

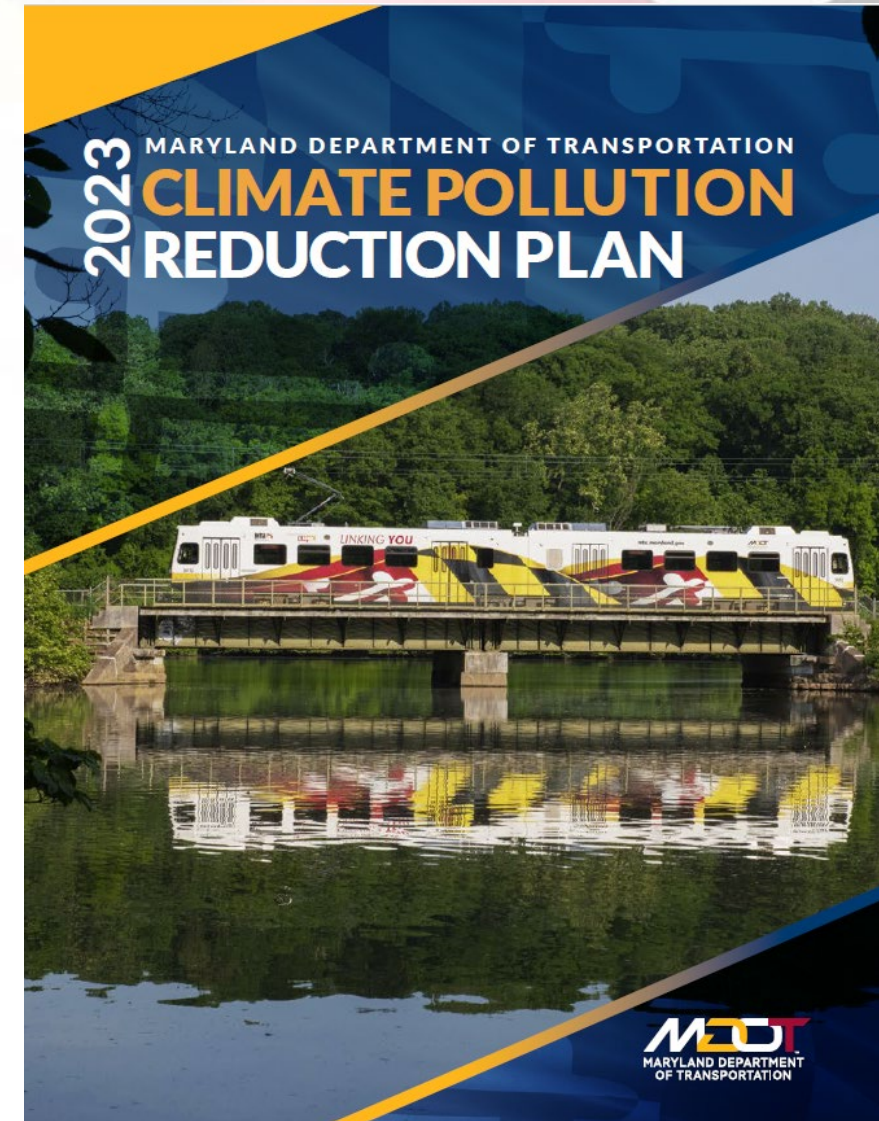
2023 MDOT's Climate Pollution Reduction Plan (CPRP)

Presented to the Maryland Commission on Climate Change
Greenhouse Gas Mitigation Working Group
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CPRP Background and Purpose

- Maryland's Climate Pollution Reduction Plan (CPRP)
 - **Includes policies** to reduce greenhouse gas (GHG) emissions 60% economywide by 2031
 - **Top-down approach** to achieving economy-wide reductions across all sectors
- MDOT Climate Pollution Reduction Plan
 - **Complementary** sector-specific plan
 - **Bottom-up approach** to develop **sector-specific strategies**
 - **Blueprint** for reducing transportation sector GHG emissions
- Transportation emissions already **reduced by 15%** (from 30.7 mmt CO₂e in 2006 to 26.2 mmt CO₂e in 2022)



CPRP Structure and Modeling Outcomes

Committed Strategies and Policies

Standards & Current VMT Growth (SCVG)

