

Maryland Commission on Climate Change

Mitigation Working Group

June 27, 2018 10:00AM - 12:30PM

Maryland Department of the Environment

Minutes

Attendance: Secretary Ben Grumbles, Tad Aburn, Stuart Clarke, Tom Ballentine, Elliott Campbell, Jana Davis, Tom Dennison, Les Knapp, Lisa McNeilly, Susan Payne, Chris Rice, Tamara Toles O'Laughlin, Colleen Turner, Joe Uehlein, Tom Walz, Tom Weissinger, Senator Paul Pinsky (Commission Member), Treasurer Nancy Kopp (Commission Member), Luke Wisniewski (MDE), James Bradbury (Georgetown Climate Center, Panelist), Mark Kresowik (Sierra Club, Panelist), Kanti Srikanth (MWGCOG, Panelist), Bihui Xu (MDP), Ken Choi (MDP), Earl Lewis (MDOT), John Kumm (ECO Liaison), David Costello (IEER), Catherine Menking (Towson/RESI), David Smedick (Sierra Club), Susanne Brogan (State Treasury Office), Brian O'Malley (Central MD Transportation Alliance), Joel Yesley (Climate X-Change), Cheryl Arney (CCL), Donald Goldberg (Climate Law & Policy Project), Ian Ullman (office of Senator Pinsky), John Mosheim (GHG Engineering), Ethan Goffman (Earth Talk), Lauren Burke (Labor Network for Sustainability), Nancy Soreng (MDLWV), Shari Glenn (MDLWV), Richard Tabuteau (Schwartz, Metz & Wise), Ruth Alice White (Sierra Club), Dwight Alpern (Sierra Club), Jason Brand (Sierra Club), Elizabeth Bunn (Sierra Club), Hannah Dale (Sierra Club), Yasmine Darwish (Sierra Club), Lindsey Mendelson (Sierra Club), Maria Cecelia Moura (UCS), Katherine Catalano (UCS), Jeff Silva (no affiliation), Tina Slater (no affiliation), Chris Yoder (no affiliation), Minister Glenn Smith (no affiliation), Brian Ditzler (no affiliation), Bee Ditzler (no affiliation), Sam Hosmer-Quint (no affiliation), Janet Miller (no affiliation), Jess Herpel (MDE), Chris Beck (MDE), Lisa Nissley (MDE), Megan Ulrich (MDE), Joe Lutz (MDE), Scott Zacharko (MDE).

Phone: Jim Strong, Anne Lindner

10:00AM MWG Meeting Called to Order

- A final announcement was made for those wishing to participate in the public comment portion of the meeting to sign in.

Item #1: Welcome and Introductions

- Introductions were made around the room and over the phone.
- The change in the public comment period was explained - intention to move to the beginning of the meeting to allow for responsiveness of members during discussion, and other opportunity for engagement with the comments during the meeting.

Item #2: Public Comment

- Jeff Silva - MD should ensure that the 40x30 Plan benefits everyone, utilizing the best practices of environmental justice and addressing the racial disparities in our current energy model.
- Johana Vicente (LCV, Chispa MD) - Maryland has shown leadership but can do better. Transportation is a leading contributor to emissions that impact both climate change and ground-level ozone, which disproportionately impact low income communities. Maryland should invest in clean transportation solutions; best through a program like RGGI.
- Jason Brand - Transportation emissions are a leading contributor to climate change; diesel NOX emissions. Modernization of the bus fleet is paramount; expansion of the beltway is unwise and an irresponsible waste of state funds.
- Minister Glenn Smith (VP of Baltimore Transit Equity Coalition) - Disagree with cancellation of the Red Line (which was fully funded and ready to be implemented) and widening of the highway; this will not help solve the problem of congestion. Maryland should re-start the Red Line project.

