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

In-Person Meeting #6, November 26, 2007

**Attendance:**

*Technical Working Group:* Uri Avin, Nancy Floreen, Pam Parker (phone), Michael Replogle, Lise Van Susteren

*Maryland Department of Environment:* Tad Aburn, Liz Entwisle, Brian Hug

*Maryland Department of Transportation:* Howard Simons

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

*Public Attendees:* (none)

**Background documents:** ([http://www.mdclimatechange.us/GHG\\_Transportation.cfm](http://www.mdclimatechange.us/GHG_Transportation.cfm))

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. TLU Straw Proposals Draft

**Discussion items and key issues:**

1. Call to order and roll call
2. Review agenda for the call
3. Discuss and develop Straw Proposals – Policy Description and Policy Design – Goal
4. Next steps for the MWG and TLU TWG
5. Agenda, time and date for next meeting & subsequent TWG meetings
6. Public input and announcements

*Objectives*

1. Review the Policy Descriptions and Design for the 11 TLU Policy Options.
2. Modify the language for submission to MWG for their 11/30/07 Meeting.

*Straw Proposals*

CSS had completed the first draft of the Straw Proposals. It was the TWG's responsibility to refine the language so that it could be submitted to the MWG. The TLU TWG made the following changes to the Straw Proposals Draft:

- TLU-1: Increased Fuel Tax
  - Changed name to “Carbon Fuel Tax”

- Added “The extent of GHG emission reduction will be greater if regional implementation can be coordinated.” to end of Policy Description.
- Adopted 15 cents as the initial tax amount, to be increased to \$2.00 by 2025.
- Under Policy Design: Goals, added information on the 15 cents to \$2.00 tax
- Added the “multimodal” implementation mechanisms:
  - State, regional, and local transit plans are to be developed
  - Governor should create interagency group to identify ways to reduce GHGs and develop resource allocation strategy to recognize different regional needs
- TLU-2: Land Use and Location Efficiency
  - Under Implementation Mechanisms:
    - (1a.) Require climate-friendly compact growth and integrated transportation/land use planning
      - (i.) Adopt Statewide Development plan that includes GHG emissions cap
      - (iv.) Provide underlying data/resources to local jurisdictions to implement climate-friendly compact growth
    - (1b.) Require local comprehensive plans and environmental impact statements to run local transportation plans against land use plans and then include global warming emissions analysis and reduction policies.
    - (1c.) Added “(including sewer and water)”
    - (1d.) Require and support zoning for smart growth
    - (3a.) Added “Develop more effective VMT measurement
    - (4.) Develop appropriate enforcement policies to ensure that the plans are followed through with and goals are met.
- TLU-3: Transit
  - Changed “non-commute” to “commute” in Goals.
  - Added to Goals: “4. Expand low GHG options”
- TLU-4: Low Greenhouse Gas Fuel Standard
  - “(Well to Wheels)” to third paragraph of Policy Description
  - Added “The extent of GHG emission reduction will be greater if regional implementation can be coordinated.” to end of Policy Description.
  - Implementation Mechanisms: Added “6. To the extent practicable, harmonize with CA LCFS.”
- TLU-5: Intercity Travel: Aviation, High Speed Rail, Bus
  - Added “High-speed rail can offer a energy efficient alternative to short-range air travel” to Policy Description
  - Changed Goals description to: Reduce transportation sector GHG emissions from intercity travel by making passenger and freight rail more

accessible, efficient and available. This would be a contributor toward meeting the VMT per capita reduction goal by 2020 via:

- Added Goal: 4. Shift short and mid-distance air travel to high speed rail.
- Changed Parties Involved to “Public & Private”
  
- TLU-6: Pay-as-you-Drive Insurance
  - Under Goals, changed PAYD coverage from 5% to 10%
  - Changed Other (under Policy Design) to “ensure that policy pays attention to equity”
  
- TLU-7: VMT budgets
  - Changed Goals to include data on past, present, and future (projected) VMT and the reductions necessary to reach the proposed goals.
  - Implementation Mechanisms:
    - 1b. 15% reduction by 2020 changed to 1990 levels by 2020.
    - 2c. As the per capita VMT reduction plan would be a partnership connecting the state, regional, and local levels, the state should design a plan that consists of both state actions and investments to achieve the targets.
    - 3. Develop appropriate enforcement policies to ensure that the plans are followed through with and goals are met.
  
- TLU-8: Bike and Pedestrian Infrastructure
  - Added “Expansion of bike and pedestrian infrastructure would aid in decreasing the MD per capita VMT.” to Policy Description
  
- No changes made to TLU-9 or TLU-10
- TLU-11: Evaluate the GHG Emissions Impacts of the ICC and Alternatives
  - Name changed to “Evaluate the GHG Emissions Impacts of Major Projects”
  - The Policy Description was changed to “The State will require greenhouse gas evaluation of all transportation and land use relevant state and local, major capital projects.”
  - The subgroup was unable to reach consensus on this option and the following language was added so that discussion on this disagreement can be held at the MWG meeting on November 30<sup>th</sup>:
    - Note: Consensus was not reached by the TWG but, the following illustrative language is provided as an example:

### *Future Meetings*

The next conference call will be December 12<sup>th</sup> starting at 12pm. The purpose of this meeting will be to discuss the results of the Nov. 30<sup>th</sup> MWG meeting and to further develop the Straw Proposals.

**Next steps and agreements:**

1. The next TWG meeting will be held on **December 12<sup>th</sup>, 2007 starting at 12pm EST.**
2. The TWG will discuss the recommendations made by the MWG and further develop the TLU Straw Proposals.