



# **Maryland Commission on Climate Change**

**January 2010**

## **Update to Governor and General Assembly**

**Prepared by:**

Maryland Department of the Environment on behalf of the Maryland Commission on  
Climate Change

Cover Photo: Still Pond Creek on the Upper Eastern Shore  
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## Introduction

In April of 2007, Governor Martin O'Malley established the Maryland Commission on Climate Change ("Commission") through Executive Order 01.01.2007.07. The order charged the Commission with the task of developing a Climate Action Plan to discuss the drivers and consequences of climate change, necessary preparations for its ensuing impacts on the State, and establish firm benchmarks and timetables for policy implementation. Secretary Shari Wilson of the Maryland Department of the Environment (MDE) chairs the Commission. The Climate Action Plan ("Plan") was completed and submitted to the Governor and General Assembly in August of 2008.

The Plan includes an integrated climate impact assessment prepared by the Commission's Scientific and Technical Working Group (STWG). The STWG's assessment recognizes how human activities such as coastal development, burning fossil fuels, and increasing greenhouse gas (GHG) emissions are contributing to the causes and consequences of climate change. It stresses the precarious position in which Maryland is poised regarding the impacts of climate change; with its extensive amount of coastline, Maryland is particularly vulnerable to sea level rise caused by climate change, and related issues such as shore erosion, coastal flooding, storm surge, and inundation. At the Plan's core is a suite of 61 policy options developed by the Greenhouse Gas and Carbon Mitigation Working Group (MWG) and the Adaptation and Response Working Group (ARWG). Of the policies that were selected for the final Plan, 42 come from the MWG, which focused on ways to mitigate GHG emissions. These mitigation measures covered the wide range of fields where greenhouse gas emissions can be reduced and/or carbon can be sequestered, such as energy supply, transportation, and agriculture, forestry and waste. The other 19 policies were developed by the ARWG and deal with responding and adapting to the impacts of climate change, such as sea level rise.

One of the Commission's policy recommendations from the MWG was to set a GHG reduction goal of 25% by 2020 from a 2006 baseline. This exact goal was then codified into law during the 2009 Legislative Session when the Maryland General Assembly passed the Greenhouse Gas Emissions Reduction Act of 2009 (GGRA). It

states that by 2011 Maryland Department of the Environment (MDE) must develop a statewide greenhouse gas (GHG) inventory, a “business as usual” emissions projection for 2020, and a proposed GHG emission reduction plan for public comment. By 2012, Maryland must adopt a final GHG emission reduction plan that includes regulations and a timeline to implement necessary programs. This plan must also ensure no loss of manufacturing jobs, opportunities for new “green” jobs, and no adverse impact on the reliability and affordability of electricity. In 2015 the Commission/MDE must then submit a report assessing progress towards the 25 percent reduction goal, benefits to the State’s economy, public health, and the environment, any need for further reductions, and the status, and the status of any federal GHG reduction program. Finally, in 2016, the Legislature will determine whether to continue, adjust, or eliminate the requirement to achieve a 25 percent reduction by 2020.

In order to meet the reduction goal mandated by the GGRA, the State will implement a number of measures from the suite policy options in the Climate Action Plan. Responsibility for the implementation has been divided among the appropriate State agencies: the Department of Natural Resources (DNR), Maryland Department of Transportation (MDOT), Maryland Energy Administration (MEA), the Department of Housing and Community Development (DHCD), Maryland Insurance Administration (MIA), Maryland Department of Agriculture (MDA), the Department of Business and Economic Development (DBED), the Public Service Commission (PSC), and Maryland Department of the Environment (MDE) leading on certain policies as well as continuing to oversee the process. Agencies meet on a monthly basis at “Interagency Climate Change-Sustainability Meetings” to report on progress being made on their respective climate change policies and discuss relevant issues.

During the summer of 2009, agencies worked on refining policy language which was then brought before the Commission at its September 2009 meeting. Agencies have also taken steps independently to ensure that GHG reduction policies are thoroughly developed. MDE, MIA, MDA, and DNR have held stakeholder processes to gather public input and answer questions on the implications of the Commission-recommended policies. MDOT, which was designated as lead agency for six policy options, worked with a contractor to produce a report that provides the latest information on land use

patterns, public transportation, Pay-As-You-Drive Insurance, transportation technologies, and emission predictions in the transportation sector. DNR moved closer to its implementation goals during the 2009 Legislative Session, when the State passed the Sustainable Forestry Act and the No Net-Loss- Forest Conservation Act. Both of these bills are closely related to many of the Commission's agriculture and forestry-related policies. Below are tables that summarize such progress and agency actions for the both the MWG and the ARWG policies during 2009.

## 2009 Implementation Progress Report: Mitigation Work Group

<b>Policy Number</b>	<b>Policy Name</b>	<b>Lead Agency</b>	<b>2009 Implementation Progress</b>
<i>CC-1</i>	GHG Inventory & Forecasting	MDE	MDE has begun review of CCS inventory, as well other methodologies (EIA and EPA).
<i>CC-2</i>	GHG Report & Registry	MDE	MDE has been working on getting 2008 data certified by ISO/ANSI-certified verification body and accepted by The Climate Registry.
<i>CC-3</i>	Statewide GHG Reduction Goals & Targets	MDE	GGRA was signed into law establishing goals & targets; MDE has begun holding stakeholder and lead agency meetings.
<i>CC-4</i>	State & Local Government Lead-by-Example	MDE	Draft Executive Order on “Green Purchasing Policy” submitted to the Governor.
<i>CC-5</i>	Public Education & Outreach	MDE	MDE in co-operation with Education continues to provide outreach while limited by current budget constraints.
<i>CC-7</i>	Review Institutional Capacity	Commission	MDE has been coordinating the Governor’s effort to track climate change efforts through the GDU process.
<i>CC-8</i>	Participate in Regional, Multi-State & National Efforts	MDE	MDE has been involved in RGGI and NACAA efforts to reduce greenhouse gas (GHG) emissions; as well as providing comments on pending federal legislation.
<i>CC-9</i>	Promote Economic Development Activities	DBED	DBED has created a new Green Job Creation and Retention group.
<i>CC-10</i>	“After Peak Oil”	MEA	MEA published the Maryland Energy Outlook.
<i>CC-11</i>	Public Health Risks	DHCD	DHCD continues to evaluate the risks associated with climate change.
<i>RCI-I</i>	Improved Building and Trade Codes and Beyond-Code Building Design and Construction	DHCD	Reviewed codes published by the International Code Council for adoption into the Maryland Building Performance Standards, initiated the Maryland regulation process, submitted proposed regulations to adopt the new codes in Maryland through Administrative Executive Legislative Review Committee; and conducted MBPS statewide training.

<i>RCI-2</i>	Demand-Side Management & Energy Efficiency	MEA	Received approval of 2010 fund budget plan, identified supplementary budget requirements, drafted a report on Maryland's Energy Supply and Demand Outlook, and hosted a public meeting to discuss viable options associated with enhancing Maryland's ability to achieve its stated energy goals.
<i>RCI-3</i>	Low-Cost Loans for Energy Efficiency	MEA	Coordinated with the Public Service Commission on implementation, monitoring, and tracking, identified supplementary budget requirements, identified potential loan recipients for fiscal year 2010, developed residential/commercial loan strategies, and integrated efforts into the Comprehensive Energy Plan.
<i>RCI-4</i>	Government Lead-by-Example	MDE	Implemented the Baltimore Green Building Law, held state agency meetings to discuss regulatory changes, issued an annual report to the Governor, provided recommendations on adopting 2009 International Energy Conservation Code, re-opened the Cherrydale Apartments which were renovated to meet Enterprise Green Communities Criteria for affordable housing, held green building network public meetings to discuss Maryland green building and development projects, supported the Truxtun Park Recreation Center, which was constructed with "green" building techniques and materials, with a Program Open Space Grant, and held information meetings on Baltimore's new processes for preserving open spaces managed by communities.
<i>RCI-7</i>	More Stringent Appliance/Equipment Efficiency Standards	MEA	Identified supplementary budget requirements, identified appliances without federal energy efficiency standards, reviewed appliance standards to make recommendations, and integrated efforts into the Comprehensive Energy Plan.
<i>RCI-10</i>	Energy Efficiency Resource Standard	MEA	Identified supplementary budget requirements, reviewed Energy Efficiency Resource Standard approaches and their relation to Empower Maryland, and integrated these efforts into the Comprehensive Energy Plan.
<i>RCI-11</i>	Promotion and Incentives for Energy-Efficient Lighting	MEA	Identified supplementary budget requirements, and received approval from the Public Service Commission for residential lighting programs, developed MEA marketing campaign(s) funded by the Strategic Energy Investment Fund, and integrated efforts into the Comprehensive Energy Plan.

<i>ES-1</i>	Promotion of Renewable Energy Resources	MEA	MEA has reviewed the barriers/incentives of renewable generation and has integrated potential actions into the Comprehensive Energy Plan.
<i>ES-2</i>	Technology-focused Initiatives for Electricity Supply	MEA	MEA has reviewed approaches and legislative/policy issues with technology-focused initiatives for electricity supply.
<i>ES-3</i>	Cap and Trade	MDE	MDE continues to participate in RGGI through the sixth auction and has completed and made publically available offset project applications and guidance documents.
<i>ES-5</i>	Clean Distributed Generation	MEA	MEA has reviewed approaches and legislative/policy issues with clean distributed generation and has integrated potential actions into the Comprehensive Energy Plan.
<i>ES-6</i>	Integrated Resource Planning	PSC	PSC has investigated the implementation of a statewide Climate Protection Program and continues to partner with utilities to participate in regional projects to help inform common protocols and methodologies for evaluating the energy savings and demand reductions of demand-side management programs and determine appropriate cost-recovery for the utility's 2009-2011 EmPOWER Maryland programs.
<i>ES-7</i>	Renewable Portfolio Standard (RPS)	PSC	PSC has developed a more streamlined certification process for Renewable Energy Certificates (REC) and continues to both monitor and enforce Load Service Entity (LSE) compliance with the Maryland RPS and certify large numbers of solar facilities to participate in the RPS market.
<i>ES-8</i>	Efficiency Improvements and Repowering Existing Plants	MEA	MEA has reviewed the barriers/incentives of renewable generation, integrated potential actions into the Comprehensive Energy Plan, and continues to work towards the 2014 goal of the policy.
<i>ES-10</i>	Generation Portfolio Standard	MDE	As per the Commission's preference, MDE has deferred state action pending the adoption of a national GPS.

<p><i>AFW-1</i></p>	<p>Forest Management for Enhanced Carbon Sequestration</p>	<p>DNR</p>	<p>Established Forestry Subcommittee of NRCS State Technical Committee to advise on forestry policy related to NRCS programming, worked with the Center for AgroEcology to hold several listening sessions regarding the future of forestry in Maryland, surveyed Emerald Ash Borer populations which revealed no expansion of known EAB populations and no new infestations, completed gypsy moth eradication efforts, drafted legislation to amend the NRA 5-304 Woodland Incentive Fund to allow use with federal cost-share programs, and drafted Forest Products Operators (FPO) legislation.</p>
<p><i>AFW-2</i></p>	<p>Managing Urban Trees and Forests</p>	<p>DNR</p>	<p>Implemented the Sustainable Forestry Act of 2009 and the No-Net-Loss of Forest legislation, received urban tree canopy assessments, and reported results of “Marylanders Plant Trees.”</p>
<p><i>AFW-3</i></p>	<p>Afforestation, Reforestation and Restoration of Forests and Wetlands</p>	<p>DNR</p>	<p>Submitted United States Forest Service (USFS) grant to continue development of BayBank and associated LandServer, held meetings with local governments to refine local policies towards establishment, expansion and protection of riparian zones and wetlands, and reported afforestation and buffer planting accomplishments.</p>
<p><i>AFW-4</i></p>	<p>Protection and Conservation of Agricultural Land, Coastal Wetlands and Forested Land</p>	<p>MDA</p>	<p>DNR launched the GreenPrint website as an interactive tool to map ecological land conservation priorities and track accomplishment of State funded land conservation programs, updated the Statewide Green Infrastructure Assessment to produce forest and wetland prioritization, drafted Blue Infrastructure maps that identify and prioritize important coastal and aquatic habitats to resource managers.</p>
<p><i>AFW-5</i></p>	<p>Buy-Local Program</p>	<p>MDA</p>	<p>Launched <a href="http://www.marylandsbest.net">www.marylandsbest.net</a> site to list Maryland farms that produce non-commodity products and sources of Maryland agricultural products, executed promotional and educational campaigns to increase consumption of locally-grown fruits and vegetables to combat childhood obesity, updated regular newsletter and website with expanded resources for farmers, food service staff, teachers, parents, students and the public, held the first annual Maryland Farm to School Workshop, and assisted in the Maryland Home Grown Lunch Week in which schools throughout Maryland feature food items from more than 30 different Maryland farms.</p>

<i>AFW-6</i>	Expanded Use of Forest and Farm Feedstocks and By-Products for Energy Production	DNR	Assisted several entities with wood energy: University of MD; Baltimore Zoo; forest industry on Lower Shore, continued partnership with MES for contracted technical expertise in advising MES clients on developing wood energy facilities, pursued use of MEA funds to incent wood energy projects for public facilities, continued discussions with major corporations for underwriting Fuels for Schools pilot in western Maryland, and explored opportunities with MDSE for pilot Fuels for Schools demonstration project, likely in Baltimore or Howard Counties.
<i>AFW-7</i>	In-State Liquid Biofuels Production	MEA	Identified supplementary budget requirement, reviewed current biofuel capacities, needs, and issues, identified potential new and expanded production facilities designed to match local distribution with demand, completed data-gathering on demand, production, and local consumption, and integrated efforts into the Comprehensive Energy Plan.
<i>AFW-8</i>	Nutrient Trading with Carbon Benefits	MDA	Encouraged the addition of carbon credits to the Upper Chesapeake Bay nutrient trading program through the development of Maryland's Nutrient Trading Calculation Tool.
<i>AFW-9</i>	Waste Management through Source Reduction and Advanced Recycling	MDE	Implemented SB 473/ GB 1290 Recycling – Public School Plans and 1263 Mercury Switch Removal From Vehicles, held conference calls and meetings on the proper disposal of pharmaceuticals, held conference calls and meetings with the Association of State and Territorial Solid Waste Management Officials Product Stewardship Task Force to increase awareness Product Stewardship and discuss the policy document.
<i>TLU-2</i>	Land Use & Location Efficiency	MDOT	MDOT has completed a draft report (2006 baseline and 2020 forecast) and it is under review.
<i>TLU-3</i>	Transit	MDOT	MDOT has completed a draft implementation plan which under review, funding being the critical question.
<i>TLU-5</i>	Intercity Travel	MDOT	MDOT has completed a draft implementation plan which under review, funding being the critical question.
<i>TLU-6</i>	Pay-As-You-Drive Insurance	MIA	MIA continues to work at adding additional companies to provide PAYD insurance.

<i>TLU-8</i>	Bike & Pedestrian Infrastructure	MDOT	MDOT has completed a draft implementation plan which under review, funding being the critical question (see Appendice C for more information).
<i>TLU-9</i>	Incentive, Pricing & Resource Measures	MDOT	MDOT has completed a draft implementation plan which under review, funding being the critical question (see Appendice C for more information).
<i>TLU-10</i>	Transportation Technology	MDOT	MDOT/MDE continues to review emerging technologies and opportunities for reduced ghg emissions due to technology improvements (see Appendice C for more information).
<i>TLU-11</i>	Evaluate GHG from Major Projects	MDOT	MDOT has completed a draft implementation plan which under review, funding being the critical question (see Appendice C for more information).

## 2009 Implementation Progress Report: Adaptation and Response Work Group

<b>Policy Number</b>	<b>Policy Name</b>	<b>Lead Agency</b>	<b>2009 Implementation Progress</b>
<i>ARWG-1</i>	Public Awareness, Outreach, Training & Capacity Building	DNR	Hosted workshops on “Living Shorelines” and “Communicating the Climate Change Message to Various Audiences”, launched Smart Green & Growing website, and kicked off <i>Coast-Smart</i> Communities Initiative at the “Building <i>Coast-Smart</i> Communities” Interactive Summit.
<i>ARWG-2</i>	Local Government Planning Guidance	DNR	Completed level rise guidance documents for Worcester, Somerset and Dorchester Counties, kicked off <i>Coast-Smart</i> Communities Initiative at the “Building <i>Coast-Smart</i> Communities” Interactive Summit, and issued and received responses to an RFP for the Coastal Communities Initiative competitive grant program .
<i>ARWG-3</i>	Future Adaptation Strategy Development	U of MD	<i>Global Climate Change Impacts in the United States</i> and <i>Climate Change and the Chesapeake Bay</i> reports were released (Commission’s Scientific and Technical Working Group participated in both), draft Report on Chesapeake Bay Watershed Climate Change Impacts was released, and Maryland signed on to the Mid-Atlantic Regional Council on the Ocean (MARCO to prepare regional coastal communities for climate change impacts. The University of Maryland Center for Environmental Science and DNR formed six sector-based adaptation work groups (water resources, agriculture, bay & aquatic ecosystems, forest & terrestrial ecosystems, human health, and growth & infrastructure) in December 2009. The work groups are charged with developing sector-based adaptation strategies by June 2010.
<i>FBEI-1A</i>	Integrated Planning - State	DNR	Formed workgroup to identify “lead by example” opportunities in planning and design of coastal infrastructure on State properties, held interagency meetings to discuss sea level rise planning integration, participated in meetings of State’s Smart Growth subgroups and MDP to promote inclusion of sea level rise and coastal hazard planning objectives in Smart Growth activities.

<i>FBEI-1B</i>	Integrated Planning - Local	DNR	Launched <i>Coast-Smart</i> Communities Initiative at the Building <i>Coast-Smart</i> Communities” Interactive Summit to assist coastal communities with adaptation planning by providing dedicated technical and financial resources and awarded <i>Coast-Smart</i> Communities grants to City of Annapolis, Anne Arundel County, Caroline County and the Town of Queenstown.
<i>FBEI-2</i>	Adaptation-Stat	DNR	Undertook the development and implementation of a system of performance measures to track Maryland’s success at reducing its vulnerability to climate change and sea level rise through identification by lead agencies of seven Adaptation Policy Options for measurement and tracking by the Governor’s Delivery Unit and through the development of work plans for each Option.
<i>FBEI-5</i>	Climate Change Insurance Advisory Committee	MIA	The Climate Change Insurance Advisory Committee, established by the Maryland Insurance Commissioner to advise the State of the risks that climate change poses to the availability and affordability of insurance, drafted an outline of its final report.
<i>FBEI-6</i>	GIS Mapping, Modeling and Monitoring	DNR	Developed and released MD iMap to State and local governments, completed pilot project mapping of updated critical area boundaries for Baltimore and Talbot Counties, completed sea level rise vulnerability mapping based on land elevation for all but three areas: Harford County, Baltimore City, and Prince George’s County, and signed Scope of Work contract with MES to develop Shorelines Online mapper on the MD iMap.
<i>FBEI-8</i>	Economic Development Initiative	DBED	Continued to consider implementation measures for this policy recommendation to promote market opportunities related to climate change adaptation and response, which is being implemented in coordination with the Commission’s Mitigation Working Group (MWG) policy option CC-9, aimed at promoting economic development opportunities associated with reducing greenhouse gas emissions in Maryland.

<i>EBEI-2</i>	Integrated Observation Systems	DNR	Released draft report on <i>Chesapeake Bay Watershed Climate Change Impacts</i> , which included key recommendations related to integrated observations systems, and continued to meet with NOAA, EPA, U.S. Army Corps and U.S.G.S. partners to enhance coordination of federal, state, local, and regional observation systems to improve the detection of biological, physical, and chemical responses to climate change and sea level rise.
<i>EBEI-3</i>	Adaptation of Vulnerable Coastal Infrastructure	DNR	Completed mapping of sea level rise (SLR) vulnerability areas for 0-2 ft rise, 2-5 ft rise, and 5-10 ft rise, continued updating to iMap platform, and partnered with Worcester, Dorchester, and Somerset Counties to develop planning guidance for SLR, including identification of vulnerable public and private infrastructure and recommendations for adaptation measures (protect, retreat, abandon).
<i>FBEI-8</i>	Building Codes	DHCD	Completed review of the 2009 International Building Code (IBC), 2009 International Residential Code (IRC) and 2009 International Energy Conservation Code (IECC) and submitted proposed implementing regulations to AELR for adoption into the Maryland Building Performance Standards (MBPS), participated in the 2009 ICC Annual Conference and Codes Development Hearings, and conducted MBPS statewide training.
<i>EBEI-10</i>	Disclosure	DHCD	Worked with DNR to design and implement the policy recommendation for a disclosure statement to inform prospective coastal property purchasers of potential impacts of climate change and sea level rise on the property being transferred, recognizing that a thoughtful, measured approach that includes stakeholder input, legal consultation and possible new legislation is needed to avoid undue harm to economic interests in vulnerable coastal areas.
<i>RRI-1</i>	Natural Resource Protection Areas	DNR	Launched GreenPrint interactive website to map ecological land conservation priorities and track accomplishment of State funded land conservation programs, completed Phase I rollout of Blue Infrastructure identifying near-shore aquatic conservation targets, and began work on NOAA's Coastal Land Conservation in Maryland project.

<i>RRI-2</i>	Forest and Wetland Protection	DNR	Completed mapping of sea level rise vulnerability areas for 0-2 ft rise, 2-5 ft rise, and 5-10 ft rise, continued updating to iMap platform, and partnered with Worcester, Dorchester, and Somerset Counties to develop planning guidance for SLR, in furtherance of policy recommendation to retain and expand forests and wetlands in areas suitable for long-term survival.
<i>RRI-3</i>	Shoreline and Buffer Area Management	DNR	Jointly with MDE, developed and adopted final regulations to implement the Living Shoreline Protection Act of 2008, hosted a living shorelines workshop series for homeowners in Worcester, Somerset, Calvert, Charles, Kent, St. Mary's Counties and at Washington College, held the first session in a living shorelines training series for marine contracting professionals, and developed the Living Shoreline Suitability Tool for Calvert, Somerset, and Worcester Counties.
<i>RRI-4</i>	Resource-Based Economic Initiative	DBED	DNR worked to identify and secure appropriate funding or staff to develop and implement long-range plans to minimize the economic impacts of sea level rise to natural resource-based industries (fisheries, forestry, aquatic, and agriculture).
<i>HHSW-1</i>	Health Impact Assessments	DHMH	Continued to consider implementation measures for this policy recommendation to evaluate the public health consequences of climate change and sea level rise-related projects and/or policies, in coordination with MWG policy option CC-11, which recommends the evaluation of climate change policy options to determine projected public health risks, costs, and/or benefits.
<i>HHSW-2</i>	Inter-Agency Coordination	DHMH	Continued to consider implementation measures for this policy recommendation to strengthen coordination and management across agencies responsible for human health and safety.
<i>HHSW-9</i>	Vector-borne Surveillance and Control	DHMH	Continued to consider implementation measures for this policy recommendation to develop a coordinated plan to assure adequacy of vector-borne surveillance and control programs.

