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**MEMORANDUM**

**TO: HARVEY S BLOOM  
REGINA ARIS  
CHARLES BABER**

**FROM: SARA TOMLINSON**

**DATE: JULY 3, 2008**

**SUBJECT: HIGHLIGHTS FROM THE MARYLAND CLIMATE CHANGE COMMISSION MEETING  
ON JUNE 12, 2008**

This memo provides highlights from the June 12, 2008 Maryland Climate Change Commission Meeting held at the Maryland Department of Natural Resources in Annapolis. Ms. Shari Wilson (Secretary of MDE and the MCCC Chair), said that the goal of the meeting was to come up with a prioritization of 42 greenhouse gas mitigation policy options, so that the Commission could set a course for implementation. There were approximately 20 to 30 people in attendance, including the Secretaries of the Environment, Planning, Transportation, the Department of General Services, the University System of Maryland Chancellor, as well as State Senators Pinsky and Frosh, Representatives Barve and Clagett, and representatives from MEMA, the Public Service Commission, and MEA. Also in attendance were Mr. Howard Simons of MDOT, myself, and a handful of individuals from the public.

There are three main working groups under the Commission: the Scientific and Technical Working Group, the Adaptation & Response Working Group, and the Greenhouse Gas & Carbon Mitigation Working Group. Updates were received from each; however, I will just mention updates from the Greenhouse Gas & Carbon Mitigation Working Group discussion, since this ended up being the main focus of the meeting.

**Greenhouse Gas & Carbon Mitigation Working Group**

Committee members were presented with a straw proposal from MDE containing 42 policy options sorted into four bins:

- Bin 1) Higher emission reduction/ Easier implementation;
- Bin 2) Lower emission reduction/ Easier implementation;
- Bin 3) Higher emission reduction/ Harder implementation;
- Bin 4) Lower emission reduction/ Harder implementation.

Shari Wilson requested that the Commission members give their input at this meeting on the classification of these options. She also said that State implementation teams will need to be organized for each policy option.

Tad Aburn (MDE) hosted the discussion of the mitigation policy options. He began by briefly discussing each policy option, starting with Bin 1. The only transportation and land use (TLU) policy option in Bin 1 was "transportation technologies." This includes the Maryland Clean Cars

legislation, and is something that MDE and MDOT are already working on. Bin 2 did not include any TLU policy options.

As the meeting time began to run out, the discussion for the current day jumped straight to the TLU policy options in Bin 3, since they were of particular interest to the members. The remaining TLU policy options are in Bin 3, and are bundled together, due to their interrelationships. MDOT is the proposed lead for these policy options, with MDP and MDE as implementation partners. The TLU options in Bin 3 include the following:

- TLU 2 – Land Use and Location Efficiency
- TLU 3 – Transit
- TLU 5 – Intercity Travel
- TLU 6 – Pay as you Drive Insurance
- TLU 8 – Bike and Pedestrian Infrastructure
- TLU 9 – Incentives, Pricing and Resource Measures
- TLU 11 – Evaluate GHG from Major Projects

Brief descriptions of the options as well as estimated GHG emission reductions can be found in the attached meeting material. Specifics about the policy options are not included.

Transportation Secretary Porcari said that he was under the impression that the goal of the Mitigation Working Group is greenhouse gas reduction, not VMT reduction. VMT reduction is just one strategy for getting to GHG reduction. He said that the main issue is that land use is heavily integrated into transportation.

Senator Pinsky said that the integrated issues of local land use planning, sprawl, and local planning for short term gains needs to be addressed. Planning Secretary Hall said that MDP is working on a state development plan. Secretary Porcari said that a goal should be to move a subset of the TLU options in Bin 3 up to Bin 1.

Representative Barve spent some time questioning TLU 9. He believes that parking pricing and road pricing will be seen as yet another expense to the public. He did not understand why the Commission or the State would need to send price signals to reduce VMT, if the market (oil prices) is already sending this signal. Porcari's response to this was that two managed lane projects are already going to be built in Maryland. By the end of the meeting, it was determined that all of the TLU policy options would remain in the bins that MDE had placed them in, for the report. Lead agencies for each policy option were asked to write a paragraph on descriptions and time periods for implementation.

There was a follow-up MCCC meeting held later in June; however, the TLU policy options were not discussed further, according to MDE.

***For more information, see the attached agenda and meeting materials.***

**Next Steps:**

The final report from the Committee, the Climate Action Plan, is currently being finalized and is expected to be posted online around July 17<sup>th</sup>. I will plan on presenting information on the final report at the July 22<sup>nd</sup> BRTB meeting. A representative from MDE will present information on the report at the August ICG meeting.