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

Teleconference Call #10, February 12, 2008

Attendance:

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

Baltimore Metropolitan Council: Sara Tomlinson

Maryland Department of Environment: Renee Fizer, Brian Hug, Marcia Ways

Maryland Department of Transportation: Caitlin Rayman, Howard Simons

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

Public Attendees: Drew Cobbs (Maryland Petroleum Council), Lonnie Richmond

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

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. Summary of Call #9
4. Updated TLU Policy Options

Discussion items and key issues:

- Call to order and roll call
- Review and approve prior meeting summary
- Review progress on straw proposals
- Discuss quantification to date
- Modification to straw proposal and quantification for 02/21/08 MD MWG meeting
- Confirm agenda, time and date for next meeting & subsequent TWG meetings
- Public input and announcements

Straw Proposals Draft

The initial discussion was about the 2020 estimated GHG emission reduction with the new overall goal of achieving 2000 VMT per capita by 2020. This yields a 16 percent reduction in GHG emissions from a 2020 business-as-usual baseline. The TWG members requested that CCS develop a chart with baseline GHG emissions, absolute and per capita VMT that the TWG and MWG could use to perform a gut check of different goals. This would help them determine the range of plausible goals. Later in the meeting, it was decided that the group's GHG emission reduction goal from VMT measures should be a 20 percent reduction from the 2020 baseline.

Before the MWG meeting, CCS will revise the summary table so that all of the individual policy option emission reduction estimates is consistent with the summary emission reduction estimates.

TLU-1: Carbon Tax via Fuel

This Policy Option should be revised to be the “Carbon Fuel Tax Fund”. This fund is available to be spent on any carbon-reducing transportation measures. Goals are to reduce the carbon burden and to promote the best possible stewardship of transportation spending to achieve this. Fund use should incorporate the flexibility in implementation to allow it to apply to the transportation solutions that work. For example, carbon fund money could be spent on biofuels research as well as transit infrastructure. The current MD Unified Transportation Trust Fund was mentioned as a relevant example of this. The mention of the 2008 legislative session should be revised to say 2009.

TLU-4: Low Greenhouse Gas Fuel Standard

It was agreed that the 2020 emission reduction goal should be 5 percent rather than 10 percent. The TWG suggested that the write-up stress the uncertainties of biofuels being able to achieve significant GHG emission reductions. Current research suggests that the current biofuels in the market are not the answer. It was also noted that it will take the state’s time and effort to study and resolve uncertainties and to adopt strategies that make sense via interagency consultation. Recent news articles say that corn-base ethanol increases GHG emissions.

TLU-9: Pricing Measures

The discussion concluded that there are many items listed in this policy option that are not really pricing measures. This resulted in the group agreeing that the part of the February 12th draft that includes smart traffic management, facilitated cruise control (driving calmly), and new technology services such as ITS should be moved from TLU-9 to TLU-10. Then TLU-9 will focus solely on pricing measures—consistent with its label.

The TWG agreed that this policy option should use words like “adopt a VMT fee strategy” but not recommend a fee amount. The state should adjust the fee to meet the per capita VMT reduction target.

Telework/telecommuting is part of the TLU-9 policy option (see the first bullet of the write-up). Renee Fizer noted the importance of telework policies for achieving reducing miles driven in rural areas. She volunteered to submit a couple of sentences describing this rural-friendly option.

TLU-10: Off-Road Engines/Vehicles

This Policy Option will now be titled “Transportation Technologies”. This measure now addresses both onroad and offroad engine/vehicle use. It will be broken down into three subsections: (a) onroad vehicles (fuel economy improvements via MD Clean Car program), (b) a combination of intelligent vehicle infrastructure, driver education (for truck fuel efficiency), and smart traffic operations and management, and (c) offroad engines/vehicles (which was the previous TLU-10). The objective of TLU-10

will be to achieve a 7.5 percent GHG emissions reduction. CCS will revise the TLU-10 write-up.

MDOT volunteered to run the TWG proposals through its traffic management group to get their judgments on what is possible. This review will focus on improving the write-up and evaluating where the in-vehicle GPS technology might be in 2020. Michael Replogle will coordinate with MDOT on this review if he has time available. He recommended reviewing DOT and European Union information on traffic safety and management.

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

Some suggested changes in the TLU-11 wording were agreed upon. The sentence on page 52 will be revised to read: No consensus was reached about whether it makes sense to develop estimates of the VMT impacts of the three recent major projects in MD on GHG emissions. In addition, the following sentence will be added to TLU-11: The state encourages the federal government to look at this issue.

Next steps and agreements:

1. The next TWG meeting will be held on **March 5th, 2008 from 2:30 to 4:00 pm EST.**
2. The TWG will discuss the quantification to date of the Policy Options and the suggestions made by the MWG meeting.
3. TWG members will also discuss feasibility issues associated with each policy option.