# APPENDIX A

## MWVG POLICY PLANS FOR 2010

**Option: CC-1**  
**Lead Agency: MDE**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**GHG Inventories and Forecasting (CC-1)** MDE, with assistance from other state agencies, would prepare a statewide inventory and forecast of GHG sources and sinks, both anthropogenic and natural, which would provide information on trends, opportunities for mitigation, and the efficiency of Climate Action Plan policies.

**Future Actions** Throughout 2010, MDE will examine specific MD data inputs, customize GHG EI for MD, develop business as usual growth factors and publish the 2006 GHG EI and 2020 BAIJ GHG EI by mid-2011.

**Option: CC-2**  
**Lead Agency: MDE**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**GHG Reporting and Registry (CC-2)** Led by MDE, the State government would establish and oversee a GHG reporting system for GHG emitting sources to help them reduce emissions, prepare for possible GHG mandates, and support the construction of GHG inventories. State government would establish a GHG registry to enable sources to record GHG reductions as a foundation for a trading program.

**Future Actions** The 2008 TCR data certified by the independent ISO/ANSI-certified verification body will be verified and made available to the public in 2010

**Option: CC-3**  
**Lead Agency: MDE**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Statewide GHG Reduction Goals and Targets (CC-3)** As a core element of its climate action plan, the state would adopt the science-based GHG emission reduction goals recommended by the Commission in its Interim Report. These are: a 25-50% consumption-based reduction in GHG emissions below 2006 levels in 2020; a 90% regulatory reduction below 2006 levels in 2050 to drive R&D off climate-neutral technology; and interim, non-regulatory targets of 10% below 2006 levels by 2012 and 15% below 2006 levels by 2015.

**Future Actions** MDE will continue to develop a schedule for developing a draft plan for submission to GA and Governor on or before 12/31/11 in addition to continuing to evaluate and implement early action options including drafting of regulations to provide credits for voluntary early actions, if appropriate.

**Option: CC-4**  
**Lead Agency: MDE**  
**Bin: 1**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**State and Local Government Lead by Example (CC-4)** State and local government agencies would promote energy efficiencies and GHG reductions through procurement and purchasing practices. This policy would work together with the "Government Lead-by-Example" policy of building and operating energy efficient government buildings (RCI-4) to reduce government's GHG footprint and encourage the private sector to follow suit.

**Future Actions** Maryland is working towards several green building initiatives focused on state agency buildings.

**Option: CC-5**  
**Lead Agency: MDE**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Public Education and Outreach (CC-5)** *The State government would build on its current educational and action campaigns on climate change and combine them with community action and economic incentives and disincentives provided by other State climate change policies to create the foundation for behavioral and lifestyle changes by MD citizens.*

**Future Actions** MDE will continue with the annual one-day conferences for regional public media representatives on the state of climate change mitigation in Maryland and the level of attainment of State GHG goals in addition to periodic lessons on Coastal Bays and Clean Air Partners (CAP) "On the Air".

**Option: CC-7**  
**Lead Agency: Commission**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Review Institutional Capacity to Address Climate Change Issues Including Seeking Funding for Implementation of Climate Action Panel Recommendations (CC-7)** *This policy calls for engagement at the highest levels of the executive branch of State government to develop the governance, organizational capacity, and funding to execute GHG mitigation and adaptation policies, implement programs, monitor and analyze results, and modify and update policies and programs over time.*

**Future Actions** Maryland continues to review staffing and the relationship to all of Maryland's climate initiatives.

**Option: CC-8**  
**Lead Agency: MDE**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Participate in Regional, Multi-State, and National GHG Reduction Efforts (CC-8)** *MD would continue to implement this policy through its own leadership example of implementing aggressive GHG reduction programs, by participating in and encouraging regional programs like RGGI and, through its elected leadership, by working with Congress and the Federal government to significantly reduce GHG emissions nationally and internationally.*

**Future Actions** MDE plans to continue to be an active member in RGGI and numerous other regional and national groups focused on climate change and multi-pollutant planning.

**Option: CC-9**  
**Lead Agency: DBED**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Promote Economic Development Opportunities Associated with Reducing GHG Emissions in Maryland (CC-9)** *The State would work with public and private entities to develop green industries and jobs in the areas of building construction and operation, energy efficiency, public transportation, renewable energy sources, and clean technology R&D.*

**Future Actions** DBED will continue with communication, education, and outreach efforts by providing assistance to 50 sector companies and visiting with 25 Maryland-based green companies by July 2010, participating in business education forums, workgroups, conventions, and seminars, and creating an outreach program for in-state small green companies.

**Option: CC-10**  
**Lead Agency: MEA**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Create Capacity to Address Climate Change in an "After Peak Oil" Context (CC-10)** *Take a proactive approach to address the after peak oil. Establish a State After-Peak Oil Advisory Council consisting of experts and stakeholders. The Advisory Council would review and evaluate all proposed climate change and energy related policies and legislation so as to avoid the potential of increased Green House Gas (GHG) emissions for inexpensive oil alternatives such as coal.*

**Future Actions** MEA will continue to increase capacity to address climate change after the first Advisory Council meeting is held prior to 4/30/10.

**Option: CC-11**  
**Lead Agency: DHMH**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Evaluate Climate Change Policy Options to Determine Projected Public Health Risks/Costs/Benefits (CC-11)** *A Commission-based work group would be established to systematically review the health risks, costs, and benefits of proposed climate change and energy-related policies and legislation before they move forward, with particular attention to policy impacts on vulnerable populations in MD.*

**Future Actions** No information provided by lead agency.

**Option: RCI-1**  
**Lead Agency: DHCD**  
**Bin: 1**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 2.4**

**Improved Building and Trade Codes and Beyond (RCI-1) -- Code Building Design and Construction in the Private Sector (RCI-1)** *This policy option would reduce energy consumption in new or renovated residential and commercial buildings through improvement and enforcement of building and trade codes, updated periodically to reflect state-of-the-art practices.*

**Future Actions** In January 2010, Maryland will adopt the 2009 MBPS along with the State of Maryland Performance Code (MPC) for industrialized/modular buildings (local code jurisdictions will adopt the 2009 MBPS in July 2010).

Note: MDE is conducting a policy analysis of the Maryland Flood Hazard Management Act of 1976 and will take a lead role in developing any necessary legislation or regulatory amendments to remedy policy deficiencies.

**Option: RCI-2**  
**Lead Agency: MEA**  
**Bin: 1**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 4.5**

**Demand-Side Management Energy Efficiency Programs (RCI-2)** *Promote increasing investment in electricity and natural gas demand-side management programs run by MEA, energy service companies (ESCOs), utilities and others to meet demand reduction and energy consumption reduction goals. Consideration should be given to DSM activities that can work in tandem with other strategies and can encourage energy efficiency improvements.*

**Future Actions** MEA will develop a plan for demand-side management energy efficiency programs by January 31, 2010, and will review and analyze options with recommendations for achieving policy goals by 2014.

**Option: RCI-3**  
**Lead Agency: MEA**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.5**

**Low-Cost Loans for Energy Efficiency (RCI-3)** *Establish revolving low-interest loan fund(s) for small-scale residential and commercial energy efficiency projects. The fund(s) targets distribution service areas that are not covered by existing utility programs, and is intended to complement existing energy efficiency programs and those being considered as a part of RCI-2 and RCI-10.*

**Future Actions** Loan programs - Res/Comm/Ind. - will be implemented on April 30, 2010.

**Option: RCI-4**  
**Lead Agency: MDE**  
**Bin: 1**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 1.3**

**Government Lead-by-Example (RCI-4)** *State and local governments would adopt practices beyond established building codes to obtain high performance and energy efficient buildings in government-owned and leased buildings.*

**Future Actions** MDE, DGS, and MEA will continue to work with other state agencies on implementation plans and regulatory changes, if appropriate, as well as attend quarterly meetings of the Green Building Council (GBC) with a final report due to Governor each year in November.

**Option: RCI-7**  
**Lead Agency: MEA**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.2**

**More Stringent Appliance/Equipment Efficiency Standards (RCI-7)** *Appliance efficiency standards reduce the market cost of energy efficiency improvements by incorporating technological advances into base appliance models, thereby creating economies of scale. Appliance efficiency standards can be implemented at the state level for appliances not covered by federal standards, or where higher-than-federal standard efficiency requirements are appropriate. Regional coordination for state appliance standards can be used to avoid concerns that retailers or manufacturers may either resist supplying equipment to one state that has advanced standards, or focus sales of lower efficiency models on a state with less stringent efficiency standards.*

*There are federal standards for 19 residential products and 19 pieces of commercial equipment, as well as 14 lighting standards. Laws require the U.S. Department of Energy (DOE) to set minimum appliance efficiency standards that are technologically feasible and economically justified. However, there are many appliances not covered by federal standards for which state standards can play a role.*

*Options related to state standards include:*

- Lobbying for more stringent appliance standards at the federal level,*
- Establishment and enforcement of higher-than-federal state-level appliance and equipment standards (or standards for devices not covered by federal standards), and*
- Joining with other states in adopting higher standards.*

**Future Actions** MEA will develop a plan for more stringent appliance/equipment efficiency standards from the final report on January 31, 2010.

Option: RCI-10  
Lead Agency: MEA  
Bin: 1

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 11.9

**Energy Efficiency Resource Standard (RCI-10)** *Establish mandatory utility electricity and natural gas reduction targets and utility plans to achieve energy savings of at least 15% of per capita demand by 2015.*

**Future Actions** MEA will develop a plan for an energy efficiency resource standard from the final report on January 31, 2010.

Option: RCI-11  
Lead Agency: MEA  
Bin: 2

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 1.1

**Promotion and Incentives for Energy-Efficient Lighting (RCI-11)** *Leverage incentives and an aggressive marketing campaign to encourage Maryland residents to choose screw-in compact fluorescent light bulbs, or other high efficiency lighting, as a replacement to screw-in incandescent light bulbs.*

**Future Actions** MEA will continue to promote and incentivise energy-efficient lighting into the future.

Option: ES-1  
Lead Agency: MEA  
Bin: 2

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.5

**Promotion of Renewable Energy Resources (ES-1)** *Identify and devise strategies to reduce or remove regulatory and financial barriers to large scale centralized and onsite generation and to ensure that any state resource planning process includes consideration of renewable energy projects.*

**Future Actions** MEA will continue to develop plans to promote renewable energy sources and will hold a state agency review meeting in April 2010

Option: ES-2  
Lead Agency: MEA  
Bin: 2

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified

**Technology-focused Initiatives for Electricity Supply (ES-2)** *Provide technology focused initiatives that support the development of biomass co-firing, energy storage, fuel cell, landfill gas, and clean energy supply; and that increase the rates of technology adoption that can contribute to green house gas reductions and help position Maryland as a world leader in climate-related technology development and deployment.*

**Future Actions** Through 2010, MEA will identify new technology variables, develop a new technology tracking mechanism and then train and implement a tracking system.

Option: ES-3  
Lead Agency: MDE  
Bin: 1

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 6.95

**Cap and Trade (ES-3)** *Support Maryland's continued active participation in RGGI and consider expansion of RGGI beyond the power sector if the Federal government fails to enact a credible national cap and trade program in 2009.*

**Future Actions** The RGGI auction process will continue beginning with the seventh auction in 2010.

**Option: ES-5**  
**Lead Agency: MEA**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Distributed Generation = 1.1**  
**Combined Heat/Power = 1.0**

**Clean Distributed Generation (ES-5)** Provide financial incentives and other strategies that encourage investment in distributed energy and combined heat and power systems such that by 2020, 1% of all electricity sales are from distributed renewable generation and 15% of CHP technical potential is recognized at commercial and industrial facilities. Goal was established as a result of the Commission on Climate Change final report and it can be consistent with RPS goals, depending on growth of distributed resources.

**Future Actions** MEA and PSC will develop a plan for clean distributed generation by January 31, 2010 and will hold a state agency review meeting on April 30, 2010.

**Option: ES-6**  
**Lead Agency: PSC**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): Not Quantified**

**Integrated Resource Planning (ES-6)** The regulatory and planning process that evaluates meeting future electricity demands and selects the optimal mix of resources that minimizes the cost of electricity supply while meeting reliability needs, aligning environmental and energy supply policies, and other objectives. Under this policy option, an objective review of energy supply options from both conventional and renewable energy sources as well as energy efficiency options would be considered prior to approving utility expansions of electricity generation or transmission. IRP would better align GHG emissions reductions and other environmental goals and energy supply policies by requiring consideration of more options than under current law and a longer time horizon in making resource decisions.

**Future Actions** The following is expected in the first quarter of 2010: *The Ten Year Plan (2009 – 2018) of Electric Companies in Maryland, The EmPower Maryland Energy Efficiency Act Standard Report* is planned to be submitted to the General Assembly by March 1, 2010, and the PSC in conjunction with the EmPower Maryland utilities is conducting an assessment and characterization study (i.e., baseline study) of existing electric end-use baseline data in the residential (existing and new), commercial, industrial and agricultural sectors in Maryland, with preliminary results expected in March 2010.

**Option: ES-7**  
**Lead Agency: PSC**  
**Bin: 1**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 13.8**

**Renewable Portfolio Standard (ES-7)** Increasing renewable energy development by requiring electricity providers to obtain a minimum percentage of electricity sales from renewable energy sources, escalating annually to a standard of 20% by 2022.

**Future Actions** PSC expects the Renewable Energy Portfolio Standard Report of 2010 to be released before the February 1, 2010 deadline.

**Option: ES-8**  
**Lead Agency: MEA**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 2.0**

**Efficiency Improvements and Repowering Existing Plants (ES-8)** Identify and pursue cost effective emissions reductions from existing generating units through improving their operating efficiency, adding biomass or other fuel changes such that by 2014, 8% of total energy input to coal fired plants is biomass.

**Future Actions** MEA will coordinate with PSC on monitoring and tracking on May 31, 2010 and will hold a state agency review meeting on April 30, 2010

**Option: ES-10**  
**Lead Agency: MDE**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 6.6**

**Generation Portfolio Standard (ES-10)** *Require load serving entities to acquire electricity on an average portfolio basis that meets a per-unit GHG emission rate below a specified standard (in lb per Mwh). This policy complements Efficiency Improvements and Repowering Existing Plants (ES-8).*

**Future Actions** Through 2010, MDE will continue tracking the progress of federal climate change legislation in the 111th session of Congress as it pertains to GPS.

**Option: AFW-1**  
**Lead Agency: DNR**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.09**

**Forest Management for Enhanced Carbon Sequestration (AFW-1)** *Through a mix of legislative, programmatic, education/outreach, and market measures, promote sustainable forestry management practices in existing Maryland forests on public and private lands in order to increase CO<sub>2</sub> sequestration in forest biomass, carbon storage in durable wood products, and available biomass for energy production.*

**Future Actions** DNR will continue to develop and promote new sustainable forestry management practices in Maryland to increase CO<sub>2</sub> sequestration.

**Option: AFW-2**  
**Lead Agency: DNR**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 1.9**

**Managing Urban Trees and Forests for Greenhouse Gas Benefits (AFW-2)** *Recognizing that urban trees sequester CO<sub>2</sub>, reduce cooling and heating energy demands in buildings by reducing summertime temperatures and cold winds, and slow the formation of ground level ozone and volatile organic compounds (VOCs) from vehicle emissions, this policy would maintain and improve the health and longevity of urban trees and increase urban tree canopy throughout the state through POS funds, measures to protect against invasive species, outreach-education, and planning measures.*

**Future Actions** DNR will continue to pursue periodic outreach efforts to communities regarding the values of establishing an Urban Tree Canopy (UTC) goal.

**Option: AFW-3**  
**Lead Agency: DNR**  
**Bin: 2**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Afforestation = 0.6**  
**Riparian Areas = 0.05**

**Afforestation, Reforestation, and Restoration of Forests and Wetlands (AFW-3)** *Promote forest and wetland CO<sub>2</sub> sequestration - both ecosystems being natural carbon "sinks" - using a suite of strategies including green infrastructure planning, reforestation offsets under RGGI, tax incentives, fee-in-lieu payments, and acquisition of landward properties to allow migration of coastal wetlands at risk of inundation from sea level rise.*

**Future Actions** DNR will continue to pursue periodic meetings with local governments to refine local policies towards establishment, expansion and protection of riparian zones and wetlands.

Option: AFW-4  
Lead Agency: MDA  
Bin: 2

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):  
Agricultural Land = 0.28  
Coastal Wetlands = Not Quantified  
Forested Land = 2.7

**Protection and Conservation of Agricultural Land, Coastal Wetlands, and Forested Land (AFW-4)** Map, designate, prioritize, and conserve existing forests, agricultural land, and wetlands - all major carbon sinks - to sequester additional carbon and to avoid GHG emissions from development, degradation, and clearing. Strategies include purchase of land or development rights, tax incentives, zoning, POS funds, and bond initiatives.

**Future Actions** GreenPrint Targeted Ecological Areas and statistical measures will be updated to reflect revised forest and wetland protection priorities in February 2010, MALPF will continue to new sources of funding, and MET will continue working with DNR on legislation to improve the tax benefits for donation of conservation easements.

Option: AFW-5  
Lead Agency: MDA  
Bin: 2

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):  
Farmers' Market = 0.03  
Local Produce = Not Quantified  
Locally Grown/Processed Lumber = Not Quantified

**Buy Local Programs for Sustainable Agriculture, Wood, and Wood Products (AFW-5)** State agencies would work with local governments, farmers' markets, lumber mills, etc. to promote the sustainable production and consumption of locally produced agricultural and durable wood products, displacing high-energy products and reducing GHG emissions from long-distance travel to market.

**Future Actions** MDA will continue to pursue monthly promotions of various activities and produce through press releases, advertising on print, radio, and social media, in addition to periodic promotional and educational campaigns to increase consumption of locally-grown fruits and vegetables to combat childhood obesity.

Option: AFW-6  
Lead Agency: DNR  
Bin: 4

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):  
Biomass = 0.5  
Methane Utilization = 0.04

**Expanded Use of Forest and Farm Feedstocks and By-Products for Energy Production (AFW-6)** Promote the use of local biomass from sustainable supplies of chicken litter, methane, switchgrass, corn stalks, food processing waste, etc. for generating electricity and thermal energy. Strategies include installing community manure digesters, Fuels for Schools and biomass loan programs, and amendment of MD's RPS to include Biomass.

**Future Actions** DNR will continue to promote the use of local biomass from sustainable supplies for generating electricity and thermal energy.

Option: AFW-7b  
Lead Agency: MEA  
Bin: 4

Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.17

**In-State Liquid Biofuels Production (AFW-7b)** Promote sustainable in-state production and consumption of transportation biofuels including ethanol and bio-diesel from agriculture or agro-forestry feed-stocks to displace the use of fossil fuels. The purpose is to improve the GHG profile of in-state liquid biofuel production and consumption. This initiative is to be combined with policies to reduce the overall transportation fuel consumption in order to gain a true reduction in Green House Gas (GHG) emissions. Support and development for localizing the distribution of biofuel from production to point of use will lower embedded Carbon Dioxide from saving transportation of the fuels. Note: these policies are to exclude feed-stocks that could be used as food supplies (human and animal).

**Future Actions** A preliminary action to implement AFW-7 goals will be established on February 28, 2010 and coordination with supporting agencies to determine final action plan to include monitoring and tracking of targeted performance will occur on May 31, 2010.

**Option: AFW-8**  
**Lead Agency: MDA**  
**Bin: 4**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.14**

**Nutrient Trading with Carbon Benefits (AFW-8)** *Add carbon credits and enhanced nitrogen credits to the Upper Chesapeake Bay incipient nutrient trading program, which encourages farmers and other non-point and point sources to reduce their nutrient loads - chiefly nitrogen and phosphorus - through practices which also increase soil carbon sequestration and reduce formation of nitrous oxide, a potent GHG.*

**Future Actions** MDA will finish pilot testing of calculation tools and issue final guidance on January 30, 2010, hold public workshops in Salisbury, Chestertown, Central Maryland and Hagerstown through February 2010, and begin development of a carbon calculation tool on April 20, 2010.

**Option: AFW-9**  
**Lead Agency: MDE**  
**Bin: 1**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 29.27**

**Waste Management Through Source Reduction and Advanced Recycling (AFW-9)** *Reduce MD's waste stream through programs that reduce waste production, expand recycling and "up-cycling," and enhance re-use of components and manufacturers' lifetime warranty responsibility. Strategies include preferential purchasing by state and local government agencies, identifying incentives to reduce use of raw materials in manufacturing, and phasing out subsidies that encourage wasteful manufacturing practices.*

**Future Actions** MDE will continue to refine and implement as many practices as possible to meet the goals of this policy.

**Option: TLU-Area 1**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Climate Action Plan Total = 16.7**

**Reduce VMT's Contribution to GHG Emissions (TLU Area 1)** *TLU Area 1 is a suite of policy options aimed at reducing vehicle miles traveled (VMT) as a means of reducing GHG emissions in the transportation sector. Because the strategies in this area are highly inter-related, multiple strategies implemented through a coordinated approach will realize more significant GHG reductions. Therefore, the strategies are intended to be deployed as a bundle. As the bundle is implemented, some of the strategies in the bundle may become more important and some less important. Individual policy option summaries in Area 1 follow.*

**Future Actions** MDOT completes the re-assessment of the GHG emissions modeling update for the transportation sector that includes: (1) a revised transportation sector BAU VMT and GHG emissions analysis for 2006 and 2020, and (2) revised VMT / emission reduction goals to help meet the emission reduction targets of the Maryland Climate Action Plan.

MDOT completes initial assessment of the following - (1) transportation infrastructure included in the completed State and MPO plans and programs to be in place by 2020; (2) transportation sector related technology and fuels programs implemented through 2020; (3) all TERM projects planned and programmed through 2020. MDOT also completes initial assessment of additional transportation related infrastructure and technology programs that are organized by TLU that were recommended by MDOT's multi-agency (state, regional and local agencies) Working Groups and Coordinating Committee; and (4) DRAFT macro-level cost assessment of all TLUs.

