

Mitigation Working Group Recommendations

25 by 20 Update

- The 25% by 2020 plan is being implemented, and when combined with external trends such as vehicle miles travelled and increased natural gas use in electricity generation, GHG emission reduction estimates appear to show that the State is on the path to the 2020 goal

40 by 30 Status Report

- MDE is currently working on a draft of the 40 by 30 plan, which is due as a draft in 2018 (final in 2019)
- Preliminary expectations are that many existing programs will continue to generate deeper GHG reductions through 2030; additional programs will also be necessary. Updates to the Commission will continue through 2017 and will have a specific focus on this new reduction progress that may be needed.

Methane Emissions

- The MWG supports MDE's efforts to reduce methane emissions from landfills, natural gas infrastructure (e.g. compressor stations and underground storage), and waste water treatment plants, and recommends further research into additional sources such as agriculture and fuel production/transport
- The MWG recommends that the Commission and the State strongly support the need for robust Federal regulations and strong regulations in other states to minimize out-of-state methane emissions
- The MWG recommends that the upcoming GHG emission inventory incorporate a more extensive accounting of methane emissions; including analysis by MDE to calculate out-of-state emissions due to in-state consumption, as well as emissions from existing natural gas infrastructure within the State
- The MWG does not have a consensus either supporting or opposing hydraulic fracturing in Maryland, however it is agreed that *should* hydraulic fracturing commence in Maryland, methane emissions must be minimized to the maximum extent possible

Enhanced Economic Analysis/Social Equity Issues

- The MWG supports MDE's efforts to develop and implement enhanced and spatially explicit tools for economic analysis and analysis of social equity issues as part of the planning process to research, analyze and develop new and enhanced greenhouse gas emission reduction programs to support the draft 40 by 30 plan due in 2018
- The MWG supports the MDE efforts to hold public outreach meetings and listening sessions, which started in late 2016 and will continue into 2017, to specifically seek input from underserved communities that will be significantly impacted by climate change
- MWG should continue to consult with CEJSC and the ECO Working Group to inform the equity considerations of future actions and recommendations

- MWG should continue to engage a range of stakeholders to ensure that robust economic and employment analyses are included in considerations for all future actions and recommendations

Electric and Other Zero Emission Vehicle Initiatives

- The MWG supports the efforts of MEA and the Electric Vehicle Infrastructure Council (EVIC) on potential 2017 legislation, and recommends that incentives be provided for the purchase of EVs, EV equipment, and EV infrastructure
- The MWG supports the efforts of MDOT, MDE, MEA and EVIC to expand electric vehicle infrastructure and usage within Maryland. Local government should be consulted as part of this process.
- The MWG proposes that a significant amount of the Volkswagen settlement be utilized for EV infrastructure; for leveraging EV-related manufacturing in Maryland; and for demonstrations and evaluation of electric transportation in other aspects such as transit, fleet utilization, port and airport support vehicle applications, and others.

Additional Recommendations for 2017

The MWG also supports the following:

- MDE efforts to enhance the GHG emissions inventory to include methane, black carbon, and two radiative forcing estimates (20-year and 100-year)
- A continued partnership with the CEJSC to identify and conduct outreach meetings/listening sessions with environmental justice and underserved communities
- An enhanced effort by the State and the business community to bring additional clean energy businesses and manufacturing jobs to Maryland, and to sustain those already in existence
- Efforts by the MWG to identify fossil-fuel dependent workers and communities in Maryland; and to identify, as specifically and quantitatively as possible, the existing and prospective GHG reduction programs and policies that may or do have negative or positive impacts on these groups
- In collaboration with the Adaptation and Response Workgroup, an enhanced effort and research on climate friendly agricultural practices, including carbon sequestration and the healthy soils initiative.
- Additional research and emphasis into the role of the transportation sector and potential programs for emission reductions, including mass transit and other travel demand management strategies as well as federal regulations
- An effort to develop and implement innovative financing programs to support a transition to proven new technologies that can not only reduce GHG emissions (and energy use), but also save consumers money. This effort should focus on both energy and transportation technologies