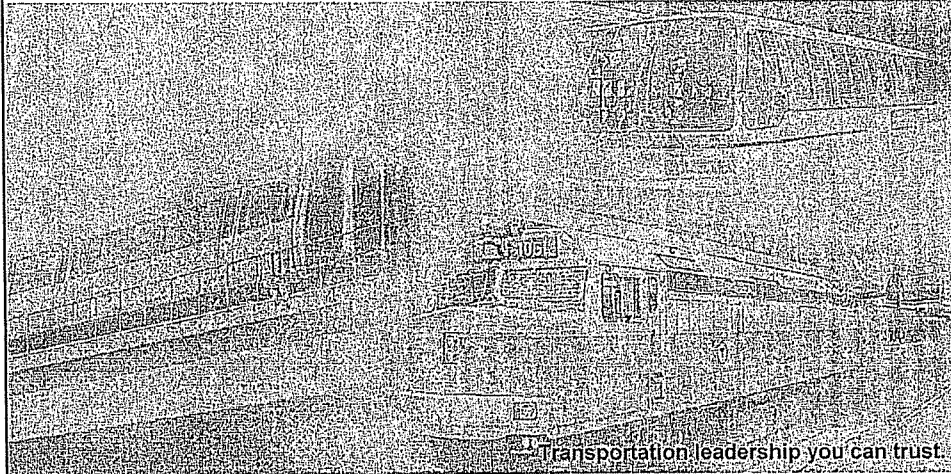


Maryland DOT Climate Action Plan Implementation

Coordinating Committee Kick-off Meeting – February 10, 2009



Transportation leadership you can trust.



Welcome and Introductions



• Welcome (Caitlin Rayman, Assistant Secretary)

- Study background
- What's our charge?

• Introductions

- Coordinating Committee members
- MDOT Study Team members
 - Cambridge Systematics
 - Michael Baker Jr., Inc.
 - KFH Group, Inc.
 - Toole Design Group
 - Howard/Stein-Hudson Associates, Inc.



Presentation Agenda

(Handout 1)

- I. Overview of the Maryland Climate Action Plan
- II. MDOT Climate Action Plan Implementation Goals and Objectives
- III. Overview of the MDOT Climate Action Plan Implementation Work Program
- IV. Next Steps
- V. Questions and Answers

2



Maryland DOT Climate Action Plan Implementation

- I. Overview of the Maryland Commission on Climate Change - Climate Action Plan





I. The Guiding Principles

- Achieve long and short term GHG emission reductions
- Demonstrate leadership for Maryland
- Maximize the cost-effectiveness of the Comprehensive Greenhouse Gas Reduction Strategies
- Provide savings to Maryland consumers and businesses
- Provide a net economic benefit to the State
- Drive job creation, business growth and economic development in Maryland

4

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I. The Plan Process

- Commission started with approximately 300 possible policy options for reducing GHG emissions
- Commission created Technical Work Groups (TWG)
 - Narrowed down “priority policy options” to 42 for further analysis
- These 42 options were approved and form the core of the Climate Action Plan mitigation strategies to meet the GHG emission reduction goals

5

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I. The Plan Process

- Eight policy options focus on transportation and land use
- Each policy option in the report (Appendix D-4) includes –
 - Description
 - Design and goal
 - Implementation mechanisms
 - Feasibility and barriers to consensus
 - Related existing programs
 - Co-benefits
 - Key assumptions and uncertainties

6

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I. The Plan Process

- MDOT is identified as the lead or co-lead agency for the eight transportation and land use (TLU) options -
 - TLU-2 Land Use and Location Efficiency
 - TLU-3 Transit
 - TLU-5 Intercity Travel
 - TLU-6 Pay-as-you-Drive insurance (MIA as co-lead)
 - TLU-8 Bike & Pedestrian
 - TLU-9 Incentives, Pricing Resources
 - TLU-10 Transportation Technology (MDE as co-lead)
 - TLU-11 Evaluate Emissions from Major Projects