**Option: TLU-2**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Climate Action Plan Total = 4.6**

**Integrated Planning for Land Use and Location Efficiency (TLU-2)** *Implement integrated land use and transportation planning, investment incentives and other strategies to promote compact, transit-oriented development (TOD) and other growth management objectives that encourage less driving while ensuring a competitive economy and affordable house opportunities.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

**Option: TLU-3**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Climate Action Plan Total = 2.8**

**Transit (TLU-3)** *Shift passenger mode choice to transit and carpooling by improving transit service and expanding transit infrastructure through increased funding and planning, focusing development on transit-served corridors, and expanding transit marketing and promotion.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

**Option: TLU-5**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 0.3**

**Intercity Travel: Aviation, Rail, Bus, and Freight (TLU-5)** *Enhance connectivity of non-automobile transportation modes between cities through infrastructure and technology investments, focusing in particular on rail expansion to reduce short-range air travel and to increase rail freight transportation.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

**Option: TLU-6**  
**Lead Agency: MIA**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): 4.3**

**Pay-as-You-Drive Insurance (TLU-6)** *The Maryland Insurance Administration (MIA) would lead a work group with MDOT, MDE, the insurance industry, consumer advocacy groups, and other stakeholders to explore options for implementing and marketing insurance policies that tie the cost of premiums to miles or hours driven.*

**Future Actions** MIA will continue to conduct TLU working group meetings.

**Option: TLU-8**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Included in TLU-3 Quantification**

**Bike and Pedestrian Infrastructure (TLU-8)** *State government would work with local governments and private stakeholders to develop infrastructure planning and design tools, and would provide financial incentives to local governments, to improve, expand, and promote bicycle and pedestrian travel.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

**Option: TLU-9**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Climate Action Plan Total = 4.7**

***Incentives, Pricing, and Resource Measures (TLU-9)*** *Establish GHG emission-based road user fees, time-of-day cordon pricing, parking pricing, and fuel fees based on carbon-intensity, and use revenues to fund transportation programs that advance GHG reduction goals.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

**Option: TLU-10**  
**Lead Agency: MDE/MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e):**  
**Climate Action Plan Total = 0.44**

***Transportation Technologies (TLU-10)*** *Reduce GHG emissions from on- and off-road vehicles (e.g. marine, rail, construction equipment) by providing incentives for purchasing fuel-efficient vehicles, adopting a "Green Port" strategy for Baltimore area port facilities, adopting state government contracting and fleet standards, and developing state-level "smart transportation" system management mechanisms.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

**Option: TLU-11**  
**Lead Agency: MDOT**  
**Bin: 3**

**Est. GHG Reduction by 2020 (MMtCO<sub>2</sub>e): N/A**

***Evaluate the GHG Emissions from Major Projects (TLU-11)*** *Require state agencies and other large capital project sponsors to conduct an evaluation of the resulting transportation and land use GHG emissions related to state and local major capital projects such as major road construction or modifications.*

**Future Actions** MDOT will continue to conduct periodic meetings with TLU working groups, and coordinating committee and consultants to discuss policy options and implementation.

# APPENDIX B

## ARWG POLICY PLANS FOR 2010

**Option: ARWG-1**

**Lead Agency: DNR**

**Supporting Agencies: MDE, MSDE**

**Public Awareness, Outreach, Training & Capacity Building (ARWG-1)** Utilize new and existing educational, outreach, training and capacity building programs to disseminate information and resources related to climate change and sea level rise.

**Future Actions** A summary of the state climate change planning, policy approaches, implementation plans, and identified best practices to enhance adaptation at the regional scale will be released in the first half of 2010, and throughout the second half of 2010 DNR will launch Maryland's Coastal Atlas, update the Coastal Atlas training manual, and work with Coastal Atlas users to improve functionality. DNR's Coastal Training Program will continue to provide targeted workshops and technical assistance to local governments and other coastal decision-

**Option: ARWG-2**

**Lead Agency: DNR**

**Supporting Agencies: MDP**

**Local Government Planning Guidance (ARWG-2)** Develop state-wide sea level rise planning guidance to advise adaptation and response planning at the local level.

**Notes** DNR, MDP, MDE, and other state agencies, as appropriate, are working together to develop state-wide, local government sea level rise adaptation and response planning guidance. The County sea level rise planning guidance reports (Worcester, Somerset and Dorchester), the Coast Smart Communities Initiative project deliverables, and the materials developed for the "Building Coast-Smart Communities" interactive summit, are being used to frame the state-wide planning guidance.

**Future Actions** DNR will first utilize the MARCO climate change and sea level rise information exchange to solicit regional feedback on measures to be included in the *Coast-Smart* Communities scorecard (March 2010), provide a draft scorecard to appropriate sources for review and feedback (June 2010), continue drafting and editing scorecard and supplementary materials (June to August 2010), and finally release the *Coast-Smart* Communities scorecard in December 2010.

**Option: ARWG-3**

**Lead Agency: University of Maryland (UMD)**

**Supporting Agencies: DNR**

**Future Adaptation Strategy Development (ARWG-3)** Pursue the development of adaptation strategies to reduce climate change vulnerability among affected sectors, including agriculture, forestry, water resources, aquatic and terrestrial ecosystems, and human health.

**Notes** A number of the pending pieces of federal climate change legislation [i.e., American Clean Energy and Security Act of 2009 (H.R. 2454); Climate Change Safeguards for Natural Resources Conservation Act (H.R. 2192)] contain provisions related to climate change adaptation planning and the dedication of cap-and-trade allowance to support implementation. These bills and others sure to come will also address adaptation requirements. DNR and MDE are both working to track pending legislation and to comment on issues relevant to Maryland's climate change planning efforts.

**Future Actions** The sector-based Adaptation and Response/Scientific and Technical work groups that were formed in December 2009 will continue to meet and deliberate. Each group will produce sector-based adaptation strategies by June 2010 before an integrated report is produced by October 2010.

**Option: FBEI-1A**

**Lead Agency: DNR**

**Supporting Agencies: MDP**

**Integrated Planning - State (FBEI-1A)** Require the integration of coastal erosion, coastal storm and sea level rise adaptation and response planning strategies into existing state government policies and programs.

**Notes** The lead agencies and supporting agencies are continuing to work together to identify specific State and plans, programs, and policies where climate change and sea level rise response planning should be integrated.

**Future Actions** In Spring 2010 the DNR workgroup will finalize the Investment Policy, including the Siting & Design Criteria for New and Retrofitted DNR Facilities and Infrastructure and in September 2010, MDP will ensure that sea-level rise vulnerability, heat island effects, and other climate change impacts are incorporated into the development of State-level departmental strategies to implement the State Development Plan, which will be finalized in April 2011.

**Option: FBEI-1B**

**Lead Agency: DNR**

**Supporting Agencies: MDP**

**Integrated Planning - Local (FBEI-1B)** *Require the integration of coastal erosion, coastal storm and sea level rise adaptation and response planning strategies into existing local government policies and programs.*

**Notes** DNR, MDP, MDE, and other state agencies, as appropriate, are working together to develop state-wide, local government sea level rise adaptation and response planning guidance. Details for developing guidance are described in the ARWG-2 implementation plan.

**Future Actions** Draft *Coast-Smart* scorecard will be completed and circulated for review in June 2010. All *Coast-Smart* Communities Initiative project contracts will end and projects in Anne Arundel County, City of Annapolis, Caroline County, and the Town of Queenstown will deliver interim or final project documents and plans in September 2010. The final *Coast-Smart* scorecard will be completed in December 2010.

**Option: FBEI-2**

**Lead Agency: DNR**

**Supporting Agencies: MDE**

**Adaptation-Stat (FBEI-2)** *Develop and implement a system of performance measures to track Maryland's success at reducing its vulnerability to climate change and sea level rise.*

**Notes** The MCCC Executive Order calls for annual reporting to the Governor and General Assembly on or before November 1 of each year on the Climate Action Plan, including an update on implementation timetables and benchmarks. Adaptation and response performance measures will be a component of this reporting requirement.

**Future Actions** Monthly reporting on 7 Adaptation Work Plans to the Governor's Delivery Unit will occur between January and October 2010, and MCCC will submit its annual Status Report to the Governor and General Assembly on the Climate Action Plan, including an update on implementation timetables and benchmarks, in November 2010.

**Option: FBEI-5**

**Lead Agency: MIA**

**Supporting Agencies: DNR, MDE, MEMA, DHCD**

**Climate Change Insurance Advisory Committee (FBEI-5)** *Establish an independent Blue Ribbon Advisory Committee to advise the State of the risks that climate change poses to the availability and affordability of insurance.*

**Notes** Final Report of the Advisory Committee, to include the following: 1) review of the adequacy of the data available to insurers to assess the risk posed by climate change; 2) examination of whether adaptive options are available to help mitigate losses and whether rating can be structured to provide an incentive for these options; and 3) a review of ways to promote partnerships with policyholders for loss mitigation.

**Future Actions** Chapters 4 through 8 of the report will be drafted between January and July 2010 and the entire report will then be revised and circulated for review between August and October 2010.

**Option: FBEI-6**

**Lead Agency: DNR**

**Supporting Agencies: N/A**

**GIS Mapping, Modeling and Monitoring (FBEI-6)** *Update and maintain state-wide sea level rise mapping, modeling, and monitoring products.*

**Notes** A number of Federal, State, and local government partners are working together to undertake efforts and/or implementing programs that are consistent with the goals of this policy option.

**Future Actions** Work will continue on the Shorelines Online mapper and Coastal Atlas web portal until June 2010 when DNR will launch both mappers on the DNR website. Outreach, training, and surveys for the Coastal Atlas will then begin, increasing the user base and identifying new or missing data layers that are needed to conduct sound coastal management.

**Option: FBEI-8**

**Lead Agency: DBED**

**Supporting Agencies: DNR**

**Green Economic Development Initiative (FBEI-8)** *Recruit, foster, and promote market opportunities related to climate change adaptation and response.*

**Notes** DBED is implementing this policy recommendation in coordination with implementation of the MCCC's Mitigation Working Group (MWG) policy option CC-9, which is aimed at promoting economic development opportunities associated with reducing greenhouse gas emissions in Maryland.

**Future Actions** See MWG policy CC-9 - Promote Economic Development Opportunities Associated with Reducing GHG Emissions in Maryland.

Option: EBEI-2	Lead Agency: DNR	Supporting Agencies: N/A
<b>Integrated Observation Systems (EBEI-2)</b> <i>Strengthen federal, state, local, and regional observation systems to improve the detection of biological, physical, and chemical responses to climate change and sea level rise.</i>		
<b>Notes</b> A number of Federal, State, and local government partners are working to undertake efforts or are implementing programs that are consistent with the goals of this policy recommendation.		
<b>Future Actions</b> DNR will continue with ongoing work with NOAA and other federal partners in the Chesapeake Bay to support overall policy recommendation and to further development and implementation of adaptation strategies contained in the Chesapeake Bay Executive Order and the Chesapeake Bay Program Report on Chesapeake Bay Watershed Climate Change Impacts, particularly those recommendations aimed at enhancing existing and/or developing new technical information and decision support tools to better understand, project, and respond to climate change and its impacts.		

Option: EBEI-3	Lead Agency: DNR	Supporting Agencies: MDOT
<b>Adaptation of Vulnerable Coastal Infrastructure (EBEI-3)</b> <i>Develop and implement State and local adaptation policies (i.e., protect, retreat, abandon) for vulnerable public and private sector infrastructure.</i>		
<b>Future Actions</b> DNR will complete the Maryland Coastal Atlas with SLR vulnerability areas mapped and viewable on Shorelines mapper in June 2010. All Coast-Smart Communities Initiative project contracts end in September 2010 when projects in Anne Arundel County, City of Annapolis, Caroline County, and the Town of Queenstown will deliver interim or final project documents and plans. SHA continues to build a new shoreline dataset as a polygon to show sea-level rise and determine which assets are located within the zone of inundation and assist		

Option: EBEI-8	Lead Agency: DHCD	Supporting Agencies: MDE
<b>Building Code Revisions &amp; Infrastructure Design Standards (EBEI-8)</b> <i>Strengthen building codes and construction techniques for new infrastructure and buildings in vulnerable coastal areas.</i>		
<b>Notes</b> There is an ongoing building codes update process, which occurs on a 3-year cycle following the International Codes Council (ICC) consensus process. On January 6, 2010, DHCD announced the adoption of the latest version of the Maryland Building Performance Standards (MBPS) and the Model Performance Code (MPC). These state building codes, which are updated every three years, combine the 2009 versions of the International Building Code (IBC), International Residential Code (IRC), and the International Energy Conservation Code (IECC), along with other related building codes.		
MDE is conducting a policy analysis of the Maryland Flood Hazard Management Act of 1976 and will take a lead role in developing any necessary legislation or regulatory amendments to remedy policy deficiencies.		
<b>Future Actions</b> Local code jurisdictions will adopt the latest version of these building codes in July 2010. Additional code enhancements are slated to take place in the near future.		

Option: EBEI-10	Lead Agency: DHCD	Supporting Agencies: DNR
<b>Disclosure (EBEI-10)</b> <i>Develop a Maryland Sea Level Rise Disclosure and Advisory Statement to inform prospective coastal property purchasers of the potential impacts that climate change and sea level rise may pose to a particular piece of property.</i>		
<b>Notes</b> The Maryland Sea-level Rise Disclosure and Advisory Statement should contain general information about risks associated with sea-level rise, coastal storms, and/or shore erosion, as well as disclose property owner knowledge of any flooding, avulsion, erosion, or other damage that has occurred to a particular piece of property.”		
<b>Future Actions</b> Between January and June 2010, lead agencies will provide a preliminary written disclosure plan (Preliminary Plan) to the Commission, which will provide a specific recommended launch date and address fiscal and budgetary issues and concerns. Following submittal of the Plan, DHCD and DNR staff will develop next steps based on acceptance of the Preliminary Plan and future State (or federal) policy directives.		

**Option: RRI-1**

**Lead Agency: DNR**

**Supporting Agencies: MDE**

**Natural Resource Protection Areas (RRI-1)** *Identify high priority protection areas and strategically and cost-effectively direct protection and restoration actions.*

**Notes** Several State agencies, including DNR and MDE, are undertaking efforts or implementing programs that are consistent with the goals of this policy option. Analysis of natural resources protection and restoration priorities in light of climate change is being initiated by these lead agencies using existing inundation maps and natural resource assessments.

**Future Actions** DNR will revise the list of adaptive land benefits critical to coastal lands in Maryland (January 2010), compile data and begin model design/testing (February to June 2010), complete a beta version of a coastal land and sea level rise targeting test scenario and work with agency partners and review committees to make adjustments (July to October 2010), complete a draft sea level rise and coastal habitat GIS model overlay and evaluation (November 2010), and complete the final sea level rise/coastal habitat overlay (December 2010).

**Option: RRI-2**

**Lead Agency: DNR**

**Supporting Agencies: MDE**

**Forest and Wetland Protection (RRI-2)** *Develop and implement a package of appropriate regulations, financial incentives, educational, outreach, and enforcement approaches to retain and expand forests and wetlands in areas suitable for long-term survival.*

**Notes** Implementation of this policy recommendation is tied to the process of identifying Natural Resource Protection Areas as outlined in the previous recommendation. In the interim period, the lead agencies, DNR and MDE, will work together to review existing programs and funding across all State, federal, and county agencies that can be focused on addressing both adaptation and mitigation options related to sea-level rise and carbon sequestration.

Phase 1 of the implementation plan will be to use the initial results of the Natural Resource Protection Area assessment to target existing programs to high priority areas. Phase 2 will entail the identification of new policies, programs, regulations, and financial incentives that are needed to advance forest and wetland protection efforts. Phase 2 will be completed within a two-year time frame and be followed by the development of new/revised state and local policy and regulation, as necessary.

**Future Actions** DNR and MDE will continue to work together through December 2010 to review existing programs and funding across all State, federal, and county agencies that can be focused on addressing both adaptation and mitigation options related to sea-level rise and carbon sequestration.

**Option: RRI-3**

**Lead Agency: DNR**

**Supporting Agencies: MDE**

**Shoreline and Buffer Area Management (RRI-3)** *Promote and support sustainable shoreline and buffer area management practices.*

**Notes** Implementation will include appropriate training, capacity building and outreach to individuals and organizations involved with shoreline management (including living shorelines and shoreline restoration) on best management practices and applicable tools and resources that currently exist, or are under development to assist in the decision-making process. These currently include the Living Shorelines Workshop series hosted by DNR and MDE, Maryland Shorelines Online, Erosion Vulnerability Assessment (EVA), and the Living Shoreline Suitability Model (for Somerset, Calvert and Worcester County).

**Future Actions** By Spring 2010, the Living Shorelines web page content will be drafted and developed in a format that would be readily loadable on to DNR website, and DNR will evaluate the potential incorporation of the Living Shoreline Suitability Tool and EVA into current trainings offered, or the need to develop new trainings courses for these tools.

**Option: RRI-4**

**Lead Agency: DBED**

**Supporting Agencies: MDA, UMD**

**Resource-Based Industry Economic Initiative (RRI-4)** *Develop and implement long-range plans to minimize the economic impacts of sea level rise to natural resource-based industries.*

**Notes** Implementation of this policy is dependent on staff and funding availability. Once funding is allocated or staff is identified, implementation will occur over several phases. Phase 1 will focus on research and data collection, followed by Phase 2, which will be a strategic planning exercise. The first step in this process will be the development of several research teams, each comprised of individuals with expertise in sector-based issue areas. These teams will be coordinated by the lead agencies and will work over a two-year time frame to evaluate key vulnerabilities and potential economic impacts of climate change on resource-based industries (fisheries, forestry, aquatic, and agriculture) and to develop appropriate adaptation and response strategies.

**Future Actions** DNR will continue with ongoing work to identify and secure appropriate funding or staff for project implementation.

**Option: HHSW-1**

**Lead Agency: DHMH**

**Supporting Agencies: MEMA**

**Health Impact Assessments (HHSW-1)** *Conduct Health Impact Assessments to evaluate the public health consequences of climate change and sea level rise-related projects and/or policies.*

**Notes** The lead agencies, DHMH and MEMA, will work to implement this policy recommendation in coordination with MWG policy option CC-11, which recommends the evaluation of climate change policy options to determine projected public health risks, costs, and/or benefits. DHMH and MEMA will work together to coordinate and participate in the efforts of the MD Climate Change Environmental Health and Protection Advisory Council.

**Future Actions** DHMH will continue to investigate the impact of climate change and sea level rise-related projects/policies.

**Option: HHSW-2**

**Lead Agency: DHMH**

**Supporting Agencies: MEMA**

**Inter-Agency Coordination (HHSW-2)** *Strengthen coordination and management across Agencies responsible for human health and safety.*

**Future Actions** DHMH will continue with ongoing work to implement the policy.

**Option: HHSW-9**

**Lead Agency: DHMH**

**Supporting Agencies: MDA**

**Vector-borne Surveillance and Control (HHSW-9)** *Develop a coordinated plan to assure adequacy of Vector-borne Surveillance and Control Programs.*

**Future Actions** In January 2010, DHMH, MDA and DNR will convene a multi-agency meeting to discuss gaps in current vector-borne surveillance efforts, and the the arbovirus surveillance committee will perform a gap analysis of current vector-borne surveillance efforts and needs related to climate change in February and March 2010.

# APPENDIX C

## MDOT CLIMATE ACTION PROCESS

# Maryland Climate Action Plan

## Draft Maryland Department of Transportation Implementation Status Report



*Martin O'Malley, Governor*  
*Anthony G. Brown, Lt. Governor*  
*Beverley K. Swaim-Staley, Secretary*

Revised November 4, 2009

# Maryland Climate Action Plan - Draft Implementation Status Report

*prepared for*

Maryland Climate Change Commission

*prepared by*

Maryland Department of Transportation

*assisted by*

Cambridge Systematics, Inc.  
4800 Hampden Lane, Suite 800  
Bethesda, Maryland 20814

*with*

Michael Baker Jr., Inc.  
KFH Group, Inc.  
Toole Design Group, LLC

*date*

Revised November 4, 2009

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# Executive Summary

In 2007 Governor Martin O'Malley signed an Executive Order establishing the Maryland Commission on Climate Change (the Commission). Sixteen state agency heads, six General Assembly members, local government officials, and representatives from the private sector and non-governmental organizations comprise the Commission. The Commission released a plan of action for addressing climate change in August 2008, and will report each year in November to the Governor and Legislature on progress in implementing the recommendations found in the Climate Action Plan (CAP) and in meeting the preliminary GHG reduction goals.

On May 7, 2009, Governor Martin O'Malley signed into law the Maryland Greenhouse Gas Emissions Reduction Act of 2009 (Act) requiring Maryland to achieve a 25 percent reduction in 2006 GHG emissions by 2020. The transportation sector contributes approximately 32 percent of the state's GHG emissions. Achieving a significant reduction in GHG emissions from the transportation sector will be critical to supporting the requirements articulated in the Act.

Through the Commission's work, MDOT was designated as the implementing agency for six Transportation and Land Use (TLU) mitigation and policy options, and is a primary supporting agency on two others. The policy options (and subsequent work accomplished by MDOT) are primarily focused on reducing GHG emissions through vehicle miles of travel (VMT) reductions. MDOT was also charged to work with the Maryland Insurance Administration (MIA) to expand deployment of Pay-as-You-Drive (PAYD) insurance in Maryland and to work with the Maryland Department of the Environment (MDE) to implement transportation technologies to reduce GHG emissions per mile.

## PHASE I

In January 2009, MDOT engaged in a multi-phase work plan to define specific programs, actions, and strategies to address the eight TLU mitigation and policy options. The goal of the Phase I work program focused on defining, evaluating, ranking and determining the feasibility of a series of transportation strategies and actions – consistent with the Commission's Climate Action Plan – that will assist Maryland in achieving GHG reduction targets.

The MDOT work program established seven broad Working Groups for the TLU policy options, and a Coordinating Committee to oversee the process. The Coordinating Committee membership (see Appendix E) was designed to ensure full representation of all MDOT modal agencies and other relevant State agencies. The Working Groups provided technical guidance and included local representation through the participation of the Baltimore Metropolitan Council (BMC), the Metropolitan Washington Council of Governments (MWCOG), Montgomery County and the City of Baltimore. Membership in each Working Group (see Appendix E) was determined based on (1) assuring agency relevance to each specific topic area, (2) ensuring broad cross-sectional representation among State, regional and local agencies, and (3) maintaining a manageable size and focus for each Working Group.

During Phase I, 21 TLU Working Group meetings were held, over 50 individual staff participated from 19 different agencies and 72 strategies were defined and evaluated. The strategies were summarized and ranked within each TLU working group by the following set of criteria:

- *Implementation Timeframe* – Short term (2010-2012), Medium term (2013-2020), and Long term (2020-2050)
- *GHG Reduction Potential* – High > 25 percent total TLU reduction, Medium < 25 percent and > 10 percent total TLU reduction, Low < 10 percent total TLU reduction
- *Implementation Cost* – High > \$100m, Medium > \$20m, Low < \$20m
- *Ease of Implementation* – Based on a combination of implementation timeframe and costs
- *Strategy Prioritization* –
  - Critical - essential to meeting the GHG reduction goal (*carried into Phase II*),
  - Important - supports critical strategies in meeting the goal (*carried into Phase II*),
  - Value Added - adds value but is not essential to achieving the goal at this time (*excluded from Phase II at this time*)

Of the 72 strategies considered, 57 were considered critical or important and 44 capable of implementation by 2020 (see Appendix A for the strategy listing). A macro-level assessment of the strategies is being completed as part of Phase II and will be further refined during later phases. Table ES.1 highlights the final prioritization of the Phase I TLU strategies.

