact of the ICC on the Governor's GHG commitment
- Understand the likely impact of potential alternatives, including transit oriented land use and investment; adding toll lanes and express bus; high occupancy toll (HOT) lanes; and a hybrid transit oriented HOT lane, rail and express bus scenario.
- **Timing:** [TBD, as needed on TWG approval]
- **Parties Involved:** [TBD, as needed on TWG approval]
- **Other:** [As needed]

Implementation Mechanisms

TBD – [CCS drafts based on TWG inputs; this can be developed as they go along, and can start early or late as they prefer; the level of detail can vary on TWG approval]

Related Policies/Programs in Place

TBD – [as needed and approved by the TWGs]

Types(s) of GHG Reductions

TBD – [CCS to list GHG reductions with input / approval from TWG]

Estimated GHG Reductions and Net Costs or Cost Savings

TBD –

A study sponsored by a variety of organizations has compared the likely impact of the ICC on VMT and GHG emissions to alternative transportation infrastructure developments that achieve the same goal of connecting the I-270 and I-95/US 1 transportation corridors. Some of the

alternatives considered in include transit oriented land use and investment; adding toll lanes and express bus; high occupancy toll (HOT) lanes; and a hybrid transit oriented HOT lane, rail and express bus scenario. The result of this analysis can be used to inform the decision to proceed with the construction of the ICC. Moreover, decision making processes for transportation infrastructure development can be standardized to include an analysis of GHG impact of the proposed development and a gamut of alternatives along the lines of those explored in the analysis of the ICC's impact on the State's GHG emissions.

[CCS should provide a worksheet and other reference material as needed for transparency]

- **Data Sources:** [TBD by CCS on TWG approval]
- **Quantification Methods:** [e.g. Full life-cycle analysis with supply/demand equilibrium adjustments on TWG approval]
- **Key Assumptions:** [TBD, as needed on TWG approval]

Key Uncertainties

TBD – [as needed and approved by the TWGs]

Additional Benefits and Costs

TBD – [as needed and approved by the TWGs]

Feasibility Issues

TBD – [as needed and approved by the TWGs]

Status of Group Approval

Pending – [until MCCC/GHG MWG moves to final agreement at Meeting #5 or #6]

Level of Group Support

TBD – [blank until MCCC/GHG MWG Meeting #5]

Barriers to Consensus

TBD – [blank until final vote by the MCCC/GHG MWG]