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

Teleconference Call #8, January 9, 2008

**Attendance:**

*Technical Working Group:* Nancy Floreen, Pam Parker, Jocelyn Rawat, Michael Replogle, Lise Van Susteren

*Baltimore Metropolitan Council:* Sara Tomlinson

*Maryland Department of Environment:* Liz Entwisle, Brian Hug, Tim Shepard, Marcia Ways

*Maryland Department of Transportation:* Howard Simons

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

*Public Attendees:* Drew Cobbs (Maryland Petroleum Council)

**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. Summary of Call #7
4. TLU-4 & TLU-10 – Draft Quantification

**Discussion items and key issues:**

1. Call to order and roll call
2. Review and approve prior meeting summary
3. Review progress on straw proposals
4. Discuss quantification to date
5. Next steps for the TLU TWG
6. Confirm agenda, time and date for next meeting & subsequent TWG meetings
7. Public input and announcements

*Teleconference Call #7 Summary*

There was a request to revise the prior meeting summary to remove the statement about potential VMT reductions attributed to smart growth or land use strategies in Baltimore.

*Straw Proposals Quantification*

- The TLU TWG reviewed the Maryland GHG emission reduction goals and discussed the role transportation plays in reaching those goals. CCS was asked to provide estimates of GHG emission reductions that might result from the Federal

Energy Bill (with new CAFÉ standards) and the California Clean Car emission standards. We also need to quantify reductions associated with recent actions. CCS will follow-up with Marcia Ways at MDE.

TLU-1: Carbon Tax via Fuel

- The initial cost analysis used a price elasticity of 0.5. TWG members recommended that 0.1 price elasticity be used instead.
- Ask MWG to advise whether or not tax is realistic

TLU-2: Land Use and Location Efficiency

- Smart Growth may offer better management while reducing congestion and GHG emissions

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

This policy option needs to be fleshed out in more detail.

TLU-7: VMT Budgets

- Telecommute will reduce per capita VMT and can account for VMT reductions MD needs.

*Action Items:*

1. Develop VMT fee language. Michael Replogle volunteered to work on this. This will be based on a congestion pricing overlay on an underlying VMT fee (similar to the Chamber proposal).
2. It was also suggested that the TWG move away from aspirational goals and toward what we can really do.

TLU-8: Bike and Pedestrian

TLU-9: Pricing Measures

- TWG members voiced their opinion that a statewide 10% GHG reduction from Commuter Choice is not very realistic.

*Action Items:*

1. Set mileage charge—either the TWG or MWG members should recommend one.
2. Commuter Choice as pretax or employee funded with guaranteed ride home.
3. Does this include parking cash out? Clarify.

TLU-10: Off-Road Engines/Vehicles

Howard Simons will provide suggested edits and will send the MD report that addresses idling reductions.

TLU-11: Evaluate the GHG Emissions Impacts of Major Projects

- CCS will clarify what is and is not included in the baseline estimate for 2020 MD GHG emissions.
- It was clarified that this measure focuses on considering the GHG impacts of future projects.

### *Future Meetings*

The next conference call will be January 30<sup>th</sup> starting at 12:30 pm. The purpose of this meeting will be to discuss the results of the Jan. 15<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 **January 30<sup>th</sup>, 2008 starting at 12:30 pm EST.**
2. The TWG will discuss the quantification to date of the Policy Options and review the comments and direction given by the MWG at their Jan. 15<sup>th</sup> meeting.
3. TWG members will also discuss feasibility issues associated with each policy option.