**Table ES.1 Summary of Phase I Strategies**

Implementation Timeline	Strategy Prioritization			
	Critical	Important	Value Added	Total
Short (by 2012)	19	9	7	35
Mid (by 2020)	6	10	7	19
Long (>2020)	10	3	1	17
<i>Total</i>	35	22	15	72

## PHASE II

Phase II began in July of 2009. This phase quantifies the GHG emissions from transportation infrastructure investments, transportation program investments, technology, and fuel programs and updated the transportation sector GHG emissions inventory. *The purpose of the Phase II work program is to quantify the contribution the transportation sector can make to meet the 2020 target included in The Maryland Greenhouse Gas Emissions Reduction Act of 2009.*

As defined by the Maryland Greenhouse Gas Emissions Reduction Act of 2009, the State is expected to achieve a 25 percent reduction from 2006 GHG emissions levels by 2020. *If the*

*transportation sector contributes its proportional share to the State's goal, a 12.62 million metric ton (mmt) reduction in GHG emissions is required from the transportation sector by 2020 (see Section 2 for further detail).*

The Phase II work program focused on six specific areas to account for potential GHG emission reductions. They include:

1. **The proposed national vehicle standards program** to improve fuel economy and reduce greenhouse gases, which was formally proposed by USEPA and USDOT on September 15, 2009.
2. **The Maryland Clean Car Program** signed into law by Governor Martin O'Malley in April 2007, which adopts California's more stringent vehicle emissions standards for cars sold in the state.
3. **USEPA's proposed National Renewable Fuels Standards** program for 2010 and beyond, which requires new volume standards to be used for renewable transportation fuels.
4. **Currently funded and planned transportation system investments 2006-2020**, which are defined in the Maryland 2009 - 2014 Consolidated Transportation Program (CTP), and in the Metropolitan Planning Organizations (MPOs) Transportation Improvement Programs (TIPs) and Long-Range Plans (LRPs) through 2020.
5. **Currently funded and planned Transportation Emissions Reduction Measures (TERMs)**, which are defined in the 2009-2014 CTP and in the MPO TIPs and LRPs, including off-highway projects as defined by MAA and MPA.
6. **TLU strategies** defined by the Phase I Working Groups and Coordinating Committee.

A summary of the results of the Phase II analysis are included in the following Table ES.2.

**Table ES.2      2020 GHG Transportation Sector Emissions Reduction Summary**

Program Element	Annual Year 2020 GHG Emission Reduction (mmt)
1. Proposed National Fuel Economy Standard (Federal)	3.76
2. 2020 Maryland Clean Car Program	1.00
3. National Renewable Fuels Program	0.28
4. Maryland Plans and Programs	1.38
5. Maryland TERM Projects	0.73
6. TLU Analysis <sup>(1)</sup>	1.62 -3.16
<b><i>2020 Total Potential GHG Emission Reduction</i></b>	<b><i>8.77 - 10.31</i></b>

**Note:** (1) TLU GHG emission reductions are based on the type and level of deployment of specific of the TLU strategies (see Section 3 for more detail).

The capital investment in the transportation infrastructure program and the TERMS represent a combined \$12.6 billion investment over the next 6 years. The initial capital cost estimate of the

TLU strategies ranges from \$4.8 to \$6.0 billion. The TLU strategies represent nearly a 50 percent increase over the current transportation system capital investment identified in the CTP through 2014.

The GHG emission reductions documented in Table ES.2 account for 70 percent to 80 percent of the 2020 GHG emission reduction target goal (12.62 mmt). This represents a significant reduction in GHG emissions from the transportation sector. Attaining this level of reduction requires successfully implementing plans and programs, obtaining necessary funding increases and addressing legislative and policy barriers..

The Phase II analysis prepared here does not consider the synergistic benefits from strategically deploying the TLU strategies in concert with one another. There will likely be multiplicative benefits achieved by logically combining these strategies. For example, logical combinations of corridor pricing and enhanced transit services or investment in transit with supportive pedestrian infrastructure and dense, mixed-use development are particularly critical interactions that need further study in Maryland. Subsequent phases of the MDOT work program will be designed to “bundle” or develop logical combinations of strategies to account for the synergistic benefits of these strategies. When implemented together, these “bundles” could obtain more significant long-term GHG reductions.

The Phase II analysis is also uniquely focused only on GHG reductions by 2020. The lengthy start-up time, review process, costs and accrual of benefits from land use and transportation decisions result in the transportation sector strategies taking much longer to realize benefits than for other economic sectors. In light of future targets being identified beyond 2020, continued reevaluation of transportation investment priorities and land use policies and additional improvements to fuel economy standards and continued fleet turnover will be critical for meeting potential post-2020 GHG reduction targets.

# 1.0 The MDOT Climate Action Plan Implementation Process

## BACKGROUND

In response to the threat and growing concern with climate change, the Maryland Commission on Climate Change (the Commission) was established in April 2007. The Commission includes 16 Maryland agency heads, six General Assembly members, local government officials, and representatives from the private sector and non-governmental organizations. The Commission released a plan of action for addressing climate change in August 2008, and will report each year in November to the Governor and Legislature on progress in implementing the Climate Action Plan (CAP) and in meeting the preliminary GHG reduction goals set in it.

In May 2009, Governor Martin O'Malley signed The Maryland Greenhouse Gas Emissions Reduction Act of 2009. The Act establishes a requirement that Maryland achieve a 25 percent reduction of 2006 emissions by 2020. Since the transportation sector contributes 32 percent of the state's GHG emissions, achieving a significant reduction in transportation GHG emissions will be critical to supporting the requirements articulated in the Greenhouse Gas Emissions Reduction Act.

Through the Commission's work, MDOT has been designated as the implementing agency for six Transportation and Land Use (TLU) mitigation and policy options, and is a primary supporting agency on two others. MDOT's policy options are primarily focused on reducing GHGs through vehicle miles of travel (VMT) reductions. MDOT is also charged to work with the Maryland Insurance Administration (MIA) on expanding deployment of Pay-As-You-Drive insurance and to work with the Maryland Department of the Environment (MDE) to implement transportation technologies to reduce GHG emissions per mile.

## PROCESS

To develop an implementation plan for the policy options developed by the Commission, MDOT established a fully collaborative process comprised of seven Working Groups focused on each TLU policy option, and a Coordinating Committee to provide guidance and oversight for the entire process. Working Group meetings were held between February and May 14, 2009 and defined 72 total strategies. The Coordinating Committee reviewed and adjusted the strategy definitions, leading to a list of 44 strategies prioritized for detailed analysis in Phase II. Draft TLU implementation status reports were forwarded to MDE on May 22, 2009 and were presented to MDE on May 28, 2009.

The Phase II work program conducted a detailed GHG emissions analysis and supported MDOT in the continued refinement of the MDOT Climate Action Plan Implementation activity.

The objective of the Phase II work program is to understand the contribution that the transportation sector can make to meeting the 2020 target included in The Maryland Greenhouse Gas Emissions Reduction Act of 2009 while supporting long term (beyond 2020) GHG reduction goals.

The project team briefed the Coordinating Committee and Working Groups on the Phase II work program on July 9, 2009 and conducted another briefing outlining the results described in this report, on September 25, 2009.

## **REPORT**

This report and associated appendices are designed to provide information and data to support the required updates to the Maryland Commission on Climate Change. Accordingly, the remainder of the report is organized in the following major sections.

### **Section 2 – 2020 Baseline Greenhouse Gas Emissions Inventory Update**

- Establishes an updated transportation sector 2006 baseline GHG emissions inventory and a 2020 base forecast of GHG emissions.
- Determines the 2020 transportation sector GHG emissions target (25 percent below 2006 baseline emissions).

### **Section 3 – 2020 Transportation Sector Assessment**

- Quantifies GHG reduction strategies associated with major new vehicle technology and fuel standards.
- Quantifies GHG reductions from the Maryland Consolidated Transportation Program (CTP), Metropolitan Planning Organizations (MPOs) Transportation Improvement Programs (TIPs) and Long-Range Plans (LRPs) through 2020
- Quantifies the GHG reductions from all Transportation Emissions Reduction Measures (TERMs) and off-highway projects (MAA & MPA).
- Refines the TLU strategy definitions and provides macro-level forecasts of GHG emissions reductions and capital costs requirements through 2020.

### **Section 4 – Next Steps**

- Summarizes the potential next steps in the analysis, refinement of the MDOT climate change initiative.

### **Appendices**

- A. Phase I TLU Implementation Status Reports
- B. TLU Detailed Analyses
- C. List of Maryland Plans and Program Projects
- D. List of TERMS
- E. Coordinating Committee and TLU Working Group Members

## 2.0 2006 Baseline and 2020 Base Forecast Greenhouse Gas Emissions Inventory Update

The updated greenhouse gas (GHG) inventory for Maryland’s transportation sector includes the 2006 baseline and the 2020 base forecast year. The inventory was calculated by estimating emissions of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) then converting those emissions to carbon dioxide equivalents that are measured in the units of million metric tons (mmt CO<sub>2</sub>e). Carbon dioxide represents about 97 percent of the transportation sector’s GHG emissions. The inventory assists in identifying the target reduction goals needed from the transportation sector, serves as a basis for TLU strategy analyses, and provides a benchmark from which to measure the potential benefits of vehicle technology programs. The inventory includes both on-road and off-road sources as defined by the Energy Information Administration (EIA).

The results presented here represent an update of previous analyses conducted by the Center for Climate Strategies (CCS) for the CAP. They include the revised 2006 base year (CCS reported 2005) and forecasts based on traffic count data (VMT-based) from the Maryland State Highway Administration (SHA), and forecasted growth rates from MPO travel demand models and planning documents.

### ON-ROAD ANALYSIS PROCESS

The data, tools and methodologies employed to conduct the on-road vehicle GHG emissions inventory were developed in close consultation with MDE and are consistent with the EPA’s February, 2005 Fact Sheet (EPA420-F-05-004) and previous MDE emission inventories. The MOBILE6.2 model and available post processing software (PPSUITE) were used to facilitate GHG calculations. Revisions to the model default fuel economy assumptions were necessary to establish consistency with current CAFE standards and vehicle technology programs. The DRAFT MOVES 2009 model was used only to develop speed adjustments to the CO<sub>2</sub> emissions factors to support TLU strategy analyses.

EPA’s State Inventory Tool (SIT) was used to calculate estimates for on-road CH<sub>4</sub> and N<sub>2</sub>O emissions based on the input of actual VMT and SIT defaults for fleet characteristics and vehicle technology. The VMT estimate is based on available 2005-2006 Maryland State Highway traffic data and reported 2006 Highway Performance Monitoring System (HPMS) VMT.

## Forecasting Assumptions

The 2020 base forecast utilized the methodologies and tools consistent with the 2006 baseline. Additional considerations were made to address VMT growth and forecast vehicle fuel economy, both of which have a significant impact on projected CO<sub>2</sub> emissions. The original Maryland CAP forecast was based on HPMS historical growth rates only. Through consultation with MDE, it was determined that the updated forecast should consider the MPO transportation and land use forecasts used in the development of TIPs, LRPs and the Maryland CTP. These plans and programs identify the committed and funded projects. The modeling conducted by each regional MPO includes the impact of the planned projects and the adopted regional demographic forecasts.

Fuel economy values were adjusted to reflect actual on-road performance based on recent fuel economy trends and projected fuel economy from proposed legislation and programs. This is an update, based on national research that was not included in the Maryland CAP. Fuel economy values were adjusted to reflect actual on-road performance (typically 15 percent lower) using degradation factors provided in the Annual Energy Outlook 2009 data source (*EIA, Transportation Sector Model of the National Energy Modeling System, Model Documentation 2007, DOE/EIA-MO70 (2007)*).

Table 2.1 summarizes the growth rates included in HMPS and from recent MPO plan forecasts. The HPMS historical growth rate was based on county reported HPMS VMT totals for the 1990-2006 timeframe. Using HPMS data and this associated timeframe, the average statewide annualized growth rate is forecast to be 1.8 percent. This rate is consistent with the assumptions used in past GHG analysis efforts under the Maryland CAP.

The second scenario includes county growth rates obtained from MPO travel demand modeling summaries representing the most recent model sets used for conformity determinations. For rural counties not included in a MPO or travel demand model domain, HPMS historical growth rates were used. These growth rates reflect the impacts of land use policy based future regional demographic projections from each MPO region and the impacts of planned transportation projects (highway and transit) in the regional TIPs and LRPs. Under this scenario, the average statewide annualized growth rate for VMT is forecast to be 1.4 percent.

**Table 2.1 Maryland VMT Forecast and Annual Growth Rates**

County	Annualized 2006-2020 Growth	
	HPMS Historical (CAP)	MPO Modeling (Plans/Programs/Adopted Land Use)
Allegany	1.3%	1.3%
Anne Arundel	2.0%	1.4%
Baltimore	1.3%	1.2%
Calvert	2.5%	1.6%
Caroline	1.3%	1.3%
Carroll	1.9%	1.6%
Cecil	2.4%	1.3%
Charles	2.2%	1.8%
Dorchester	0.9%	0.9%
Frederick	2.5%	2.0%
Garrett	1.4%	1.4%
Harford	1.8%	2.4%
Howard	3.2%	1.9%
Kent	0.5%	1.3%
Montgomery	1.5%	1.0%
Prince George's	1.7%	1.0%
Queen Anne's	2.2%	0.7%
Saint Mary's	2.0%	2.0%
Somerset	0.9%	0.9%
Talbot	1.8%	1.8%
Washington	2.1%	2.4%
Wicomico	1.5%	1.5%
Worcester	1.3%	1.3%
Baltimore City	0.8%	0.6%
<b>Statewide</b>	<b>1.8%</b>	<b>1.4%</b>

**Table 2.2 Maryland 2006 and 2020 Base VMT Forecast**

Annual VMT (millions)	2006 Baseline	2020 Base Forecast
Light Duty	51,212	63,878
Medium/Heavy Duty Truck & Bus	5,406	6,775
TOTAL VMT (in Millions)	56,618	70,653

## OFF-ROAD ANALYSIS PROCESS

Off-road GHG emission analyses rely on the emission factors and methodologies provided in EPA’s State Inventory Tool (SIT). The tool estimates off-road CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions. The SIT methodologies for estimating CO<sub>2</sub> follow a simple, top-down approach using state fuel consumption data. Emission factors based on fuel type are applied directly to the fuel consumption data to produce CO<sub>2</sub> estimates. This includes fuel consumption data for transportation fuel types including aviation gasoline, distillate fuel, jet fuel, motor gasoline, residual fuel and natural gas. Off-road CH<sub>4</sub> and N<sub>2</sub>O emissions were estimated by the SIT tool based on fuel consumption data, emission factors, energy contents for aircraft and density factors for rail and marine vehicles. Inputs to the SIT tool for the 2006 baseline inventory are based on the United States Department of Energy (US DOE) Energy Information Administration’s (EIA’s) State Energy Data (SED).

### Forecasting Assumptions

Historical information from EIA’s SED was used to project off-road source emissions to future years. Consistent with the Maryland CAP off-road methodology, the SIT model was used to estimate the GHG emissions. Historical fuel consumption was updated to include 2007 data that was not available when the CAP was developed. Based on the transportation emissions source, fuel consumption projections used the historical fuel consumption data to forecast the growth. For aviation, specific forecasts were obtained from the Federal Aviation Administration’s (FAA) APO terminal area forecasts. The growth rates selected for each off-road component were conservative, reasonable and consistent with historic trends. Table 2.3 summarizes the off-road inventory growth rate data sources.

**Table 2.3 Off-road Transportation Source Growth Rate Assumptions**

Fuel Type	Category	Data Used for Forecasting
Motor Gasoline	Marine	1990-2007 Data
Distillate Fuel	Vessel Bunkering	Same as 2007 Data
	Military	Same as 2007 Data
	Railroad	Half the growth as 2000-2007
Natural Gas	Other (Total Minus Vehicle Fuel Consumption)	1990-2007 Data
Residual Fuel	Vessel Bunkering	2000-2007 Data
	Military	Same as 2007 Data
	Other (Total Minus Military & Other)	2000-2007 Data
Aviation Fuel	Aviation	FAA APO Terminal Forecasts

## TRANSPORTATION SECTOR INVENTORY RESULTS

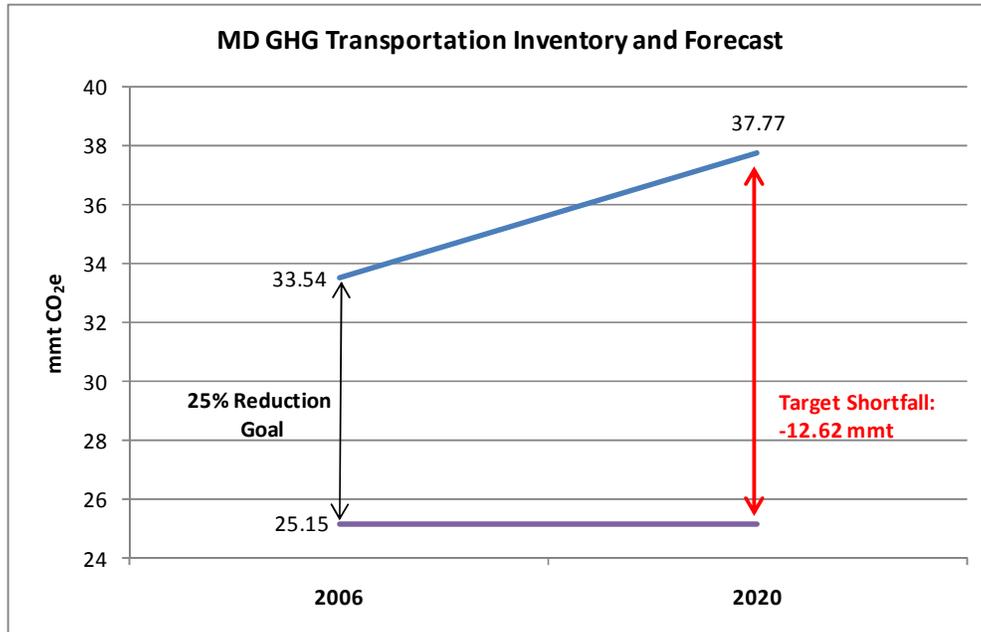
The 2006 baseline and 2020 base transportation sector GHG emissions forecast are summarized in Table 2.4. The on-road analyses include data, methods, and procedures approved by MDE during the consultation process of developing the inventory methodology. Recent fuel economy trends not contained within the MOBILE6.2 model were updated to reflect EPA's reported values in the report, "Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2008" (EPA420-S-08-003, September 2008). Off-road analyses utilized the SIT tool and updated information obtained from EIA.

The *Greenhouse Gas Emissions Reduction Act of 2009* requires the State of Maryland to reduce statewide greenhouse gas emissions 25 percent from 2006 levels by 2020. To date, MDE has not assigned GHG emission reduction targets by sector, but as a point of comparison to meet a 25 percent reduction target, the transportation sector would strive to reduce GHG emissions by 12.62 mmt CO<sub>2</sub>e (2020 base forecast minus the 25 percent goal).

**Table 2.4 Maryland 2006 and 2020 GHG Emissions Reduction Goals**

GHG Emissions (mmt CO <sub>2</sub> e)	2006 Baseline	2020 Base Forecast
On-Road	30.51	34.67
<b>Light Duty</b>	23.37	25.78
Medium/Heavy Duty Truck & Bus	7.14	8.89
<b>Off-Road</b>	3.03	3.10
TOTAL GHG Emissions	33.54	37.77
<b>GHG GOAL (25 percent below 2006)</b>	<b>25.15</b>	
<b>2020 GHG Reduction Target (2020 Base - Goal)</b>		<b>12.62</b>

**Figure 2.1 Maryland Transportation Sector GHG Emissions – 2020 GHG Reduction Goal and Target**



## 3.0 2020 Transportation Sector Assessment

The 2020 transportation sector assessment identifies the GHG emissions reduction impact of anticipated vehicle technology improvements in fuel economy, revised renewable fuel standards, and current transportation investment in Maryland through 2020. It also provides an assessment of the overall GHG emissions reduction benefit resulting from TLU strategies defined by the TLU Working Groups and Coordinating Committee. The TLU strategies focus on transportation investments, technology and other related programs that lead to a reduction in VMT, a reduction in fuel consumption and improved vehicle efficiencies.

The result indicates that MDOT’s Maryland Transportation Plan (MTP) leads to significant GHG reductions from the transportation sector by 2020. The MTP and its goals of quality of service, safety and security, system preservation and performance, environmental stewardship and connectivity for daily life, help guide MDOT in a direction that is consistent with the objectives of the Climate Action Plan and the Maryland Greenhouse Gas Reduction Act of 2009.

Section 3 describes the estimated GHG emission reductions and associated costs of the following subsections.

- 3.1 - Technology Improvements and Fuels
- 3.2 - Consolidated Transportation Plan (CTP) and MPO TIPs and LRPs
- 3.3 - Transportation Emissions Reduction Measures (TERMs)
- 3.4 - Transportation and Land Use (TLU) Strategies

Each of these subsections provides an overview, a general approach, and a summary of results that include GHG emission reductions and preliminary estimated capital costs. All related information for projects included in the Maryland 2009 -2014 CTP, approved MPO plans and TERMS is presented in Appendix C and D. The detailed GHG emission reduction and cost assumptions for the TLU strategy analysis is presented in Appendix B.

## 3.1 TECHNOLOGY IMPROVEMENTS AND FUELS

### Overview

Vehicle fuel economy standards are a key consideration in estimating future GHG emissions. The 2020 GHG inventory projection considers current CAFE standards as well as potential legislation that will further improve vehicle fuel economy. The technology improvements include:

- The Obama administration’s national policy aimed at increasing fuel economy and reducing GHG emission per mile for all new cars and trucks sold in the US, and
- The Maryland Clean Car Program that incorporates the California emission standards for model years through 2020.

For fuels, EPA has proposed revisions to the National Renewable Fuel Standard program that will require increases to the total amount of renewable fuels. The revised statutory requirements include allowable GHG performance reduction thresholds for the renewable fuel categories.

### Approach and Assumptions

The GHG emissions inventory projections reflect methodologies, data, assumptions, and tools developed in consultation with MDE. The 2020 base GHG emissions forecast for the transportation sources identified a **12.62 mmt GHG reduction target** (see Figure 2.1).