- John Mosheim (GHG Engineering) - Transportation emissions are something all countries are dealing with right now. The transition must include a series of solutions adequate to the region. The MWG should keep an open mind to all options available.
- Maria Cecelia P Moura (Union of Concerned Scientists) - State leadership is imperative; transportation is the largest source of GHG emissions in Maryland. Maryland should consider a regional cap and invest program for transportation that functions similarly to RGGI.
- Nancy Soreng (League of Women Voters) - The 40x30 Plan must include alternatives to single-occupancy vehicles, and incentivize smart growth/land-use planning.
- Brian Ditzler - Veterans rely on public transportation, and it is inadequate in cities and rural communities; Maryland has been overly focused on cars and highways, which are the source of many types of pollution. Maryland should pursue a regional cap and invest program for transportation, where investments are focused on green transportation solutions. VW funds should be used to purchase electric school busses which will also lessen the exposure of children to PM.
- Hannah Dale - Transportation is the leading contributor to climate change, and a source of many other pollutants. Maryland should have a regional cap and invest program like RGGI.
- Jasmine Darwish - Transportation is the largest source of carbon emissions. Maryland should reduce transportation emissions by an additional 30% by 2030.
- Lindsey Mendelson - We are not on track for 40x30 unless we decrease emissions from transportation by an additional 30%. Maryland should have a regional program like RGGI; public transit; and communities should be involved in the decisions regarding reinvestment of the program funds.
- Sam Hosmer-Quint - Baltimore has the largest premature death rate due to car-related emissions. Decisions regarding transportation impact people's lives.
- Brian O'Malley - An excellent transportation system keeps both citizens and the environment healthy. Transportation is the leading contributor to GHG emissions and there is an opportunity to reduce these by an additional 30% by 2030. Supports listening sessions for this issue in communities as well as a cap and invest program.
- Elizabeth Bunn - Also supports a regional cap and invest program. Transportation emissions are a solvable problem; we have the technology but need the political will. Solving the problem addresses equity issues but creating quality jobs is not a given, and must be carefully considered.
- Tina Slater - Climate change is visible and upon us; We need to focus both on how we commute every day and how we build (should be both compact and convenient).
- Donald Goldberg - MWG should consider separately carbon pricing and a cap and invest program; and consider the details on how a cap and invest system would be accomplished in the transportation sector.
- Frank Allen - Smart planning is needed, and sprawl is a significant issue; highways lead to more miles, more cars, and more driving.
- Chris Yoder - Transportation is a leading cause of pollution; MWG should consider a program similar to RGGI.

Item #3: Transportation Panel

1. What are the challenges and opportunities surrounding transportation strategies that drive the State towards zero net emissions beyond 2030? Please consider both travel-demand and technological options.
2. What are best practices to help advance environmental justice and economic equity through the State's transportation-based GHG emission reduction strategies? How do we ensure that the burdens and benefits are distributed equitably across rural, urban, and suburban areas?

3. Which transportation strategies do you expect to be the most cost-effective in terms of total emission reduction for the investment? Which would be the most productive in terms of net jobs created?

James Bradbury, Mitigation Program Director, Georgetown Climate Center

- Moving to a transportation focus is critical. Good program options include a cap and invest program, complete streets and smart growth designs, improving transportation demand management (TDM), bike infrastructure, and maintenance of public transit. Programs must be comfortable and convenient to encourage use/success.
- A regional approach (e.g., EV charging corridors) can attract private investment due to economies of scale. A comprehensive low-carbon strategy suite will yield co-benefits, including increased jobs and economy, and work towards meeting other State goals, which increases cost-effectiveness overall.
- Listening sessions for TCI are working to determine community goals for a low carbon transportation system, and how they can be met. Challenges occur for many reasons (different for each community), and the burden of transportation pollution often falls on those already burdened - therefore, community outreach/stakeholder engagement are important. When analyzing program options, ensure benefits are shared equitably.
- Where the money is re-invested is key to both equity and economic challenges.

Mark Kresowik, Eastern Region Deputy Director, Sierra Club

- Basic steps to decarbonization: (1) energy efficiency; (2) clean electricity; (3) electrify transportation and heating.
- Even if EV goals are met, there is a 30% gap in the transportation sector to hit the 2030 target. We need to accelerate EV deployment and reverse VMT trends using a comprehensive package of strategies.
- The difference between a fee vs. cap and invest program is who sets the price; the important part is investment. Modeling by other states is showing that - with a regional program - the more/faster you reduce carbon emissions, the greater the economic benefit. A comprehensive suite of programs provides economic balance.
- To address equity: (1) Identify which communities are overburdened (air pollution and climate impacts) and underserved; (2) find out from communities what they need; and (3) target investments to solutions that will achieve this. Funding for solutions should come from a cap and invest program. When making program decisions, it is important to consider who is actually being served by the program(s).