Projected VMT growth and vehicle standards

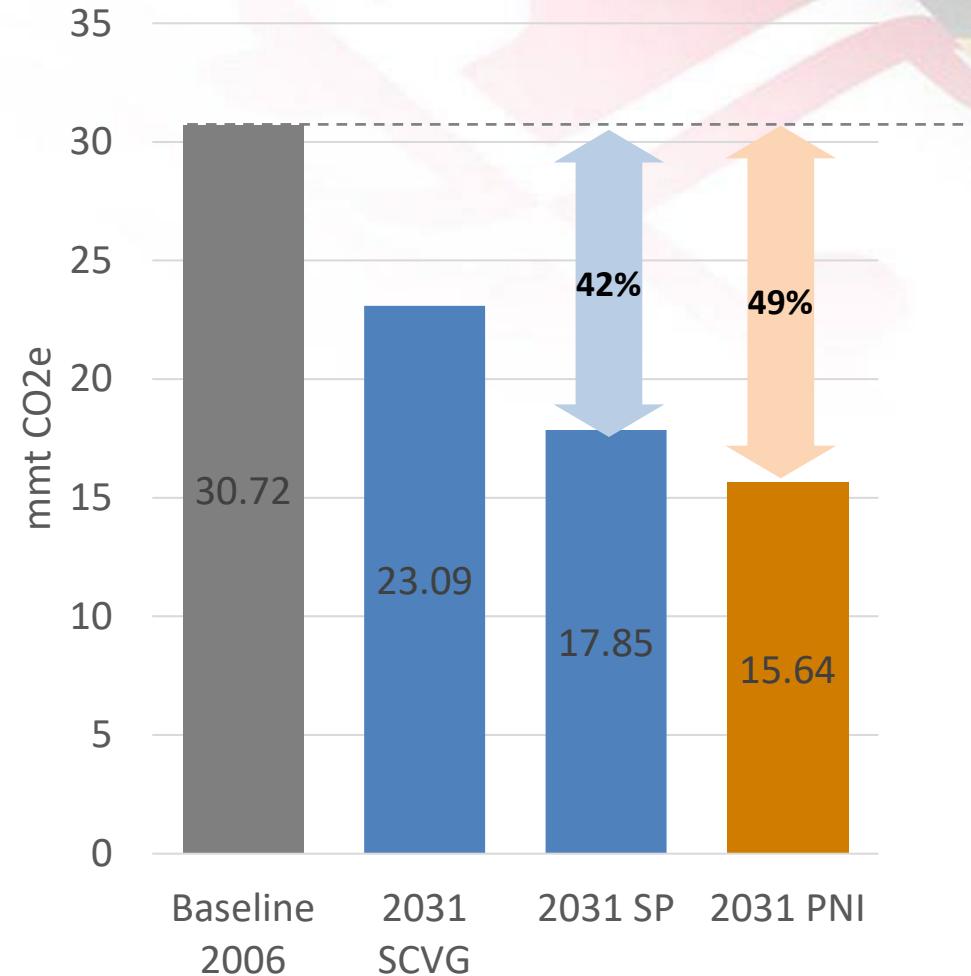
Strategies in Progress (SP)

State and MPO funded programs and EV market share projections

Potential New Initiatives (PNI)

Unfunded programs and innovative transportation partnerships and technologies

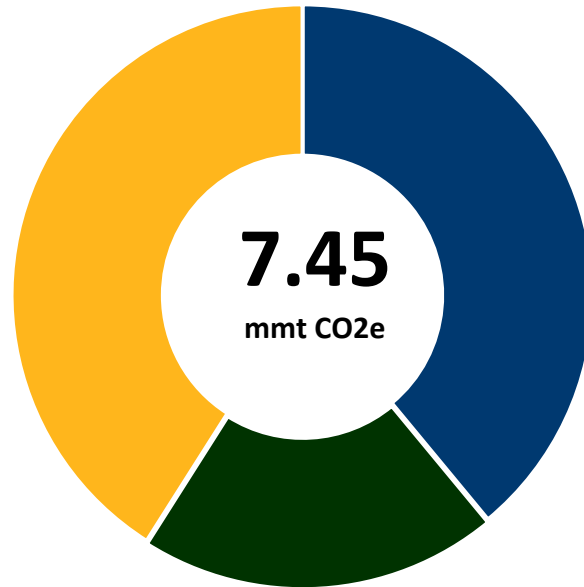
Projected On-road Transportation Sector Emissions Reductions



Transportation Sector Emissions Reduction Strategies

Vehicle technology standards **41%**

VMT reduction **39%**



Other strategies **20%**

Other strategies includes congestion mitigation, system efficiency, and other technology impacts



Transportation Technology:

Lowering the consumption of fossil fuel per mile traveled by promoting vehicle and alternative fuel technologies.



VMT Reduction:

Reducing trips by carbon intensive modes of transportation, such as driving alone, by providing alternatives to single occupancy vehicles.



Congestion Mitigation:

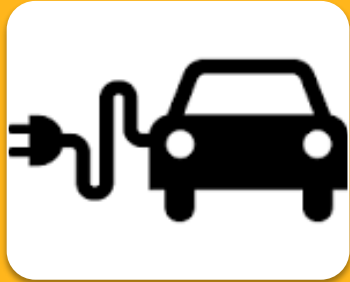
Reducing congested and unreliable travel leading to more efficient travel with lower emissions.



Sustainable Design, Materials and Practices:

Advancing clean energy, the use of sustainable construction materials and ensuring that the transportation system is resilient.

Example MDOT Strategies



Transportation Technology

- NEVI program RFP issued 1/16/2024 to design, build, operate, and maintain EV charging stations along Maryland's designated Alternative Fuel Corridors
- **1.344 million EVs projected in 2031 (25% of all vehicles)** due to ACC II and incentives for EV and EVSE



VMT Reduction

- \$150 million restored to MDOT – thank you Governor Moore – to keep planned initiatives moving forward (e.g., \$28 million restored to commuter bus funding and \$26 million for locally operated transit)



Other Strategies

- CHART in 2022: 63,474 incident responses and disabled vehicle assists, reducing 71,202 MT of CO₂e
- Congestion reduction also has positive air quality and health impacts

CPRP and MDOT's Carbon Reduction Strategy

- FHWA's Carbon Reduction Program will provide Maryland with **\$94 million** in transportation formula funding over five years
- **MDOT will be launching** a project submittal process in early March to help **accelerate the implementation of carbon reduction projects**
- There will be **upcoming stakeholder engagement opportunities** shared through MDOT's website
- **MDOT will be revising the Carbon Reduction Strategy** within the next year **to align with the CPRP**





Thank you!