Assumptions have been made on each vehicle program based on the best available information at the time of the analysis. Legislative action or further program refinement could change or modify assumptions used to complete the GHG emission estimates. All fuel economy projections were adjusted to reflect actual on-road performance as discussed previously. Key program assumptions include:

- *Current CAFE Standards (Model Years 2008-2010)* – Vehicle model years through 2010 are covered under existing CAFE standards that will remain intact under the Obama Administration’s national program. Fuel economy values have been projected based on information from the National Highway Traffic Safety Administration (NHTSA).
- *National Program (Model Years 2012-2016)* – The light-duty vehicle fuel economy for model years between 2012 and 2016 were estimated based on the National Program proposed by the Obama administration and on September 15, 2009 jointly by USEPA and USDOT as referenced in the federal register, “*Notice of Upcoming Joint Rulemaking to Establish Vehicle GHG Emissions and CAFE standards*” (FR DOC E9-12009). Fuel economy improvements begin in 2012 until an average 250 gram/mile CO<sub>2</sub> standard is met in year 2016. This equates to an average fuel economy near 35 mpg.
- *MD Clean Car Program (Model Years 2011, 2017-2020)* – The MD Clean Car Program assumptions are based on the California Air Resources Board (CARB) report, “*Comparison of Greenhouse Gas Reductions for the United States and Canada Under U.S. CAFE Standards and California Air Resources Board Greenhouse Gas Regulations*”, February 25, 2008 and May,

2008 Addendum. These standards are consistent with the national program but include several key differences: an earlier phase-in by 2011 and continued reductions beyond 2016 until 2020.

The EPA issued a proposed renewable fuel standard in May 2009, which would mandate the use of 36 billion gallons of renewable fuel annually by 2022. Based on an approach utilized by the Metropolitan Washington Council of Governments (MWCOG), the use of renewable fuels will represent a 2 percent reduction in total mobile CO<sub>2</sub> emissions in 2030. For this analysis, a 1 percent overall reduction in 2020 on-road emissions was assumed to result from the implementation of the proposed renewable fuel standard. The costs associated with implementing the proposed standard were based on the Draft Regulatory Impact Analysis: Changes to Renewable Fuel Standard Program, (EPA-420-D-09-001, May 2009). Estimated additional costs were calculated for Maryland, based on a low and high per barrel crude oil price of \$53 and \$92. The total gasoline consumption replaced with E85 and B20 was assumed to be 80,436,600 gal/yr and 34,472,828 gal/yr, respectively.

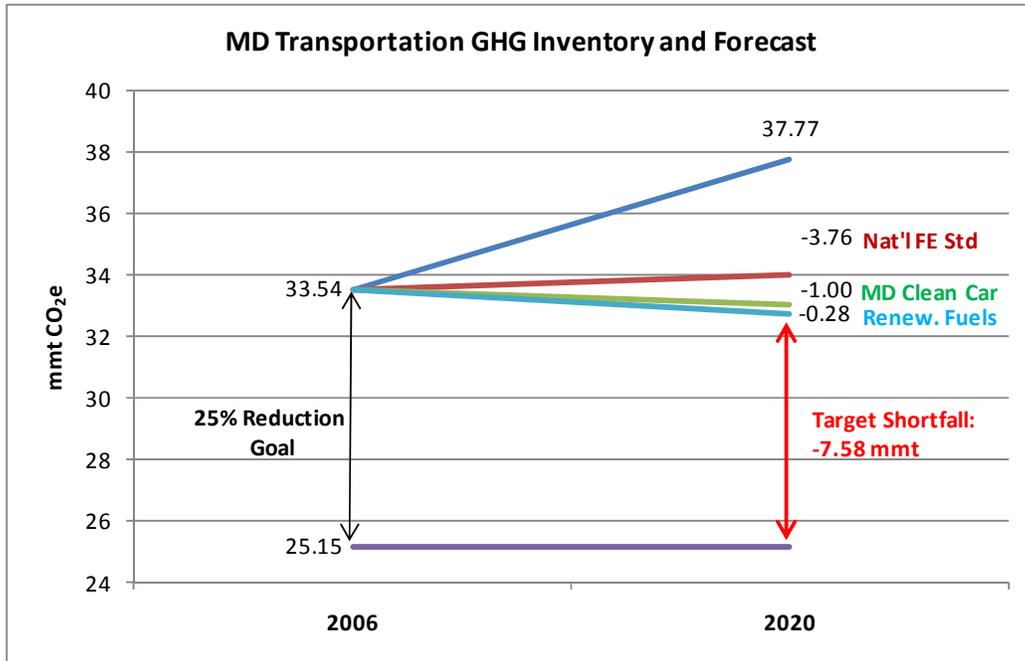
## Results

The GHG reductions from the National Vehicle Program, the Maryland Clean Car Program, and renewable fuels reduce projected 2020 GHG emissions by **5.04 mmt** as shown in Table 3.1. These items represent a 13 percent reduction from the 2020 base forecast (37.77 mmt), that leaves a **7.58 mmt** target shortfall as shown in Figure 3.1. To better understand the relationship between VMT and GHG emission reductions; by 2020 a 1 mmt CO<sub>2e</sub> reduction in GHG emissions is equivalent to a 2.4 billion or 3.6 percent reduction in VMT statewide.

**Table 3.1 Maryland 2020 Transportation GHG Emissions Forecast and Reductions**

GHG Emissions Reduction by Program	Annual GHG Emission Reduction (MMT CO <sub>2e</sub> )
National Fuel Economy Standards (Federal)	3.76
Maryland Clean Car Program	1.00
Renewable Fuels	0.28
<b>2020 GHG Emission Total</b>	<b>5.04</b>

**Figure 3.1 Maryland Transportation Sector GHG Emissions - Technology Improvements and Fuels**



While this analysis focuses on 2020, it is important to highlight that preliminary 2030 GHG emissions forecasts provide insight into the relationship between the currently proposed vehicle technology programs, continued vehicle turnover and VMT growth. It is probable that continued growth in VMT will eventually offset the benefit of the proposed improvements to vehicle technology and fleet turnover. The goal of the TLU strategies is to reduce the rate of growth in VMT so that the combined benefits of VMT related strategies and vehicle and fuels technology will be more significant. Understanding these relationships will be essential in attempting to achieve potential post-2020 targets, such as those outlined in the Maryland Greenhouse Gas Emission Reduction Act (90 percent below 2006 by 2050) and the proposed federal climate change legislation (42 percent below 2005 by 2030). Additional improvements to fuel economy standards and continued fleet turnover will be critical to meeting post-2020 GHG reduction targets.

## 3.2 EXISTING PLANS & PROGRAMS

### Overview

Transportation projects, land use and travel forecasts data from the following list of approved transportation programs were used to assess and quantify the GHG emissions of the State’s proposed transportation investments through 2020.

- Maryland 2009-2014 CTP
- Baltimore Regional Transportation Board (BRTB) 2010-2013 TIP and 2035 LRP
- MWCOG 2010-2015 TIP and 2030 CLRP
- Hagerstown/Eastern Panhandle MPO (HEPMPO), Salisbury/Wicomico MPO, and Wilmington Area Planning Council (WILMAPCO) TIPs and LRPs
- Modal Plans including - Maryland Area Regional Commuter (MARC) Growth and Investment Plan, Port of Baltimore Regional Landside Access Study, Maryland Statewide Freight Plan, Washington Metropolitan Area Transit Authority (WMATA) Capital Plan, Maryland Aviation Administration (MAA) Capital Plan

Based on the macro-level analysis of the overall transportation infrastructure investment and the associated land use policies, statewide growth in VMT is forecast to be 1.4 percent annually. This represents a slower rate of growth than was included in the Maryland Climate Action Plan developed in 2007.

*The reduced forecasted rate of growth in VMT contributes to a 1.38 mmt reduction in GHG emissions by 2020 compared to the 2020 base forecast. The infrastructure investment that affects travel and congestion documented in the Maryland 2009-2014 CTP and MPO TIPs and LRPs represent a \$13.3 billion investment through 2020.*

### Approach and Assumptions

The 2020 base GHG emission forecast utilizes a methodology consistent with the Climate Action Plan (CAP). The HPMS historical growth rate was based on county reported HPMS VMT totals for the 1990-2006 timeframe. Using HPMS data and the associated timeframe, the average statewide annualized growth rate would be 1.8 percent, which is consistent with the assumptions used for past GHG analysis efforts under the Maryland CAP.

To account for the impact of planned transportation plans and programs in 2020, MPO forecast travel and land use data were employed where available. For rural counties not included in a MPO or travel demand model domain, HPMS historical growth rates were used. The growth rates under this scenario incorporate the impacts of future regional demographic projections from each MPO and the impacts of planned transportation projects (highway and transit) in the regional TIPs and LRPs. Under this scenario, the average statewide annualized growth rate is 1.4 percent. Project level analyses were not performed. The systemwide GHG reductions in 2020 are equivalent to the VMT difference between the base VMT growth rate (1.8 percent) and the 1.4 percent VMT growth rate.

The majority of the transportation funding that supports the approved transportation program is summarized in the Maryland 2009-2014 CTP. The total state 6-year capital program is **\$12.30 billion** and includes \$3.82 billion for MdTA projects.

Total capital funding for MPO long-range plans beyond the timeframe of the CTP includes \$6.33 billion in the MWCOG 2010-2015 TIP and 2030 CLRP, \$7.59 billion in the BRTB 2035 LRP and \$0.46 billion in other Maryland MPO long range plans.

*The total fiscally constrained Maryland capital investment program, including the CTP and MPO LRPs, 2009 – 2020, is estimated to be \$26.68 billion.*

Projects that contribute to a change in VMT growth and/or improve system efficiency are a subset of the complete state capital program. These are roadway and transit infrastructure projects that act to reduce VMT and/or delay by adding capacity, improving flow, reducing bottlenecks or improving overall system efficiency through enhanced system management and operations. These projects are multimodal in nature and span multiple agencies, including MdTA, MAA, MPA, MTA and SHA as well as regional and local transit operators. The total costs of these projects are **\$5.46 billion** and are summarized in Table 3.2 (approximately 44 percent of the capital program in the 2009-2014 CTP).

Table 3.2 illustrates groupings of applicable 2009-2014 CTP projects by TLU policy option.

**Table 3.2 2009-2014 CTP Projects by TLU Category**

TLU	Projects	Total Cost (2009–2014) (billions \$)
TLU-2 – Land Use and Location Efficiency	1	\$0.01
TLU-3 – Transit	32	\$1.76
TLU-5 <sup>(1)</sup> – Intercity	15	\$0.31
TLU-8 <sup>(2)</sup> – Bike & Pedestrian	31	\$0.37
TLU-9 – Pricing	2	\$2.77
TLU-10 – Technology	2	\$0.23

Notes:

1) CTP projects in TLU-5 include all capacity expansion and interchange improvements on interstate highways and intermodal connectors.

2) CTP projects in TLU-8 include all capacity expansion projects with an identified bike or pedestrian element in the project description. The costs represent total project cost.

Examples of CTP projects within each TLU are listed below:

- TLU-2: Owings Mills joint development project.
- TLU-3: Includes all MTA and WMATA capital projects in the 2009-2014 CTP (vehicle purchases, facilities and route expansion).

- TLU-5: Includes all highway capacity projects on interstate highway system routes and intermodal connectors. Also includes funding for Baltimore intercity bus terminal and MARC efficiency improvements.
- TLU-8: Combination of bike and pedestrian infrastructure inclusion in roadway projects as well as improved access to transit facilities (funding amount represents total project cost).
- TLU-9: Includes MdTA projects: Intercounty Connector and I-95 Express Toll Lanes.
- TLU-10: Includes transit LED sign replacement, MTA diesel-hybrid bus purchases, transit CAD/AVL system upgrades and high speed tolling at I-95 Fort McHenry toll plaza.

The total cost of the subset of projects contributing to changes in VMT growth and/or system efficiency in the MPO long range plans is \$7.84 billion. This set of projects include construction of the Purple Line between Bethesda and New Carrollton (\$1.52 billion), construction of the Corridor Cities Transitway (\$0.87 billion), construction of the MTA Red Line (\$1.54 billion) and major capacity adding projects in the Baltimore and Washington DC urbanized areas. Further financial analysis reflecting updated costs and project assumptions will be included in Phase III of the study.

*The total cost of the subset of projects contributing to changes in VMT growth and/or system efficiency, from the complete State capital program, 2009 - 2020, is \$13.30 billion (approximately 50 percent of the capital program 2009 - 2020).*

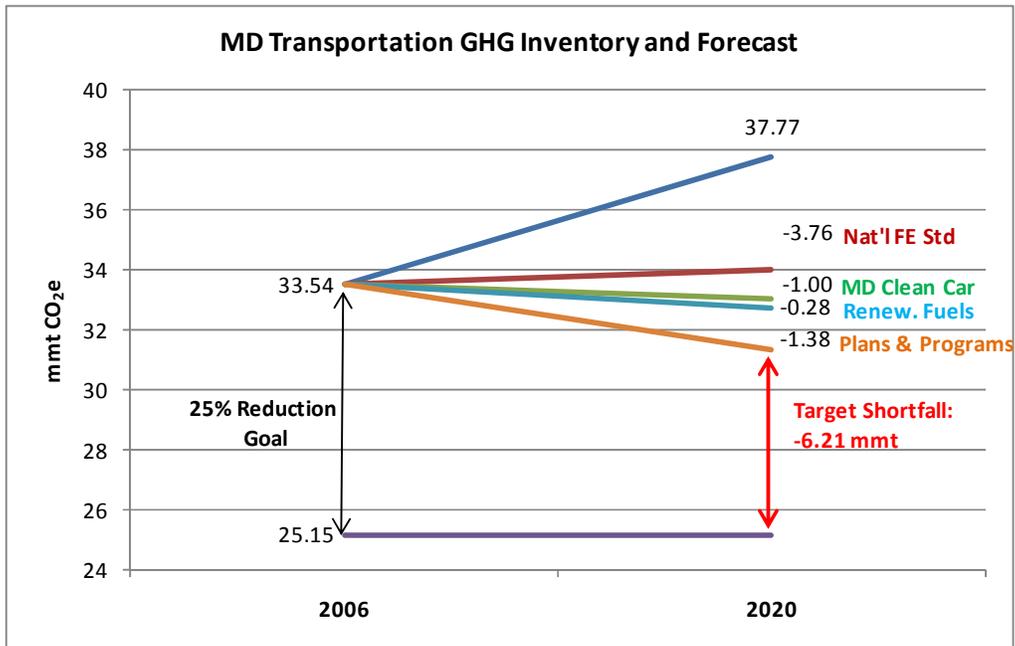
## **Results**

The total transportation sector 2020 base GHG emission inventory, including off-road emissions (ports, rail, airports) is 37.77 mmt (Figure 3.2). The GHG emissions associated with the existing plans and programs results in a 2020 VMT reduction of 3.294 billion vehicle miles traveled and a GHG emissions reduction of 1.38 mmt. Table 3.3 provides a VMT summary and Figure 3.2 presents the 1.38 mmt GHG emissions reduction in comparison to the vehicle technology and fuels strategies presented in Section 3.1. Implementation of the technology and fuel strategies, plus existing transportation plans and programs through 2020, accounts for 51 percent of the 2020 target shortfall of 12.62 mmt.

**Table 3.3 Maryland 2020 Base Compared to 2020 Plans & Programs VMT**

Scenario	2020 Base Forecast	2020 Base Forecast less Plans & Programs
Annual VMT (millions)		
Light Duty	63,878	60,884
Medium/Heavy Duty Truck & Bus	6,775	6,475
<b>TOTAL VMT (in Millions)</b>	<b>70,653</b>	<b>67,359</b>

**Figure 3.2 Maryland Transportation Sector GHG Emissions - Existing Plans and Programs**



### 3.3 TRANSPORTATION EMISSION REDUCTION MEASURES (TERMs)

#### Overview

The Clean Air Act Amendments of 1990 (CAAA) and the Safe, Accountable, Efficient, Flexible, Transportation Efficiency Act (SAFETEA-LU) requires MPOs and state departments of transportation to perform air quality analyses, to ensure that the transportation plan and program conform to the mobile emission budget established for the criteria pollutants such as NO<sub>x</sub>, VOCs, CO and particulates in the State Implementation Plans (SIP). As a result, MPO's and DOT's are required to identify transportation emissions reduction measures (TERMs) that provide criteria pollutant emission-reduction benefits. These measures are assessed in conformity documentation and include specific information on the costs and expected air-quality benefits.

TERMs identified in the 2009-2014 CTP and MPO TIPs and LRPs to meet criteria pollutant targets, as well as continuation of current programs such as Commuter Connections, CHART, Metropolitan Area Transportation Operations Coordination (MATOC) are assessed to determine estimates of GHG emission reductions and costs through 2020.

*The cumulative costs of capital investment in TERMs 2009 – 2020 are \$658.04 million. In 2020 this results in an annual GHG reduction of 0.73 mmt CO<sub>2</sub>e.*

#### Approach and Assumptions

The range of TERMs considered are diverse in strategy, scope and implementation requirements (refer to Appendix B for the complete list and associated TLU correlation). The TERMs were organized into eight unique categories of strategies:

- **Clean Technology:** Truck idling (truck stop electrification or auxiliary power units), transit bus purchases, state fleet purchases
- **Commute Alternatives/Incentives:** Ridesharing (Commuter Connections), guaranteed ride home/fare-less cab, TDM program management and marketing, parking cash-out subsidies, transportation information kiosks, live-near-your work program, local carsharing programs, telework partnerships, parking impact fees, vanpool programs
- **Intelligent Transportation Systems:** CHART, MATOC, signal coordination/management
- **Outreach/Education Programs:** Clean Air Partners
- **Public Transit Amenities Improvement:** Station access improvements, bus stop programs, traveler information
- **Public Transit Service Improvement:** Activity center shuttle services, college pass program, state worker free transit program, free bus transfers and mid-day bus service, enhanced commuter and reverse commute service, added capacity at park-and-ride lots

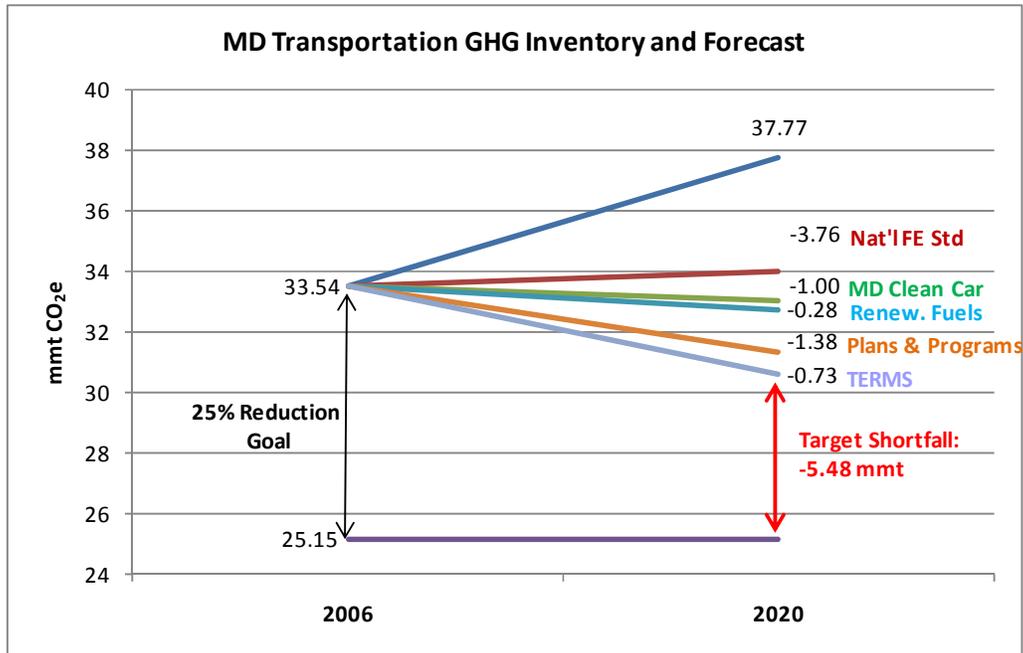
- **Traffic Control:** Speed limit adherence, traffic signal LED upgrades
- **Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall):** Aircraft taxi/idling/delay reduction strategies, vehicle fleet purchases, dedicated lanes, smart park facilities, APUs for ground service equipment, facility electricity usage
- **Maryland Port Administration (MPA):** Cargo handling equipment replacements and engine repowers and truck replacements and engine repowers

The criteria pollutant reductions of a large share of these strategies are included in BRTB's and MWCOG's air quality conformity process. For these strategies, reductions in VMT or fuel consumption as estimated by BRTB, MWCOG, MDOT and MDE are adjusted to reflect 2020 conditions and converted to GHG emission reductions. For the strategies where a prior analysis has not been completed, observed data on the benefits of these strategies in other locations or research reports were utilized to determine potential 2020 benefits.

## Results

Figure 3.3 presents the results of the 2020 analysis, reflecting the GHG reduction from the combined effect of TERMS impact on VMT or fuel consumption. The equivalent total GHG reduction for each category is determined, resulting in a total 2020 GHG reduction of **0.73 mmt**. The TERM strategies are all exclusive of the VMT impacts and resulting GHG emissions from existing plans and programs analysis, ensuring that no double counting of benefits occurs. Implementation of the technology and fuel strategies, plus current transportation plans and programs, including all TERMS, through 2020, accounts for 57 percent of the 2020 target shortfall of 12.62 mmt.

**Figure 3.3 Maryland Transportation Sector GHG Emissions - Transportation Emission Reduction Measures (TERMs)**



Implementation of many of the TERMS requires capital investments along with annual administrative and operations costs. The costs included in Table 3.3 are predominantly capital costs, reflecting expenditures for new technologies, equipment and vehicles as well as transit support infrastructure (bus shelters, park-and-ride lots). For commuter programs and most ITS related programs, there are significant annual administrative and operations costs included in Table 3.4. Table 3.4 also shows the equivalent TLU policy option for each of the TERM project types, since these already committed TERM measures do fit into the TLU policy option definitions. The cumulative TERM implementation costs from 2009 to 2020 total **\$658.04 million**.

These costs are identified in three primary sources – 2009-2014 CTP, 2010-2015 MWCOG TIP, and BRTB 2010-2013 TIP. Total costs for annual programs such as CHART, Commuter Connections, Ridesharing, and Guaranteed Ride Home from these sources are annualized, and then expanded to obtain a cumulative 2009-2020 cost estimate.

**Table 3.4 2020 TERMS GHG Reductions and 2009-2020 Costs**

<b>Project Type</b>	<b>Annual GHG (mmt)</b>	<b>Total Cost 2009-2020 (million \$)</b>	<b>TLU Policy Option</b>
Clean Technology	0.13	\$7.34	TLU-10
Commute Alternatives/Incentives	0.30	\$147.35	TLU-9
ITS - CHART/MATOC, Signal Systems	0.15	\$91.95	TLU-10
Outreach/ Education Programs	0.01	\$2.75	TLU-10
Public Transit Amenities Improvement	0.001	\$21.11	TLU-3
Public Transit Service Improvement	0.05	\$359.19	TLU-3
Traffic Control	0.07	\$28.35	TLU-10
BWI Marshall Airport	0.02	-	TLU-5
Maryland Ports Administration	0.002	-	TLU-10
<b>Total</b>	<b>0.73</b>	<b>\$658.04</b>	

## 3.4 TRANSPORTATION AND LAND USE POLICY OPTIONS – IMPLEMENTATION STRATEGY DEVELOPMENT AND ANALYSIS

### Overview

The 2008 Maryland Climate Action Plan (CAP) established GHG emission reduction targets from 2006 levels including targets of 25 percent by 2020 and 90 percent by 2050. In order to assist Maryland in meeting these targets, the Commission also identified 42 GHG “mitigation” policy options designed to reduce GHG emissions. A total of eight transportation and land use policy options were outlined in the CAP. While many State agencies are involved, MDOT was designated as the implementing agency for six TLUs, and is a primary supporting agency on the two others. MDOT’s policy options are primarily focused on reducing GHG emissions through vehicle miles of travel (VMT) reductions and technology improvements.