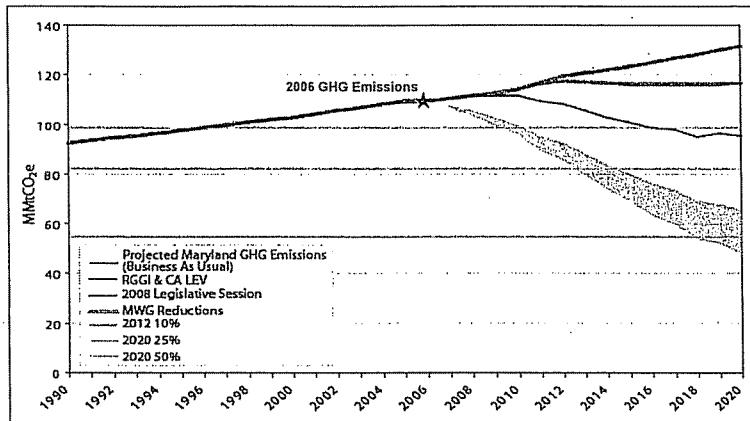
7

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I. The Plan GHG Reduction Goals

Figure ES-1 GHG Reduction Potential from Maryland's Recent and Proposed Actions



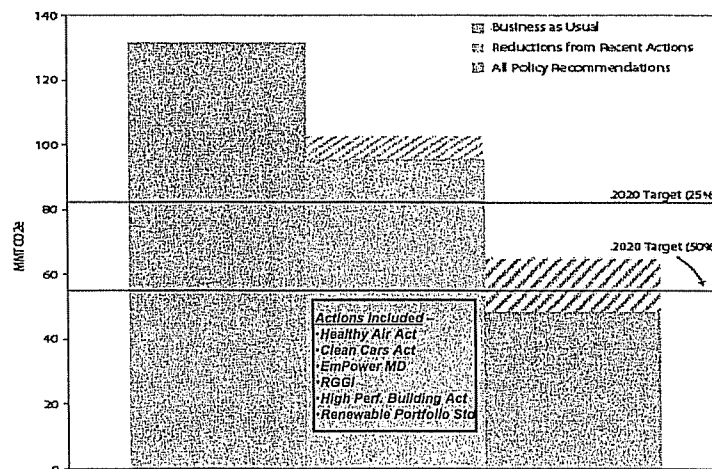
25% reduction by 2020 (from 2006) is included in the proposed 2009 legislation

8



I. The Plan GHG Reduction Goals

Figure ES-2 Projected Emissions by 2020



Existing gap between currently adopted actions and 2020 target

9





I. TLU Policy Options “Bins”

- *Bin 1: Higher Emission Reduction / Easier Implementation*
 - Transportation Technologies (TLU-10)

- *Bin 2: Lower Emission Reduction / Easier Implementation*
 - No TLUs

- *Bin 3: Higher Emission Reductions / Harder Implementation*
 - Land Use & Location Efficiency (TLU-2)
 - Transit (TLU-3)
 - Intercity Travel (TLU-5)
 - Pay-As-You-Drive (PAYD) Insurance (TLU-6)
 - Bike / Ped Infrastructure (TLU-8)
 - Incentives, Pricing & Resource Measures (TLU-9)
 - Evaluate GHGs from Major Projects (TLU-11)

- *Bin 4: Lower Emission Reduction / Harder Implementation*
 - No TLUs

10



MDOT Climate Action Plan Implementation

II. MDOT Climate Action Plan Implementation Goals and Objectives





II. Our Goal

“To define, evaluate, rank and determine the feasibility of a series of transportation strategies and actions - consistent with the Climate Action Plan - that will assist Maryland in achieving GHG reduction targets.”

MDOT's intent is to do no social, economic or environmental harm

12

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II. The Phase One Objectives (April 2009)

- Through the TLU working groups, identify GHG reduction strategies and actions that will be analyzed based on the following -
 - Strategy effectiveness and emission reduction potential
 - Costs, cost of implementation and overall cost effectiveness
 - Co-benefits or benefits beyond GHG reduction including, economic, social, transportation and other environmental
 - Implementation barriers including social, political, economic costs and negative impacts

13

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II. The Phase One Objectives (April 2009)

continued

- Sketch-level analysis will provide a rank order of GHG reduction strategies for each TLU Working Group
- Phase One will then focus on developing logical packages of strategies or actions to be analyzed in Phase Two
- TLU Working Groups present strategies and actions to the Coordinating Committee for Phase Two

14

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II. The Phase Two Objectives (November 2009)

- Based on the Coordinating Committee's direction in Phase One, the study team and TLU Working Groups will prepare:
 - A detailed analysis of selected strategies
 - A detailed analysis of the packaged strategies
 - A set of preferred actions and strategies with a documented timeframe for implementation
- The TLU Working Groups will continue to support Phase Two activities

15

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