Kanti Srikanth, Transportation Planning Director, Transportation Planning Board of MWCOG

- Challenges are mainly funding and public acceptability. There are nine strategies, including: enhancing system operations; travel demand management; increased fuel economy; increased transit ridership; speed controls and congestion management; low carbon fuel standards.
- Trends in Washington Metro Area are leading to decreased emissions. Increased VMT is forecasted but the relationship between VMT and emissions is changing; transit ridership decreases with population and job growth.
- Transportation investment plans must consider whether the benefits are expected to be equitably distributed among traditionally underserved communities. Washington Metro Area is using census data to determine low-income/minority areas, then looking at how each strategy is implemented, what the benefits are, and who it helps. This does not necessarily eliminate strategies but consider ways to mitigate impact.
- We should not compare program cost to GHG reduction only; look holistically at all benefits and co-benefits of strategies, such as safety/reliability of the transportation system. Some benefits are more difficult to quantify.

Item #4: Discussion on Transportation

The following points were brought up by various MWG members during active discussion, and are not meant to represent any conclusions of the group as a whole.

- Ties between land use and transportation?

- Kanti - There is a trend in Washington Metro Area of building up jobs within activity centers that needs to continue. Certain land-use decisions impact VMT; metrics such as the jobs to housing ratio reflect how many commuters are coming into the city for work but living outside (potentially as far away as Frederick). MWCOG recommends (1) Concentrate activities; (2) Connect concentrated centers; and (3) Circulate within the center.
- Metrics are relative to a baseline which is often inequitable. In Baltimore, we need to be able to provide low-cost, reliable transportation in less than 45 minutes. Needs will be different in other places.
- There are economic/job opportunities from larger companies that may be looking to develop in cities with robust public transit.
- Land-use/planning decisions are made at the local level, and these regional plans impact planning for the state. The same group is not in charge of planning/zoning, which is a challenge.
- How much truck traffic is passing through, and how much would HOV help? What about a regional approach to a truck lane?
 - Per MDOT, only about 11% are completely passing through; 50% stay entirely within the state and the rest have either origin or end in the state.
- Quality job creation is possible but not inevitable. We need to consider what jobs are going away due to various policies, and are the skills transferrable, similar to a just transition for the fossil fuel industry.
 - Mark - the greatest threat to quality jobs in transportation is autonomous vehicles taking jobs away from trucking. It is something we need to consider and plan for.
- Effectiveness of increasing bike and walking trips (replacing relatively short car rides)?
 - Kanti - The number of trips via walking and biking are higher than the number of auto trips, with concentrated mixed use.
 - The overall savings to reduce GHGs is probably fairly small; it's a good for the health, we all acknowledge.
- MDOT is working on metrics with University of Maryland, and developing a tool that will assess health impacts of transportation projects. Initially that will be particulate matter but can be expanded for greenhouse gases.
- Regarding listening sessions, what happens after is important - the experts must come up with ideas that address the comments and decisions that were made. Communities cannot develop policy.
- Regarding EVs in the MDOT fleet, MDOT is still exploring this and there are a lot of challenges (e.g. cost) but they will provide a recommendation later this year.
 - One study has shown state capital investments are expected to pay off in 7 years?
- We've heard a lot about the importance of a regional solution, but are there any specific actions that we can take as an individual state within TCI?
 - Mark - Modeling after RGGI, the next step is an MOU from all the states to put the program in place, not just be part of the discussion.
 - James - Maryland has been staying engaged; we should be mindful of what comes out of the listening sessions.
- We will need to push a combination of technology, VMT strategies and market-based options. Some packages of strategies may be better in the shorter vs. the longer term. We do also need to remember that this part of our inventory is not just cars; it includes non-road vehicles such as agricultural equipment.
- MDOT is actively working on many of these issues currently and the State is doing a lot of good work, but more can be done and needs to be done to meet our goals.

Item #5: New Business

- August meetings (August 2nd and 30th) - Recommendations will be discussed in sub-groups and distributed prior to the Aug 2nd meeting.
- Rescheduled “Healthy Soils” (Aug 2) and “Forest Carbon Sequestration” (Aug 30) Presentations

12:30PM Meeting Adjourned