MDOT developed a multi-phase approach in order to address the responsibility of acting as the implementing agency for the TLU policy options. This section outlines the first two phases of MDOT’s on-going process to develop the MDOT Climate Action Implementation Plan. Phase I focused primarily on developing strategies under each policy option and conducting preliminary analyses of those strategies. The preliminary analysis conducted under Phase I was utilized to prioritize the strategies and to identify those that would be the focus of more detailed analysis under Phase II of MDOT’s implementation efforts. Overviews of Phases I and II of MDOT’s Climate Action Implementation Plan are provided below.

*The incremental benefit of the 44 TLU strategies (Table ES.1) evaluated in Phase II is a 1.6 mmt to 3.2 mmt GHG reduction in 2020. The initial implementation cost estimate (capital costs only) of the Phase II TLU strategies from 2010 to 2020 is \$4,796 to \$6,002 million over the existing transportation plans and programs through 2020.*

### Approach & Assumptions

The goal of Phase I was to define, evaluate, rank, and determine the feasibility of a series of transportation strategies and actions, consistent with the Climate Action Plan, to assist Maryland in achieving GHG reduction targets while doing no social, economic, or environmental harm to Maryland and its citizens.

Phase I of MDOT’s implementation efforts began in January 2009 with establishing eight Working Groups, tasked with identifying implementation strategies for the TLU policy options, and a Coordinating Committee to oversee the process. The Coordinating Committee membership was designed to ensure full representation of all MDOT modal agencies and other relevant State agencies. The Working Groups provided technical guidance and included the participation of MPOs and local governments. Working Group membership was designated based on (1) assuring agency relevance to each specific topic area, (2) ensuring broad cross-sectional representation among State, regional and local agencies, and (3) maintaining a manageable size and focus for each Working Group.

From February 2009 through May 2009, over 50 unique participants attended a total of 21 meetings. The working groups identified and considered 72 policy option implementation strategies. The strategies focused on reducing greenhouse gases through improving transportation systems and operational efficiency, reducing the growth of VMT, transitioning to lower GHG fuels, and improving vehicle technologies. The range of strategies considered included policy and process changes, land use, technological advancements, pricing measures, travel demand management, and multi-modal infrastructure investment.

The working groups and the Coordinating Committee evaluated all 72 strategies qualitatively, considering each individual strategy's implementation timeframe, GHG reduction potential, implementation cost, and ease of implementation. Based on this set of criteria, the strategies were prioritized into three categories:

- Critical - those strategies essential to meeting the GHG reduction goal;
- Important - strategies that support the critical strategies in meeting the goal; and
- Value added, representing strategies, which add value but are not essential to achieving the goal at this time.

Strategies which were determined to have implementation timeframes within the short- to mid-term (2020 or before) and were prioritized as critical or important strategies were recommended by the Coordinating Committee for further analysis. A total of 44 of the 72 strategies developed under Phase I were recommended for further analysis under Phase II.

A complete copy of MDOT's Phase I Implementation Status Report, submitted to MDE on May 22, 2009, can be found in Appendix A.

The following text provides a brief description of each policy option, the strategies evaluated under Phase II and the primary challenges and opportunities envisioned when considering implementing these strategies. More detailed information, regarding the strategy analysis approach and assumptions can be found in Appendix B.

### *TLU-2 Land Use and Location Efficiency*

The goal of TLU-2 is to identify strategies that result in the implementation of comprehensive, statewide land use planning and development, e.g. tools, policies, regulations, etc., which will reduce VMT and corresponding greenhouse gas emissions. In Phase I, the TLU-2 Working Group identified three primary strategy areas: energy conservation and location efficiency; integrated transportation, land use and development planning; and, statewide smart growth policy and legislation. The Working Group recognized that the greenhouse gas emission benefits of significant changes in statewide land use and location efficiency are unlikely to be realized by 2020. The Phase II approach considers the short-term impact of the following key strategy:

- Integrated Transportation, Land Use and Development Planning

### *TLU-3 Public Transportation*

Consistent with the Maryland Climate Action Plan, this policy option identifies public transportation strategies to reduce GHG emissions by doubling transit ridership in Maryland by 2020, and continuing that same growth rate beyond 2020. In order to achieve this growth, actions to increase the attractiveness and convenience of public transportation, improve the operational efficiency of the system, as well as adding capacity are required. Policies also involve supportive actions with regard to land use planning and policy, pricing (auto disincentives), and bike and pedestrian access improvements. Policies to reduce GHG produced by public transportation services are also included. The following strategies, defined by the TLU Working Group, are used to support the transit ridership goal defined in the Climate Action Plan (e.g. a doubling of 2000 transit ridership by 2020):

- Additional Capacity on Existing Transit Routes
- Expanded Park and Ride Capacity
- Increase Coverage of Transit Services – New Commuter / Intercity Bus Routes
- Implement Bicycle and Pedestrian Improvements to Support Transit
- Reduce Transit GHG Production
- Bus Priority Improvements
- Plan Transit in Conjunction with Land Use
- Increase Frequencies of Transit Services Statewide
- Increase Coverage of Transit Services – New Local Bus Routes

### *TLU-5 Intercity Transportation*

This policy option enhances connectivity and reliability of non-automobile intercity passenger modes and multimodal freight through infrastructure and technology investments. For intercity passenger modes, this includes expansion of intercity passenger rail and bus services as well as improved connections between air, rail, intercity bus and regional or local transit systems. For freight movement, this includes expansion and bottleneck relief on rail corridors and enhanced intermodal freight connections at Maryland’s intermodal terminals and ports. In Phase I, the TLU-5 working group identified the following strategy as the primary pre-2020 strategy for analysis under Phase II:

- Improving Passenger Convenience for Intermodal Connections at Airports, Rail Stations, and Major Bus Terminals

### *TLU-6 PAYD Insurance*

For TLU-6, the Climate Action Plan identified a policy goal to make PAYD coverage available to all Maryland drivers as early as possible and to push for adoption of incentives or pilot

programs for Maryland drivers by 2012. In Phase I, PAYD Insurance was carried forward as a priority pre-2020 TLU strategy.

### *TLU-8 Bike and Pedestrian*

This policy option seeks to increase the bicycle and pedestrian mode share to 15 percent of all trips in urbanized areas. The policy includes infrastructure design and construction policies and funding, regulatory and land use strategies improving bike and pedestrian amenities, and education and marketing measures. Increasing the number of trips made on foot or bicycle will reduce the number of vehicle trips, resulting in a reduction in GHG emissions. This policy also recognizes that local governments are responsible for the design and maintenance of approximately 80 percent of roads in Maryland. The following strategies were considered for implementation prior to 2020 through the Phase II analysis:

- Promote Use and Regular Review/Updates to Existing Manuals and Standards
- Complete Streets – Improve Bike/Pedestrian Access and Mode Options
- Update Existing Land Use Policy Guidance
- Bike Facility Placement at Strategic Locations
- Provide Funds for Low-Cost Safety Solutions
- Increase Funds for Capital Projects
- Education and Encouragement of Non-Motorized Modes

### *TLU-9 Pricing*

This policy option addresses pricing and incentives, transportation choices and identifies alternate funding sources for GHG beneficial programs. Evaluating pricing and incentive options will reflect the true environmental and social costs of our transportation choices. These strategies can amplify GHG emission reductions by supporting Smart Growth incentives and transit investments. The draft MDOT policy design, developed by the TLU-9 working group in Phase I, considers four potential strategy areas combined with an education component for state and local officials: VMT fees, congestion pricing and managed lanes, parking impact fees and employer commute incentives. The following strategies were considered in the Phase II analysis:

- VMT Fees
- Parking Impact Fees
- Congestion Pricing / Managed Lanes
- Commuter Incentives
  - Provision of Alternative Mode Information
  - Provision of Transit Subsidies

- Ridesharing / Ridematching Programs and Incentives
- Vanpools
- Guaranteed Ride Home Statewide
- Telecommuting
- Alternate Work Schedules
- Trip Reduction Requirements

### *TLU-10 Transportation Technologies*

This policy option aims to reduce GHG emissions from on- and off-road vehicles/engines through the deployment of technologies designed to cut GHG emission rates per unit of activity through such measures as idling reduction, engine/vehicle replacements, and the promotion of fuel efficient technologies. This policy option also encompasses improvements to transportation system efficiencies through measure such as traffic signal synchronization/optimization and active traffic management. The following strategies were evaluated under Phase II:

- Active Traffic Management and Traffic Management Centers
- Traffic Signal Synchronization / Optimization
- Initiate Marketing and Education Campaigns to Operators of On- and Off-Road Vehicles
- Timing of Highway Construction Schedules
- Green Port Strategy
- Reduce Idling Time in Light Duty Vehicles, Commercial Vehicles, Buses, Locomotives, and Construction Equipment
- Promote and Incentivize Fuel Efficiency Technologies for Medium and Heavy Duty Trucks
- Incentivize Fuel Efficient and Low GHG Vehicle Purchase (On-Highway Vehicles)

### *TLU-11 Evaluate the Greenhouse Gas Emission Impacts of Major Projects and Plans*

This policy option focuses on the process of evaluating GHG emissions of all state and local major projects. The goals of this TLU are to understand the impacts of new, major projects on the Governor’s GHG reduction commitment; and to develop guidance for the state and other major project sponsors to use. In Phase I, the Working Group identified three potential implementation strategies for this policy option:

- Participate in Framing National Policy
- Evaluation of GHG Emissions through the NEPA Process
- Evaluation of GHG Emissions through Statewide/Regional Planning

## *Strategy Implementation Barriers & Opportunities*

It is important to note that the strategies outlined above will generate opportunities as well as presenting challenges or barriers, which must be addressed in order for the strategies to be implemented as evaluated in this Phase II analysis. Several of those implementation barriers and opportunities are outlined below.

*Financial* – In a time of budget shortfalls, a significant increase in current funding would be necessary to effectively implement many of the strategies outlined above. In addition to increased funding needs, MDOT must also address a loss in revenue generated by the state’s gasoline tax resulting from vehicle technology improvements and decreases in VMT. The impact of this loss will worsen as the TLUs are implemented, particularly if the issue goes unaddressed by either a compensating increase in the state gasoline tax or the implementation of a new/complementary revenue generating mechanism.

*Social* – The social, environmental, and economic impacts of the TLU strategies will be distributed differently among the socioeconomic groups in Maryland. With sufficient political will and careful consideration of the program design—the TLU strategies can avoid social, environmental or economic harm.

*Programmatic* – Some of the implementation strategies will face programmatic challenges surrounding changes or workarounds to current policy and operations. In order for effective strategy implementation, some strategies will require the state and locals to forge new and innovative working relationships. In addition, some of the strategies will require the development of new tracking or accounting mechanisms.

*Political* – Taxes, especially given the current economy, are difficult to institute or change. Increases in fees, taxes, and tolls will face challenging political barriers. While the strategies were mindfully developed with consideration of environmental justice and equity concerns, there may be some strategies that by their very nature could pose challenges.

*Opportunities* –The implementation of several of the policy options would also afford MDOT opportunities to realize co-benefits within the transportation sector, such as a reduction in criteria air pollutants, safety enhancements, and energy security. In addition, MDOT, and the State of Maryland, has positioned itself to take a leadership-by-example role, which can facilitate interaction in the national climate change policy debate as legislation and policy are formed.

## **Results**

This section presents the results of the Phase II TLU strategy analysis (Table 3.5). The GHG reduction estimates summarized here are assumed to represent GHG reductions beyond the benefits of the current state transportation program. The preliminary cost estimates of the TLUs included in this analysis represent additional capital costs that are not included in any state or MPO plan. Ranges of GHG reductions and costs are illustrated in order to reflect the

relationship between achieving more significant GHG reductions and the costs associated with achieving those reductions.

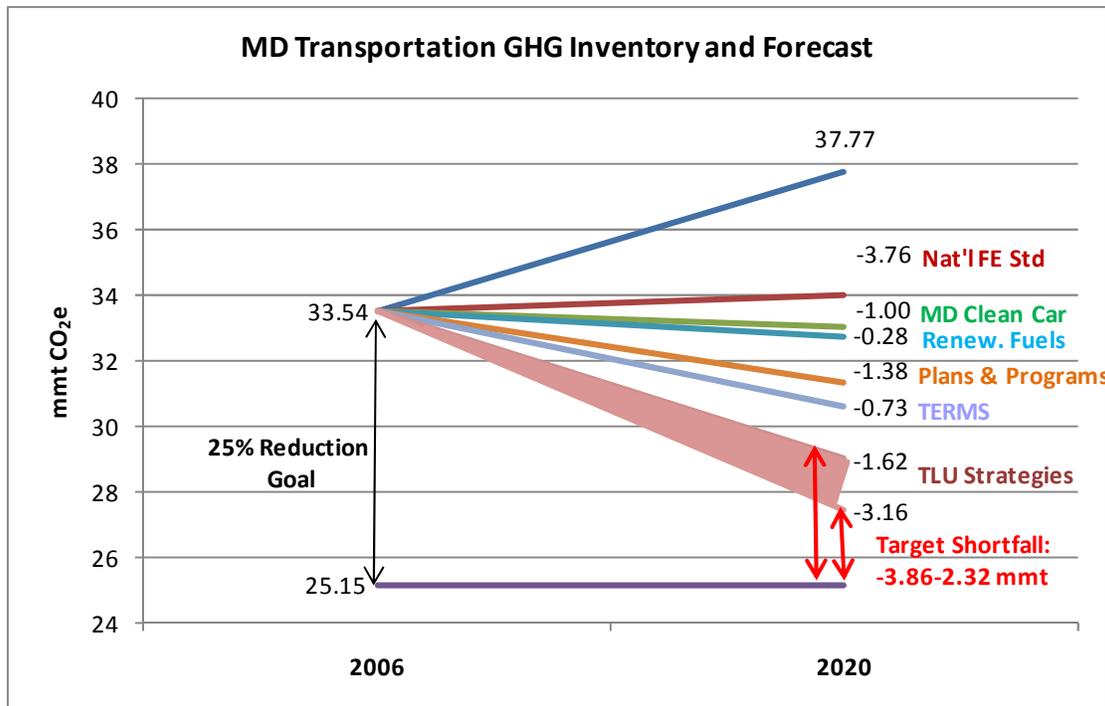
A more detailed summation of the analysis conducted for each policy option, including an overview and definition of the TLU policy option, approach to the analysis, assumptions and results, is provided in Appendix B.

**Table 3.5 TLU Policy Options – 2020 Emission Reduction and Cost Summary**

<b>GHG Reduction Strategies</b>	<b>GHG Reduction (mmt CO<sub>2</sub>e)</b>	<b>Total Additional Cost 2010 -2020 (million \$)</b>
<i>TLU-2 Land Use and Location Efficiency</i>	0.18 – 0.24	N/A
<i>TLU-3 Public Transportation</i>	0.45	\$1,550.0 – \$1,740.0
<i>TLU-5 Intercity Travel</i>	0.02	N/A
<i>TLU-6 PAYD Insurance</i>	0.26	N/A
<i>TLU-8 Bike and Pedestrian</i>	0.10 – 0.15	\$597.0 - \$817.0
<i>TLU-9 Pricing</i>	0.41 – 1.84	\$2,599.0 - \$3,395.0
<i>TLU-10 Transportation Technology</i>	0.20	\$50.0
<i>TLU-11 Evaluate GHG Impacts of Major Projects &amp; Plans</i>	N/A	N/A
<b>Total 2020 GHG Reduction</b>	<b>1.62 – 3.16</b>	<b>\$4,796 – \$6,002.0</b>

The benefit of the TLU strategies evaluated in Phase II is a **1.6 mmt to 3.2 mmt** GHG reduction.

**Figure 3.4 Maryland Transportation Sector GHG Emissions - Transportation and Land Use Policy Options**



After accounting for the GHG reduction benefits of vehicle technology and fuel strategies, existing fiscally constrained transportation plans and programs, and TERMS, the remaining target shortfall in 2020 is 5.48 mmt. Implementation of the eight TLU policy options at different levels of deployment create a range from a 1.62 to 3.16 mmt reduction in 2020, thus accounting for 30 to 60 percent of the target shortfall. At the highest level of potential TLU strategy deployment through 2020, plus the benefits of the existing statewide transportation sector strategies, the transportation sector can achieve a reduction of 82 percent of the 2020 shortfall. In other words, compared to the Climate Action Plan and Maryland GHG Emission Reduction Act goal of a 25 percent reduction of 2006 emissions in 2020, the transportation sector could reduce GHG emissions by 20.4 percent in 2020.

The initial cost estimate of the TLU strategies as identified in Table 3.5, add total implementation costs (capital investment only) of **\$4,796 to \$6,002 million** over the existing transportation plans and programs through 2020. As a point of reference, the existing transportation plans and programs 2009-2014 total \$12,301.9 million. Therefore, this potential level of investment represents roughly a 40 to 50 percent increase in transportation system capital investment in the 2009-2014 CTP.

## 4.0 Next Steps

The remainder of the Phase II process will include supporting MDOT, the modal agencies, MPOs, local jurisdictions and MDE in presenting the results of the work program and making any refinements necessary to support the overall Commission schedule. Any refinements to the report resulting from the Coordinating Committee meeting or the Commission meeting will be made prior to the November 2009 annual submittal to the Governor and General Assembly.

Based on the MDOT, MDE and the Commission review, there may be several subsequent actions that will continue to refine this work, and to meet the deadlines included in the Greenhouse Gas Reduction Act of 2009. These actions could include:

- Refining the transportation sector baseline and forecast inventories for 2006 and 2020, based on further Federal or State guidance.
- Refining the TLU GHG reduction estimates through the continued collaboration with the modal agencies, MPOs, local governments and other State agencies.
- Developing and testing logical strategy “bundles” that could obtain more significant long-term GHG emission reductions.
- Detailing the potential equity impacts, including economic, development and environmental justice considerations.
- Documenting the co-benefits, including the effects the strategies will have on criteria air pollutants and mobile source air toxics; safety; congestion; and energy security.
- Identifying barriers to implementation, including political and legislative obstacles, and realistic strategy implementation timeframes.
- Focusing more intently on strategies that will do more to address future years (2030 and 2050) GHG emission reduction targets.
- Continuing outreach and coordination activities with the modal agencies, MPOs, other state agencies and the local jurisdictions to build consensus, gain buy-in and assist in the planning and implementation of the transportation sector climate change related strategies.

It is important to recognize that the mandated GHG emission reduction by 2020 represents a starting point to achieve climate change goals established in the Act, which will also set a target reduction for 2050. Continued refinement of this work will allow MDOT to focus on developing a transportation investment program that will help support the State’s GHG emission reduction targets over the short and long term. Recognizing the key program elements to support the State’s GHG reduction goals through 2020 will lead to the thoughtful prioritization of future strategies and ultimately guide the fundamental goals and objectives of Maryland’s statewide transportation planning process.

# Maryland Climate Action Plan - Appendix

Draft Maryland Department of Transportation  
Implementation Status Report



*Martin O'Malley, Governor*

*Anthony G. Brown, Lt. Governor*

*Beverley K. Swaim-Staley, Secretary*

Revised November 4, 2009



**Maryland Department of Transportation**



# Maryland Climate Action Plan – Draft Maryland Department of Transportation Implementation Status Report

## *Appendices*

*prepared for*

Maryland Climate Change Commission

*prepared by*

Maryland Department of Transportation

*assisted by*

Cambridge Systematics, Inc.  
4800 Hampden Lane, Suite 800  
Bethesda, Maryland 20814

*with*

Michael Baker Jr., Inc.  
KFH Group, Inc.  
Toole Design Group, LLC

*date*

Revised November 4, 2009

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# Appendices

The appendices are designed to provide the information, data and methods used during the assessment phase of this work program and to support the initial findings documented in the **Draft MDOT Implementation Status Report (Draft Report)**. The appendices are organized into five distinct sections.

- A. Phase I TLU Implementation Status Report
- B. TLU Detailed Analyses
- C. List of Maryland Plans and Program Projects
- D. List of TERMS
- E. Coordinating Committee and TLU Working Group Members

**Appendix A** includes the Phase I report that documents all the activities and findings of Phase I from February 2009 through May, 2009. This includes a summary of working group meeting participation and findings, TLU strategy prioritization and final TLU status/implementation reports as submitted to MDE on May 22, 2009.

**Appendix B** provides the technical approach, assumptions, GHG emission reduction and costs analysis for each TLU policy option analyzed as part of the work program. This section provides background material that supports the findings in Section 3.4 of the **Draft Report**.

**Appendix C** provides a list individual projects included in the following transportation plans and programs.

- 2009-2014 CTP
- Baltimore Regional Transportation Board (BRTB) 2010-2013 TIP and 2035 LRP
- Metropolitan Washington Council of Governments (MWCOG) 2010-2015 TIP and 2030 CLRP
- Hagerstown/Eastern Panhandle MPO (HEPMPO), Salisbury/Wicomico MPO, and Wilmington Area Planning Council (WILMAPCO) TIPs and LRPs

These projects are included in the 2020 GHG emissions and cost analysis in Section 3.2 of the **Draft Report**.

**Appendix D** includes a list of the Maryland TERMS included in the 2020 GHG emissions and cost analysis in Section 3.3 of the **Draft Report**. Appendix D also includes a summary of the assumptions and methodology used to assess the GHG reductions of TERMS not included in BRTB or MWCOG conformity documentation.

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**Appendix E** includes the Coordinating Committee and Working Group member lists as of September 30, 2009.



## A. Phase I Report

The purpose of this memorandum is to provide an update on the Office of Planning and Capital Programming (OPCP's) work to develop the Maryland Department of Transportation's (MDOT's) response to the Maryland Commission on Climate Change (The Commission), Climate Action Plan document completed in August 2008. The Commission's Climate Action Plan identified eight specific Transportation and Land Use (TLU) greenhouse gas (GHG) mitigation policy options and designated MDOT as the implementation agency for the six of the TLUs. MDOT is also identified as the supporting agency on the two remaining TLUs. In January 2009, MDOT engaged in a multi-phase work plan to define specific programs, actions and strategies to address the mitigation policy options.

