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

Teleconference Call #12, April 3, 2008

Attendance:

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

Maryland Department of Environment: Jim Wilkinson, Paul Large, Lonnie Richmond, Renee Fizer, Liz Entwisle, Brian Hug

Maryland Department of Transportation: Howard Simons, Debbie Bowden, Caitlin Rayman

Maryland State Highway Administration: Subrat Mahapatra, Don Sparklin

Maryland Transportation Authority: Megan Blum

Motor Vehicle Administration: D'Andrea Lancelin, David Sitko

Baker Consulting: Jim Frazier, Colleen Turner

Maryland Aviation Administration: Robin Bowie

Maryland Port Authority: Rick Sheckells

Center for Climate Strategies (CCS): Jackson Schreiber, William Schroeer, Theresa Silla, Jim Wilson

Public Attendees: None

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

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. Summary of Call #11
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
- Approve straw proposal quantification to date
- Address next steps for straw proposals
- Confirm agenda, time and date for next meeting & subsequent TWG meetings
- Public input and announcements

Meeting Summary

The overall meeting purpose was to get review comments on the revised policy options document from the TWG members.

The initial discussion of the meeting was about the (TLU-3 Transit) cost effectiveness calculations presented on pages 19-21 of the POD. The TLU-3 example is also relevant for TLU-9 (pricing measures). Specific comments and suggestions on this cost effectiveness issue included the following:

1. Draw the link between transit availability and congestion pricing (TLU-3 and TLU-9).
2. See the McKinsey study regarding how to address GHG abatement costs.
3. See also the COG study of high occupancy travel (HOT) lane pricing and add this information to the TLU-9 analysis.
4. The Central Puget Sound Congestion Pricing Study analysis of how traffic choices showed ~0.25 elasticity to time-of-day pricing. Consider this study in our analysis.
5. The cost-effectiveness analysis should be based on a net benefits approach because we do not want to lose the notion that bundling is important. Therefore, the text for policy options 3 and 9 should say that costs will change as these options are revised or bundled.

TLU Area 1: Reduce VMT's contributions to emissions 20% from 2020 baseline.

The example of Washington State was discussed, because its goals are very aggressive, significantly more so than the policies being considered for Maryland. MDOT emphasized that it is important to establish aggressive, but still realistic goals for the state. MDOT will provide the TWG with an estimate of what sorts of reductions would be possible by April 14. There was a request that CCS add in VMT growth into the graph of “reductions from business-as-usual” (slide 9). The MWG wanted the TWG to look at different state approaches to TLU, so we can get an idea of the scope of policy initiatives being taken elsewhere.

TLU-1: Carbon Tax via Fuel

The TWG recommended that the first goal under Policy Option Design be changed to: “Gas tax phased towards carbon tax that increases over time to help meet transportation GHG reduction goals and finance emission reduction strategies.”

TLU-2: Land Use and Location Efficiency

There was a lengthy discussion of MDOT's concern with including “returning statewide VMT to 2000 per capita levels by 2020” in the goals for this policy option. There was concern that we will work towards VMT reductions rather than reductions of GHG emissions. While some VMT reductions are going to come as part of the policy, there was some question regarding whether we should have these reductions as goals, in case other emissions reduction strategies prove to be more cost-effective. MDOT requested that goals remain flexible, with emissions reductions in mind, so that smaller

goals like VMT targets do not become more important than the overarching aim of the policies. Ultimately, the TWG decided not to recommend any revision to this goal.

TLU-3: Transit Options

Will Schroeder agreed to represent TLU-3(Transit) and TLU-9 (Pricing Measures) individually but also make an attempt to show them bundled together, to show the co-benefits and avoid double counting.

TLU-4: Low Greenhouse Gas Fuel Standard

The citations for TLU-4 need to be completed. Some items are referenced and not cited. The table on page 27 of the POD needs to be explained in greater detail. The state is currently required to buy B5, and they are moving towards buying B20. These state actions should be added to the recent actions section for TLU-4. MDOT requested more generally that all applicable recent actions taken be added to the POD.

TLU-5: Intercity Travel

MDOT will send the TWG information on rail. Rail initiatives should not be specific to high-speed rail, since other rail options are becoming increasingly viable.

TLU-6: Pay-As-You-Drive Insurance

It was noted that the MD insurance industry is interested in PAYD insurance.

TLU 7: VMT Budgets

This policy has significant overlap with TLU-2. The TWG recommended that this policy option be folded into TLU-2, under Implementation Mechanisms (3) Transportation Policies to avoid redundancies.

TLU 8: Bike and Pedestrian Infrastructure

MDOT will try to provide some data on this policy option.

TLU 9: Pricing Measures

See earlier comments in these meeting notes regarding estimating cost effectiveness and links with TLU-3 (Transit).

TLU 10: Transportation Technologies

The measures outlined in TLU 10 are good illustrations, but we shouldn't be tied down to these particular technologies. Other technological options may prove more effective in reducing emissions and we should be flexible in our approach to allow these to be considered.

On page 59, we need to revise or reference where the 7.5% reduction came from for new on-road technologies. See related Center for Clean Air Policy Analysis and ICF freight analysis.

TLU 11: Evaluate the GHG Emissions of Major Projects

MDOT suggested that a note be added to this policy option that Maryland seek federal guidance on how to implement this policy option.

Next steps and agreements:

1. The next MWG meeting will be April 22nd. CCS will incorporate the recommendations from this meeting into the POD, and this will be posted to the MWG site at least one week prior to the 22nd.
2. The next TWG meeting will be May 1st from 2:00 to 4:00 pm.