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

Teleconference Call #9, January 30, 2008

Attendance:

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

Maryland Department of Environment: Liz Entwisle, Renee Fizer, Brian Hug

Maryland Department of Transportation: Howard Simons

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

Public Attendees: Drew Cobbs (Maryland Petroleum Council), Don Halligan, Jeff King (Metropolitan Washington Council of Governments), Lonnie Richmond

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

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. Summary of Call #8
4. Updated TLU Policy Options

Discussion items and key issues:

1. Call to order and roll call
2. Review and approve prior meeting summary
3. Review MD MWG 01/15/08 meeting
4. Review progress on straw proposals
5. Discuss quantification to date
6. Confirm agenda, time and date for next meeting & subsequent TWG meetings
7. Public input and announcements

Straw Proposals Quantification

The primary focus of this meeting was on discussing feedback on the policy options from the last MWG meeting and the updated quantification of policy options that was provided by CCS prior to this TWG meeting. One of the key agreements at this TWG meeting was a restructuring of the VMT related options. CCS will reorganize the VMT related policy options so that they are pieces of an over-arching VMT reduction goal. Will Schroeer will send out Minnesota TLU Policy Options to the TWG as an example of how the Straw Proposals will look after the restructure. The overall VMT per capita reduction goal was reset to having 2020 VMT per capita in Maryland be the same as it was in 2000.

This presents a more feasible and obtainable Greenhouse Gas reduction objective than the previously discussed 1990 VMT per capita target

TLU-1: Carbon Tax via Fuel

- TWG would like to ensure that tax revenue will benefit mass transit as well as the transit promotion programs and other related programs such as improved bike/pedestrian access to stations and bus rapid transit.
- There needs to be a cost-effectiveness test for determining how tax revenue will be spent because spending the money on transit alone is not cost-effective.
- *Action Item:* Michael Replogle will send Environmental Defense presentation on performance-based funding to Will Schroeder via postal mail.

TLU-2: Land Use and Location Efficiency

TLU-3: Transit

TLU-4: Low Greenhouse Gas Fuel Standard

- Policy option may be too expensive for the reductions obtainable. The 2012 GHG emission reduction estimated for this policy option is too high and needs to be revised. Maybe ½ of the proposed 10% decarbonization of fuel by 2020 is achievable
- *Action Item:* GHG reduction estimate on front page must be revisited by CCS.

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

TLU-6: Pay as you Drive Insurance

- Equity issues could be dealt with much like the state already handles electricity and heating for low income families, via means-tested discounting or employer-side subsidies.
- The desired goal of this policy is 100% PAYD by 2020.

TLU-7: VMT Budgets

- *Agreement:* The group felt that it was too ambitious to set achieving 1990 per capita VMT as a target that could be achieved by 2020. It was agreed that achieving 2000 level VMT (per capita) by 2020 was a more appropriate goal.
- Other discussion noted that the Policy Options need all of the pieces of the solution set to support attaining VMT goal. These pieces would be Pricing (VMT Fee that varies by time and location), Parking Fees, and Pay-as-you-Drive Insurance.

TLU-8: Bike and Pedestrian

TLU-9: Pricing Measures

- Look at the “Fare Share” program in Montgomery County.
- Look at MD state tax breaks for businesses that offer consumer choice to employees.
- *Action Item:* Review the sketch planning analysis by Bill Cowart of Cambridge Systematics that was circulated via email by Michael Replogle.
 - His estimates show 23% VMT reduction nationwide from 2030 expected levels. We need to postulate what added VMT fee is needed to reduce VMT growth further in order to meet our target.

TLU-10: Off-Road Engines/Vehicles

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

- Policy option could be to acknowledge that current analysis techniques are imperfect but, give advice on how to improve accuracy in the future.
- *Action Item:* CCS will provide a one pager that summarizes how VMT was estimated in the business as usual projections and what this implies about how we might move forward with this policy option.

Future Meetings

The next conference call will be February 12th starting at 2:30 pm. The purpose of this meeting will be to discuss the progress of the Straw Proposals. Additionally, the TWG will agree that the content is ready to be submitted to MWG for their February 19th meeting.

Next steps and agreements:

1. The next TWG meeting will be held on **February 12th, 2008 from 2:30 to 4:30 pm EST.**
2. The TWG will discuss the quantification to date of the Policy Options and review restructuring before submitting to the MWG for their Feb. 19th meeting.
3. TWG members will also discuss feasibility issues associated with each policy option.