### **Phase I (January – May, 2009)**

Through The Commission's Climate Action Plan, 42 mobile and non-mobile GHG "mitigation" policy options were defined to support the effort to achieve specific GHG reduction targets established for 2020 and 2050. These included a reduction in GHGs from 2006 levels by at least 25 percent by 2020 and 90 percent by 2050. While many State agencies are involved, MDOT was designated as the implementing agency for six TLUs, and is a primary supporting agency on two others. MDOT's policy options are primarily focused on reducing GHGs emissions through vehicle miles of travel (VMT) reductions and technology improvements.

The Maryland Department of the Environment (MDE) is designated as the lead implementing agency for the Climate Action Plan and is directly responsible for managing the process, providing progress reports to the Governor's office and ensuring all other designated State agencies are actively pursuing the assigned mitigation and policy options. MDOT and other designated state agencies submit report updates and actions plans through MDE. MDE summarizes all information to report to the Governor's office and provides updates to the Commission members.

To date, the MDOT work program has focused on fulfilling critical milestone dates define by MDE, while engaging in a logical and inclusive process for developing the MDOT GHG reduction implementation plan. The Phase I Work Program report (Status/implementation plan) was due to MDE by the end of May 2009 and was provided on time. So far, MDOT has met all MDE related reporting requirements and was recently recognized by Secretary Wilson for the detail and quality of information submitted.

### **MDOT Phase I Work Program Summary**

Starting in January, the goal of the Phase I work program focused on defining, evaluating, ranking and determining the feasibility of a series of transportation

strategies and actions – consistent with the Commission’s Climate Action Plan – that will assist Maryland in achieving GHG reduction targets. The Phase I work program was designed to comply with the reporting requirements defined by MDE.

The MDOT work program established seven broad Working Groups for the TLU policy options, and a Coordinating Committee to oversee the process. The Coordinating Committee membership (see Appendix E) was designed to ensure full representation of all MDOT modal agencies, other relevant State agencies, along with providing local representation through the participation of BMC, MWCOG and the City of Baltimore. Working Group membership (see Appendix E) was designated based on (1) agency relevance to the topic area, (2) to ensure broad cross-sectional representation among State, regional and local agencies, and (3) to maintain a manageable size and focus to each Working Group.

During Phase I, 21 TLU Working Group meetings were held, over 50 unique staff participated from 19 different agencies (see Attachment 1) and 72 strategies were defined and evaluated. Strategies were summarized and ranked within each TLU working group by the following set of criteria:

- *Implementation Timeframe* – Short term (2010-2012), Medium term (2013-2020), and Long term (2020-2050)
- *GHG Reduction Potential* – High > 25 percent total TLU reduction, Medium < 25 percent and > 10 percent total TLU reduction, Low < 10 percent total TLU reduction
- *Implementation Cost* – High > \$100m, Medium > \$20m, Low < \$20m
- *Ease of Implementation* – Based on a combination of timeframe and costs
- *Strategy Prioritization* –
  - Critical - essential to meeting the GHG reduction goal (*will be carried into Phase II*),
  - Important - supports critical strategies in meeting goal (*will be carried into Phase II*),
  - Value Added - adds value but is not essential to achieving the goal at this time (*excluded from Phase II at this time*)

A summary of the overall strategy ranking is listed in Table 1. A detailed summary of all strategies assessed is attached (see Attachment 2). Of the 72 strategies considered, 57 were considered critical or important and 44 capable of implementation by 2020 (see shaded cells in Table 1). These strategies will be refined in Phase II and Phase III of the work program.

**Table 1 – Summary of Phase I Strategies**

Implementation Timeline	Strategy Prioritization			
	Critical	Important	Value Added	Total
Short (by 2012)	19	9	7	35
Mid (by 2020)	6	10	7	19
Long (>2020)	10	3	1	17
Total	35	22	15	72

A Coordinating Committee meeting was held on May 14, 2009 where the TLU strategy assessment summaries were presented and discussed. The Coordinating Committee provided comments and minor modifications were made to address those comments. A TLU status summary was developed and submitted to MDE on May 22, 2009 (see Attachment 3). The TLU summary information was presented at a MDE sponsored meeting on May 28, 2009.

**Next Steps: Phase II (June – September 2009)**

The Phase II work plan focuses on conducting a more detailed GHG emissions analysis and support MDOT in the continued refinement of the MDOT Climate Action Plan Implementation activity. Specific work program elements include:

- Establishing an updated business as usual (BAU) GHG emissions forecast for 2020 and 2050 using the latest models and socio-economic data for Maryland.
- Quantifying GHG reductions from projects and programs in the Maryland Consolidated Transportation Plan, Metropolitan Planning Organizations (MPOs) Long-Range Transportation Plans (LRTP) and recommended TLU strategies identified in Phase I as well as projects that have been open or programs that have been initiated since 2006.
- Tracking all 57 recommended “critical or important” TLU strategies forecast emissions reductions and implementation requirements through 2050.

Phase II will also develop costs through 2020 for the TLU strategies, evaluate co-benefits, consider the implementation timeline through 2020 to achieve the benefits and identify key implementation barriers.

### **Phase III (Post September 2009)**

This effort will be a logical continuation of the efforts of Phase II. Phase III will develop “bundles” or logical combinations of strategies implemented together to obtain more significant long-term GHG reductions. Phase III will also develop in more detail a discussion of TLU strategy co-benefits and equity impacts and consider potential changes in the fundamental goals and objectives of the Maryland Statewide Transportation Plan, MPO plans or the roles of MDOT modal agencies in achieving current and future GHG reduction targets.

### **Future Federal and State GHG Actions**

Introduced on January 23, 2009 Senate Bill 278 titled the *Greenhouse Gas Emissions Reduction Act of 2009* sets forth very specific actions and an associated timetable for reducing GHG emissions in Maryland. Specifically, the Bill designates MDE as the lead agency in submitting a proposed plan to the Governor and General Assembly by December 31, 2011 that will reduce GHG emissions by 25 percent from 2006 levels by 2020. This is separate from the charge of the Climate Change Commission. MDOT will be able to use the input from the Climate Change Commission report and Climate Action Plan work currently underway as input into the required 2011 plan.

The proposed plan will be made available to the public and MDE must convene a series of public workshops to review and comment on the proposed plan. MDE must finalize the plan by December 31, 2012. Passage of Senate Bill 278 sets into motion a legislative process that formalizes the 2020 GHG emission target defined in The Commission’s Climate Action Plan.

### **ATTACHMENTS:**

- (1) Phase I Participating Agencies
- (2) TLU Multi-Attribute Matrix
- (3) TLU Status/Implementation Reports

**Attachment 1**

**Phase I Participating Agencies**

1. MDOT – OPCP, OFL, Policy and Government Affairs, Office of the Secretary
2. MTA
3. MDP
4. DHCD
5. MWCOG
6. BMC
7. WMATA
8. SHA
9. MAA
10. MIA
11. MVA
12. MPA
13. MdTA
14. BWI Business Partnership
15. MEA
16. MDE
17. DBED
18. Baltimore City
19. Montgomery County

**Attachment 2**

TLU Multi-Attribute Matrix

**TLU-2 Land Use and Location Efficiency**

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
TLU-2.1	Energy Conservation and Location Efficiency	Long	Medium	Low	Easy	Critical	1
TLU-2.2	Integrated Transportation, Land use and Development Planning	Mid	Medium	Low	Easy	Critical	1
TLU-2.3	Develop Smart Growth Development Packages	Long	High	Low	Easy	Critical	1
TLU-2.4	Statewide Smart Growth Policy and Legislation	Long	High	Low	Hard	Critical	3

**Definitions:**

**Implementation Timeline:** Short (2010 - 2012), Mid (2013 - 2020), Long (2020 - 2050)

**GHG Reduction Potential:** High > 25 percent total TLU reduction, Medium < 25 percent and > 10 percent total TLU reduction, Low <10 percent total TLU reduction. GHG Reduction Potential based on 2020 estimates.

**Implementation Costs (capital, annual O&M and administrative):** High > \$100m, Medium > 20m, Low < 20m

**Ease of Implementation:** Based on combination of implementation timeline and costs. Other factors, such as regulatory or political feasibility also considered. Generally follows the following guidelines: Easy - one or more factors short or low. Hard - One or more factors long or high.

**Strategy Prioritization:** Critical - essential to meeting the CAP's GHG reduction goal. Important - supports Critical strategies in meeting goal. Value Added - adds value but is not essential to achieving the goal at this time.

- Bins:**
- High GHG Reduction Potential / Easy Implementation (Bin 1)
  - Low GHG Reduction Potential / Easy Implementation (Bin 2)
  - High GHG Reduction Potential / Hard Implementation (Bin 3)
  - Low GHG Reduction Potential / Hard Implementation (Bin 4)

**TLU-3 Transit**

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
TLU-3.1	Additional Capacity on Existing Transit Routes	Short	Medium	High	Easy	Critical	1
TLU-3.2	Expanded Park and Ride Capacity	Short	Medium	Medium-High	Easy	Critical	1
TLU-3.3	Increase Coverage of Transit Services – New	Short	Medium	Low	Easy	Critical	1
TLU-3.4	Commuter/Intercity Bus Routes Implement Bicycle and Pedestrian Improvements to Support Transit	Short	Low	Low	Easy	Critical	2
TLU-3.5	Reduce Transit GHG Production	Short	Low	Low	Easy	Critical	2
TLU-3.6	Bus Priority Improvements	Short	Medium	Medium	Hard	Critical	3
TLU-3.7	Increase Coverage and Interconnectivity of Transit Services – New Rail/BRT Routes	Long	High	High	Hard	Critical	3
TLU-3.8	Implement Land Use Planning Policy Change to Support Transit	Long	Low	Low	Hard	Critical	4
TLU-3.9	Provide Pricing Incentives to Help Support Transit Ridership Growth	Long	Low	Low	Hard	Critical	4
TLU-3.10	Plan Transit in Conjunction with Land Use	Short	Low	Low	Hard	Critical	4
TLU-3.11	Increase Frequencies of Transit Services Statewide	Short	Low	High	Easy	Important	2
TLU-3.12	Increase Coverage of Transit Services – New Local Bus Routes	Short	Low	Medium	Easy	Important	2
TLU-3.13	Expanded Service Hours of Transit Services	Short	Low	High	Easy	Value Added	2
TLU-3.14	Improve the Quality and Convenience of Transit Services	Short	Low	Medium	Easy	Value Added	2
TLU-3.15	Reduce GHGs Produced by School (Student) Transportation	Short	Low	Low	Hard	Value Added	4

**TLU-5 Intercity**

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
TLU-5.1	Improve freight rail capacity constraints	Short-Long	Medium	High	Hard	Critical	3
TLU-5.2	Improve passenger rail capacity constraints	Short-Long	Low	High	Hard	Critical	4
TLU-5.3	Address Passenger/Freight Rail Conflicts	Short-Long	Low-Medium	Low-High	Hard	Critical	4
TLU-5.4	Coordinate development of freight intensive land uses.	Long	Medium	Low	Hard	Important	3
TLU-5.5	Improve efficiency of intermodal freight movement	Long	Medium	High	Hard	Important	3
<b>Local and Through Bottlenecks</b>							
TLU-5.6a	Reduce local truck congestion resulting from capacity constraints.	Mid-Long	Low	Low-High	Hard	Critical	4
TLU-5.6b	Reduce interstate/ through truck congestion resulting from capacity constraints.	Mid-Long	Low	Low-High	Hard	Important	4
<b>Passenger Intermodal Connections:</b>							
TLU-5.7a	Improve Passenger convenience for intermodal connections at airports, rail stations, and major bus terminals.	Short	Low	Low	Easy	Important	2
TLU-5.7b	Supporting Auto-free Tourism (visitors and Maryland residents)	Mid	Low	Low	Easy	Value Added	2

**TLU-8 Bike and Pedestrian**

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
<b><i>Strengthen Implementation of Roadway Planning &amp; Design Regulations &amp; Policies:</i></b>							
TLU-8.1a	Manual/Standards - Promote Use & Regular Review / Updates	Short	Low	Low	Easy	Critical	2
TLU-8.1b	Complete Streets - Improve Bike/Ped Access & Mode Options	Short	Low	Low	Easy	Important	2
<b><i>Land Use Policy Guidance:</i></b>							
TLU-8.2a	Update Existing Land Use Policy Guidance	Mid	Low	Low	Easy	Critical	2
TLU-8.2b	Bike Facilities at Strategic Locations	Mid	Low	Low	Easy	Critical	2
<b><i>Funding Allocations:</i></b>							
TLU-8.3a	Provide Funds for Low-cost safety solutions	Short	Low	Low	Easy	Critical	2
TLU-8.3b	Increase Funds for Capital Projects	Short	Low	Low	Easy	Important	2
TLU-8.3c	Review local government funding strategies	Short	Low	Low	Easy	Value Added	2
TLU-8.4	Education & Encouragement of Non-Motorized Modes	Short	Medium	Low	Easy	Important	1
TLU-8.5	Develop an Intermodal, Inter-Connected Bicycle/Pedestrian network	Mid	Low	Medium	Hard	Value Added	2

**TLU-9 Pricing**

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
<b>VMT Based Fees:</b>							
TLU-9.1a	Gas Taxes	Short	High	Low	Easy	Important	1
TLU-9.1b	VMT Taxes	Mid	High	High	Hard	Important	3
TLU-9.1c	Parking Impact Fees	Mid	Low	Low	Easy	Important	2
TLU-9.1d	Cordon Pricing	Mid	Low	High	Hard	Value Added	4
TLU-9.1e	Congestion Pricing / Managed Lanes	Mid	Medium	High	Hard	Critical	3
<b>Parking Fees:</b>							
TLU-9.2a	Park once	Mid	Low	Low	Easy	Important	2
TLU-9.2b	Elimination of Employer Parking Subsidy	Short	Low	Low	Easy	Value Added	2
TLU-9.2c	On-Street Parking Fees	Mid	Low	Low	Easy	Value Added	2
TLU-9.2d	SOV Versus Rideshare fee differential	Short	Low	Low	Easy	Value Added	2
TLU-9.2e	“Unbundling” parking costs	Mid	Low	Low	Easy	Value Added	2
<b>TDM Strategies:</b>							
TLU-9.3a	Provision of alternative mode information	Short	Low	Low	Easy	Critical	2
TLU-9.3b	Provision of transit subsidies	Short	Low-Medium	Low	Easy	Critical	2
TLU-9.3c	Ridesharing/ride matching programs and incentives	Short	Low-Medium	Low	Easy	Critical	2
TLU-9.3d	Vanpools	Short	Low-Medium	Low	Easy	Critical	2
TLU-9.3e	Guaranteed Ride Home	Short	Low-Medium	Low	Easy	Critical	2
TLU-9.3f	Telecommuting	Short	Low-Medium	Low	Easy	Critical	2
TLU-9.3g	Alternative Work Schedules	Short	Low-Medium	Low	Easy	Critical	2
TLU-9.3h	Trip Reduction Requirements	Short	Medium	Low	Easy	Important	1

### TLU-10 Transportation Technologies

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
TLU-10.1	MD Clean Car Program	Short	High	Low	Easy	Critical	1
TLU-10.2	Active Traffic Management and Traffic Management Centers	Short-Mid	High	Low	Easy	Critical	1
TLU-10.3	Traffic Signal Synchronization/Optimization	Short	Med	Low	Easy	Critical	2
TLU-10.4	Initiate marketing and education campaigns to operators of on-and off-road vehicles	Short-Mid	Low	Low	Easy	Critical	2
TLU-10.5	Timing of Highway Construction Schedules	Short	Low	Med	Easy	Important	2
TLU-10.6	Green Port Strategy	Short-Mid	Low	High	Easy	Important	2
TLU-10.7	Reduce idling time in light duty vehicles, commercial vehicles, buses, locomotive, and construction equipment.	Short-Mid	Low	Med-High	Easy	Important	2
TLU-10.8	Incentivize Demand for Alternative Fuels	Mid-Long	Low	High	Hard	Value Added	3
TLU-10.9	Promote and incentivize fuel efficiency technologies for medium and heavy duty trucks.	Short-Mid	High	Low	Easy	Important	1
TLU-10.10	Incentivize Fuel-Efficient and Low GHG Vehicle Purchase (on-highway vehicles)	Short-Mid	High	Med-High	Easy	Important	1
TLU-10.11	High Efficiency / Low Rolling Resistance Tires for HDDV	Short	Low	Low	Easy	Value Added	2
TLU-10.12	Encourage Retrofit and /or Replacement of Non-highway Diesel Engines	Mid	Low	High	Easy	Important	2
TLU-10.13	Support Research and Development	Long	Med-High	Med	Hard	Value Added	4

**TLU-11 Evaluate GHG Impacts of Major Projects/Plans**

ID	Strategies	Implementation Timeline (Short/Mid/Long)	GHG Reduction Potential (High/Medium/Low)	Cost (High/Medium/Low)	Ease of Implementation (Easy/Hard)	Strategy Prioritization	BIN
TLU-11.1	Inform Federal Policy	Short	NA	NA	Easy	Critical	NA
TLU-11.2	Evaluation of GHG emissions through the NEPA process	Short-Mid	Low-Medium	Low-Medium	Hard	Important	2
TLU-11.3	Statewide / Regional Planning Evaluation	Short-Mid	Low-Medium	Low	Hard	Important	4

### Attachment 3

#### **Maryland Climate Action Plan: Implementation Template**

**Policy Name:** *Transportation and Land Use (TLU-2) – Land Use and Location Efficiency*

**Policy Description:** This policy option identifies packages of Smart Growth strategies that result in implementation of comprehensive statewide, regional and local land use planning and development that, in combination with transportation strategies, reduces the number of vehicle miles traveled (VMT) and corresponding greenhouse gas emissions.

**Lead Agency(s):** MDOT, MDP

**TLU Committee Stakeholders:** OPCP, OPGA, MTA, MDP, DHCD, DBED, MWCOG, BMC, Baltimore City, Montgomery County, MSDE

#### **Implementation Process:**

- The TLU-2 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations for this TLU. MDOTs policy design will consider four potential strategy areas. These strategies will lead to the development of smart growth development packages that will address barriers to smart growth implementation in different geographic and economic areas within Maryland.
  - **Energy Conservation and Location Efficiency** – Strategies address workforce housing needs, the combined cost burden of housing, transportation and energy to Maryland residents and location efficiency of public, institutional, and private facilities. Strategies include a mix of carrots (expanded incentives and/or tax credits for smart location) and sticks (expanded development review and GHG impact fees).
  - **Integrated Transportation, Land use and Development Planning** – Strategies provide for an incremental approach of local and regional support to continue and enhance the process of fully integrated transportation and land use planning. The support process for local, regional and state agencies include education on existing regulations and new tools, provision of expanded or new technical resources, and development and deployment of existing and new smart growth planning and implementation tools. This strategy area also considers improved enforcement and tracking of compliance with existing policies and regulations.
  - **Statewide Smart Growth Policy and Legislation** – The support process identified above (Integrated Transportation, Land use and Development Planning) guides longer term shifts in policy and legislative priorities including new state and local planning and development policy, new integrated land use

and transportation planning and development processes, and defined implementation and performance-based tracking. Smart growth policies and legislation considered will be consistent with and augment the work of the Task Force on the Future for Growth and Development. This strategy area also includes a continued focus and support of existing Smart Growth planning regulations and policies.

- **Develop Smart Growth Development Packages (Visions)** - Developing a range of Smart Growth packages that support GHG reduction goals will be critical to linking growth and development to GHG reduction. These packages will be designed to portray a variety of different settings in Maryland that include urban, rural, new development and re-development opportunities.

The packages will be developed to:

- Facilitate local and regional visioning exercises,
- Respond to and support the new 12 Planning Visions,
- Identify tools and mechanisms to evaluate development policies and decisions from a GHG reduction standpoint,
- Estimate transportation, environmental, GHG emission reductions and other co-benefits,
- Test the impact on land cost and affordable housing,
- Understand the level of incentives to encourage Smart Growth development,
- Test the planning and regulatory process.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives.

**Policy Name:** *Transportation and Land Use (TLU-3) – Transit*

**Policy Description:** This policy option identifies public transit strategies to reduce GHG emissions by doubling transit ridership in Maryland by 2020, and continuing that same growth rate beyond 2020. In order to achieve this growth, actions to increase the attractiveness and convenience of transit, as well as adding capacity are required. Policies also involve supportive actions with regard to land use planning and policy, pricing (auto disincentives), and bike and pedestrian access improvements. Policies to reduce GHG produced by public transportation services are also included.

**Lead Agency:** MDOT

**TLU Committee Stakeholders:** OPCP, OPGA, SHA, MTA, MDP, BMC, WMATA

**Implementation Process:**

- The TLU-3 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations for this TLU. MDOT's policy design will target two strategy areas – potential strategies to increase transit ridership and potential strategies to increase fuel efficiency and minimize emissions from transit operations:

**Doubling Transit Ridership:**

**Additional Capacity on Existing Transit Routes** – Add transit capacity on existing routes and services.

**Increase Frequency of Transit Services** – Additional frequencies (particularly during peak hours) on existing routes and services.

**Expanded Park and Ride Capacity** – Add park and ride capacity at SHA, MTA, and other transit multipurpose parking facilities.

**Expand Service Hours of Transit Services** – Additional service hours for transit (earlier morning, later evening, weekend services).

**Bus Priority Improvements** – Improve speed and reliability of bus services in high ridership corridors, known as bus priority corridors or bus rapid transit (see WMATA's Bus Priority Corridors plan for 16 high-ridership corridors as example).

**Increase Coverage and Interconnectivity of Transit Services: New Local Bus Routes** – Provide new local bus services (WMATA, MTA, LOTS) as a transit option in unserved areas.

**Increase Coverage and Interconnectivity of Transit Services: New Commuter Bus Routes** – Provide new longer-distance commuter/ intercity bus services to provide transit options for long-commutes in areas not served by rail.

**Increase Coverage and Interconnectivity of Transit Services: New Rail/BRT Routes** – Additional rail or BRT routes on separate right-of-way to provide high-capacity, auto competitive transit alternative to private vehicles. Examples in the

planning stage include the Red Line in Baltimore, the Purple Line and the Corridor Cities Transitway in the Washington suburbs.

**Improve the quality and convenience of transit services** – Implement measures that help boost transit ridership, such as increasing safety and security related to using transit services and improving or expanding transit marketing and information.

**Implement land use planning policy changes to support transit** – Focus development at transit stations, increase densities and provide for a mix of uses, while potentially reducing parking supply to support transit ridership growth and reduce VMT.

**Pricing incentives to help support transit ridership growth** – Implement higher prices for vehicle usage. Potential options include parking surcharges, congestion pricing, pay-as-you-drive insurance, etc. combined with discounted transit fares to make transit more attractive in terms of out-of-pocket costs to the user.

**Implement bicycle and pedestrian improvements** – Support increased transit ridership by facilitating safe access to transit stops and combined bicycle-transit tripmaking (through secure bicycle parking, bicycle rental, bicycle racks on transit vehicles, etc.).

#### **Reducing Transit GHG Emissions:**

**Reduce GHGs Produced by Transit Systems** – Reduce GHG production by transit operations and facilities with low-emission vehicle technologies.

**Reduce GHGs produced by school (student) transportation** – Reduce GHG production through a combination of improved vehicle technology, pedestrian improvements, and land use strategies. New schools should be located to minimize the need for private vehicle transportation, with pedestrian connections that provide safe routes to school, and if school buses are required, they will have minimal GHG impact.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives.

**Policy Name:** *Transportation and Land Use (TLU-5) – Intercity Travel*

**Policy Description:** This policy option enhances connectivity and reliability of non-automobile intercity passenger modes and multimodal freight through infrastructure and technology investments. For intercity passenger modes, this includes expansion of intercity passenger rail and bus services as well as improved connections between air, rail, intercity bus and regional or local transit systems. For freight movement, this includes expansion and bottleneck relief on rail corridors and enhanced intermodal freight connections at Maryland’s intermodal terminals and ports.

**Lead Agency:** MDOT

**TLU Committee Stakeholders:** OPCP, OPGA, OFL, MAA, MTA, MPA, MDP, BMC

**Implementation Process:**

- The TLU-5 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations for this TLU. MDOTs policy design considers potential strategies that provide cobenefits for intercity passenger and freight transportation across seven strategy areas.
  - **Passenger and Freight Rail Capacity Constraints** – Passenger and freight rail capacity enhancements include technology improvements such as signal system upgrades and infrastructure and capacity projects relieving critical bottlenecks. Priority rail capacity constraints are identified in the Maryland Freight Plan and target critical bottlenecks such as bridges, insufficient vertical clearances, Baltimore tunnels and additional main lines in the I-95 corridor.
  - **Passenger and Freight Rail Conflicts** – Improve shared use through short term policy revision and mutually beneficial capacity enhancements, and long-term separation of passenger and freight tracks.
  - **Passenger Intermodal Connections** – Improve passenger convenience, access, facilities and navigational aids for intermodal connections. Provide enhanced traveler information services, real time arrival, and departure data at major intermodal facilities.
  - **Coordinated Development of Freight Intensive Land Uses** – Improve coordination of freight-intensive land use development with appropriate transportation infrastructure to support freight vehicle access.
  - **Local and Through Truck Bottlenecks** – Reduce delays through improved capacity constraints and system inefficiencies on intermodal connectors and key interchanges.
  - **Intermodal Freight Activity** – Reduce idling and fuel consumption of freight vehicles and infrastructure at intermodal facilities through improved connections and technology/policy.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives.

**Policy Name: *Transportation and Land Use (TLU-8) – Bike and Pedestrian Infrastructure and Programs***

**Policy Description:** This policy option seeks to increase the bicycle and pedestrian mode share to 15 percent of all trips in urbanized areas. The policy includes infrastructure design and construction, regulatory and land use, funding, and encouragement measures. Increasing the number of trips made on foot or bicycle will reduce the number of vehicle trips, resulting in a reduction in GHG emissions. This policy also recognizes that local governments are responsible for the design and maintenance of approximately 80 percent of roads in Maryland.

**Lead Agency:** MDOT

**TLU Committee Stakeholders:** SHA, MTA, MDP, OPCP, MdTA, BMC, MWCOG

**Implementation Process:**

- The TLU-8 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations for this TLU. The draft MDOT policy design considers six potential strategy areas:
  - **Roadway Planning and Design Regulations, Policies, and Guidelines** – Strengthen implementation of current policy of *considering* bicycle and pedestrian accommodations on road and bridge improvement projects. Consider *requiring* bicycle and pedestrian accommodations (on- and off-road) accommodations on all road and bridge projects with limited exception. Review current design guidelines and standards, and policy language. Increase use of the state’s bicycle and pedestrian design standards by local governments.
  - **Land Use Policy Guidance** – Promote planning and design policies that support bicycle and pedestrian travel. Strengthen requirements for non-motorized transportation elements in local plans. Create and promote model ordinances (such as the existing Bicycle and Pedestrian Access Model Ordinance) for use by local jurisdictions. Consider parking maximum’s as an option for reducing parking at public and private developments.
  - **Revise Regulations for Incorporating Bicycle Services at Strategic Locations** – Strengthen existing regulations addressing bicycle supportive services (showers, lockers, parking, etc.) in State buildings and institutions and public schools (of all levels). Award tax credits or other incentives for private buildings and projects that provide qualifying bicycle services.
  - **State Funding Allocations** – Identify opportunities to allocate more funding to projects that improve the bicycle and pedestrian network and/or promote relatively low-cost safety solutions. Modify rules governing state bicycle/pedestrian infrastructure funding programs to allow more flexibility.
  - **Local Revenue Sources** – Identify local revenue opportunities for improving local pedestrian bicycle networks (consider minimum percentage from highway

user funds, speed camera and/or red light camera fines, etc.). Increase allocations from existing funding sources.

- **Education and Encouragement** – Conduct a social marketing campaign aimed at encouraging more people to make short trips on foot or bicycle and combine nonmotorized modes with transit for longer trips. Campaign should also encourage local governments to prioritize non-motorized travel.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives.

**Policy Name:** *Transportation and Land Use (TLU-9) – Incentives, Pricing, and Resource Measures*

**Policy Description:** This policy option addresses pricing and incentives, transportation choices and identifies alternate funding sources for GHG beneficial programs. Evaluating pricing and incentive options will reflect the true environmental and social costs of our transportation choices. This effort should amplify GHG emission reductions by supporting Smart Growth incentives and transit investments.

**Lead Agency:** MDOT

**TLU Committee Stakeholders:** OPCP, OPGA, SHA, MDTA, MTA, MVA, MDP, MWCOG, BMC, Montgomery County, BWI TMA

**Implementation Process:**

- The TLU-9 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations for this TLU. The draft MDOT policy design considers four potential strategy areas combined with an education component for state and local officials:
  - **VMT fees** – Establish GHG emission-based road user fees statewide by 2020 to complement or replace motor fuel taxes, with revenues used to fund transportation improvements and systems operations meeting state goals.
  - **Congestion Pricing and Managed Lanes** – Establish as a local pricing option in urban areas that charges motorists more to use a roadway, bridge or tunnel during peak periods, with revenues used to fund transportation improvements and systems operations meeting state goals.
  - **Parking Impact Fees** – Establish parking pricing policies that ensure effective use of urban street space. Provision of off-street parking should be regulated and managed with appropriate impact fees, taxes, incentives, and regulations.
  - **Employer Commute Incentives** – Strengthen employer commute incentive programs by increasing marketing and financial and/or tax based incentives for employers, schools, and universities to encourage walking, biking, public transportation usage, carpooling, and teleworking.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives. For pricing strategies, this may include initiating pilot studies or programs and discussion of priorities for future legislature sessions.

**Policy Name:** *Transportation and Land Use (TLU-10) - Transportation Technologies*

**Policy Description:** This policy option seeks to reduce GHG emissions from on-road and off-road vehicles / engines through deploying technology designed to cut GHG emission rates per unit of activity as well as improving transportation system efficiencies. The goals include:

1. Reduce emissions from on-road engines / vehicles by an additional 7.5 percent by 2020 from current adopted baseline policies (particularly including the MD Clean Car Program) through more efficient technologies and traffic operations.
2. Reduce emissions from off-road transportation sources through use of more efficient technologies and operations by 15 percent by 2020.
3. Improve traffic operational efficiency by 5 percent on state advertised projects for transportation system improvements measured by delay reductions and fuel savings.
4. Initiate / enhance marketing and public outreach efforts in order to reach goals 1 -3.

**Lead Agency(s):** MDOT, MDE

**TLU Committee Stakeholders:** OPCP, MDE, MAA, MTA, SHA, MPA, MEA, MWCOG, MSDE

**Implementation Process:**

- The TLU-10 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations for this TLU. The draft MDOT policy design considers 13 potential implementation strategies:
  - **Maryland Clean Car Program** - Implement MD Clean Car Program beginning with model year 2011.
  - **Technology Improvements for On-highway Vehicles** - Promote and incentivize fuel efficiency technologies for medium and heavy-duty trucks (on-highway vehicles).
  - **Incentives for Low-GHG Vehicles** - Provide incentives to increase purchases of fuel-efficient or low-GHG vehicles / fleets
  - **High Efficiency / Low Rolling Resistance Tires:** Evaluate further the use and efficiency of low rolling resistance tires for HDDVs (includes transit vehicles) where appropriate.
  - **Technology Advances for Non-highway Vehicles** - Encourage / Incentivize retrofits and/or replacement of old, diesel-powered non-highway engines like switch-yard locomotives with new hybrid locomotives. Targeted engines could include state-owned switchers (MARC) and providing outreach to private operators (e.g. Amtrak, CSX, Norfolk Southern, and Canton Railroad).

- **Incentives for Low-Carbon Fuels and Infrastructure:** Incentivize the demand for clean low-carbon fuels and the development of infrastructure to provide for increased availability/accessibility of alternative fuels and plug-in locations for electric vehicles.
  
- **Reduce Idling Times** - Reduce idling time in light duty vehicles, commercial vehicles, buses, locomotive, and construction equipment.
  
- **Green Port Implementation Strategy** - Develop and implement a “Green Port Strategy” consistent with industry trends and initiatives including EPA’s Strategy for Sustainable seaports.
  
- **Active Traffic Management (ATM) / Traffic Management Centers** - Provide real-time, variable-control of speed, lane movement, and traveler information (for drivers and transit users) within a corridor and conduct centralized data collection and analysis of the transportation system. System management decisions are based on inroad detectors, video monitoring, trend analysis, and incident detection. (Currently performed by CHART)
  
- **Traffic Signal Synchronization / Optimization** - Traffic signal operations are synchronized to provide an efficient flow or prioritization of traffic, increasing the efficient operations of the corridor and reducing unwarranted idling at intersections. The system can also provide priority for transit and emergency vehicles. Specific performance measure is “reliability.” Traffic Signal Synchronization is currently performed by SHA and local jurisdictions.
  
- **Timing of Highway Construction Schedules** - Consider requiring non-emergency, highway and airport construction be scheduled for off-peak hours that minimize the delay in traffic flow. Include incentives for completing projects ahead of schedule
  
- **Market and Education Campaigns** - Initiate marketing and education campaigns to operators of on-and off-road vehicles
  
- **Support Research and Development** - Support initiatives to improve and advance on- and off-road vehicle technologies and traffic operations and flow efficiencies. Support improved data collection efforts in order to better understand the effectiveness of the strategies on GHG emission reductions. Support initiatives to develop advances in low-carbon fuels.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives.

**Policy Name: *Transportation and Land Use (TLU-11) - Evaluate the Greenhouse Gas (GHG) Emission Impacts of Major Projects and Plans***

**Policy Description:** This policy option focuses on the process of evaluating the GHG emissions of all state and local major projects. The goals of this TLU are to understand the impacts of new, major projects on the Governor’s GHG reduction commitment; and to develop guidance for the state and other major project sponsors to use.

**Lead Agency:** MDOT

**Supporting Agencies:** MDE, SHA, MTA, MPA, MdTA, DNR, BMC, and DGS

**Implementation Process:**

- The TLU-11 Working Group began the process by initially considering the Climate Change Commission policy option implementation recommendations. The draft MDOT policy design considers the potential following strategies:
  - **Actively Participate in Framing National GHG Emissions Evaluation Policy** – Given the recent EPA proposed ruling that carbon emissions endanger Americans’ health and well-being, Maryland should actively participate in framing national policy rather than implementing specific, state guidance requiring GHG emissions evaluation of all major projects on both the NEPA and statewide/regional planning level.
  - **Evaluation of GHG Emissions through the NEPA Process** – The impact of GHGs on major capital projects through the current NEPA decision-making process should be encouraged. GHGs should be considered during the impact assessment phase when conducting alternatives analyses for all major capital projects. Where appropriate, the alternatives analysis should be accompanied by analysis of potential alternatives, such as transit-oriented land use and investment; adding toll lanes and express bus; express toll lanes; a hybrid transit-oriented express toll lane; or a rail and express bus scenario. Where the proposed projects may lead to increased GHG emissions, mitigation measures should be considered. The GHG analysis should be included as part of the Air Quality Technical Report and should allow for the demonstration of GHG benefits as well as impacts through both quantitative and qualitative components with the understanding that appropriate and/or approved emissions models and methodologies may not be available. The GHG analysis would be required:
    - If there is an Environmental Impact Statement (EIS) or an Environmental Assessment (EA). Categorical Exclusions (CE’s) will be screened out.
    - For any roadway capacity enhancement project which is identified for analysis through interagency consultation.
    - For active projects that have yet to receive federal sign-off on draft NEPA documents. It is recommended that any project with approved NEPA draft documents would be “grandfathered” through the process.

- **Evaluation of GHG Emissions through Statewide/Regional Planning** – The impact of GHGs should be addressed in the statewide and/or regional planning processes.
  - The process would be similar to the current conformity process for ozone and PM; however, instead of setting a budget, a mechanism for tracking GHG emissions reductions would be established.
  - Regional level analyses (determining the GHG impacts on a larger scale than just the project level) account for control strategies that are in place such as fleet make up, analysis years, VMT increases, etc.

**Future Actions (Post November 2009):** Following submittal in November 2009 of the Final 2009 TLU status/implementation report to MDE, MDOT and partner agency staff will meet to discuss the next steps guiding implementation based on The Greenhouse Gas Emissions Reduction Act of 2009 and/or future State and Federal policy directives.

## Next Steps for Each of the TLUs

- Implementation steps between now and November 2009, when the Final 2009 TLU status/implementation report will be submitted to MDE, will be accomplished concurrently and include the following:
  - Working Group/Coordinating Committee interim strategy definition and recommendations for further analysis;
  - Research on potential strategy GHG reduction benefits, costs, co-benefits (other environmental impacts, equity, revenue) and barriers to implementation;
  - Development of initial qualitative strategy benefits analysis;
  - Initiate quantitative technical analysis of GHG reduction benefits, costs and co-benefits;
  - Working Group review and refinement of technical tools and analysis;
  - Working Group discussion and compilation of co-benefits, barriers to implementation, implementation timelines, strategy grouping and synergies and equity considerations;
  - Presentation of strategy analysis results to Coordinating Committee.
  - Compilation of strategy specific technical findings and co-benefits, implementation requirements and equity impacts into Draft 2009 TLU status/implementation report;
  - Coordinating Committee review of Draft report; and
  - Complete Final 2009 TLU status/implementation report.
  
- Breakdown of tasks required to reach the November 2009 deadline.
  - (May) Complete May 2009 status/implementation report summarizing the findings of the TLU Working Group to date
  - (May) Present May 2009 status/implementation report to the Coordinating Committee; receive recommendations for further study
  - **(May 28) Submit Status/Implementation Report to MDE**
  - (May – Sept.) Conduct strategy development and analysis
  - (May – October) Conduct TLU Working Group meetings as needed
  - (August) Present strategy analysis results to Coordinating Committee
  - (Sept.) Produce Draft 2009 TLU status/implementation report
  - (Sept. – Oct.) TLU Working Group and Coordinating Committee review of Draft November 2009 TLU Status/Implementation report
  - **(Oct. to Nov.) Prepare and submit Final November 2009 TLU Status/Implementation report to MDE**
  
- Planned meetings between now and November 2009 include:
  - Coordinating Committee meeting (May 2009) to review May 2009 status/implementation report recommendations
  - Periodic TLU Working Group meetings to review technical results and discuss strategy implementation issues;
  - Periodic Coordinating Committee meetings (MDOT, SHA, MVA, MdTA, MPA, MDE, BMC, MAA, MEA, DNR, DBED, DHCD, MDP)

**Deliverables:**

- May 09 – May 2009 status/implementation report
- May 09 – Presentation of May 2009 status/implementation report to the Coordinating Committee
- July 09 - Draft strategy GHG reduction results and cost estimates for ongoing process
- August 09 – Draft strategy co-benefits, implementation timeline and equity analysis
- August 09 – Briefing on strategy analysis results to the Coordinating Committee
- September 09 – Draft 1 November 2009 TLU Status/Implementation report
- October 09 – Draft 2 November 2009 TLU Status/Implementation report
- **November 09 – Final November 2009 TLU Status/Implementation report**



## B. TLU Strategy Assumptions and Methodology

### TLU-2: LAND USE AND LOCATION EFFICIENCY

#### Approach

The TLU-2 working group identified three strategies for short-term implementation. These strategies support actions that can be implemented by 2020 and focus on developing a process that provides an incremental approach of support for fully integrated statewide transportation and land use planning. Based on the TLU-2 working group the support process initially will include:

- State agency and local government education on best practices,
- Provision of staffing and technical resources to State and local governments, and
- Development and implementation of expanded existing and new smart growth planning and implementation tools for local governments (models, guidelines and incentives developed together to fit within local comprehensive planning).

Specific near term actions for consideration (consistent with approaches identified by the Task Force for Future Growth and Development) will include a focus on successful application of recent state legislation and proposed future legislative or regulatory action on:

- Expanded Open Space Preservation Programs (Rural Legacy, Agricultural Reserve, Carbon-sinks program)
- Educate, Encourage and Incentivize TOD Supportive Planning and Zoning
- Continue & Expand Tax Credit Programs (Heritage Structure Rehabilitation, etc...)
- Increase Resources to Support Affordable/Workforce Housing
- Refine State Level Joint Development Policies and Transportation Public-Private Partnership Guidelines
- Expand Commute Trip Reduction Programs
- Expand State and Local Access Management Program
- Expand Context Sensitive Design Programs

- Build Local and State Consensus on Comprehensive Planning Roles & Responsibilities
- Continue State Growth Visioning, Civic Engagement and Scenario Testing
- Expand availability of on-line webtools/databases to assist in information sharing and planning activities

The quantification of the TLU-2 strategies through 2020 relies on a study of VMT per capita compared to population growth trends by census tract population density ranges. The analysis is based on the following information:

- **2006** - Current VMT per capita in Maryland (based on 2007 VMT and population data) is 10,057 annual vehicle miles per person. This compares to 9,496 annual vehicle miles per person in 2000.
- **2020 Base** - Maryland's forecast population in 2020 is 6.39 million. VMT is projected to increase 1.8 percent annually from present day to 2020 (1.8 percent is the baseline growth rate from HPMS data), resulting in total VMT in 2020 of 70,653 million. The VMT per capita in 2020 is 11,057 annual vehicle miles per person. The 1.4 percent VMT growth rate incorporates demographic projections from both BMC and MWCOG that show a trend towards greater population densification and increased transit usage.
- **2020 Plans and Programs** - Maryland's forecast population in 2020 is 6.39 million. VMT is projected to increase 1.4 percent annually from present day to 2020 (1.4 percent is the plan and program growth rate from the combination of the MPO plans and HPMS data), resulting in total VMT in 2020 of 67,359 million. The VMT per capita in 2020 is 10,548 annual vehicle miles per person. The 1.4 percent VMT growth rate incorporates demographic projections from both BMC and MWCOG that show a trend towards greater population densification and increased transit usage.

To reduce VMT per capita, a combination of increased population growth in higher density census tracts (greater than 4000 persons per square mile (ppsm), roughly 3 dwelling units per acre) with a mix of uses, overlaid with increased transit access, and enhanced bike and pedestrian infrastructure is required.

## Assumptions

The Center for Urban Transportation Research (CUTR) at the University of South Florida developed a VMT forecasting model based on the 2001 National Household Travel Survey data. The model provides forecasts of annual VMT per capita based on various ranges of population density. The CUTR model shows that at the highest range of population density (greater than 10000 ppsm, high density urban development), VMT per capita is 60 percent less than VMT per capita at densities less than 500 ppsm (exurban/rural development).

The observed relationship between per capita VMT and population density is a proxy for the overall effects of “smart growth” development. Increases in population density are typically associated with overall shorter trip making. Areas with higher population densities are more likely to have pedestrian-friendly design and support transit service. Recent studies conclude that vehicle-travel was reduced by approximately 20 to 40 percent for residents of “compact” neighborhoods compared to residents of “sprawl” neighborhoods (Ewing et al., 2007).<sup>1</sup>

By redistributing population growth into denser census tracts, average statewide VMT per capita should decrease. Land use change can also occur as obsolete building stock is replaced. *Growing Cooler* estimates that 6 percent of the U.S. housing stock and 20 percent of the commercial building stock is torn down and rebuilt each decade.<sup>2</sup>

Two scenarios were developed that redistribute 2020 population growth based on the population distribution forecasts included in the BRTB 2035 LRP and MWCOG 2030 CLRP. Outside of BRTB and MWCOG modeling domains, 1990 to 2000 census population growth rates were used. The base assumption and scenarios are based on the following:

- **Base Assumption (using current MPO plan data)** - In 2020 42 percent of Maryland’s population lives in census tracts with a density greater than 4000 ppsm (3 dwelling units/acre). This compares to a census 2000 share of 39 percent.
- **Scenario 1** - In 2020, 45 percent of Maryland’s population will live in higher density tracts. The scenario assumes that 59 percent of the population growth from 2015 to 2020 will occur in high-density tracts. This compares to 55 percent of the growth 2010 to 2020 as forecast in the MPO land use assumptions.
- **Scenario 2** - In 2020, 47 percent of Maryland’s population will live in higher density tracts. The scenario assumes that 64 percent of the population growth from 2015 to 2020 will occur in high-density tracts.

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<sup>1</sup> Ewing, R.; R. Pendall and D. Chen (2003). *Measuring Sprawl and Its Impacts*. Transportation Research Record 1831.

<sup>2</sup> Ewing, R., et al. (2008). *Growing Cooler: The Evidence on Urban Development and Climate Change*. Urban Land Institute, Washington, D.C.

## Results

The redistribution of population in both scenarios will reduce VMT per capita and total VMT in Maryland. In Scenario 1, the 2020 VMT per capita decreases to 10,465 annual VMT per capita, representing a decrease of 82 annual VMT per capita from the 2020 base forecast. In Scenario 2, the 2020 annual VMT per capita decreases to 10,434 annual VMT per capita, representing a decrease of 113 annual VMT per capita from the 2020 base forecast. The reduction in VMT per capita results in an annual VMT decrease in 2020 of 526 million for Scenario 1, and 723 million for Scenario 2. This equates to GHG reductions of **0.18 mmt to 0.24 mmt**.

Land use planning and infrastructure planning activities will incur administrative costs for the development and implementation of incentives, regulations, along with several planning and administrative functions. Based on a review of past and ongoing regional and statewide planning efforts, estimated costs of a regional visioning and scenario planning effort (planning activities only) are about \$1 million per year in a large metropolitan areas or on a statewide level. This only represents a portion of the potential cost associated with this assessment. Since this assessment relies on education and outreach activities along with the development and training on land use tools, additional public costs will be incurred.

Based on “smart growth” communities, other public-sector costs will increase—notably investment in transit and nonmotorized infrastructure. Achieving the benefits of infill development may involve the cleanup and reuse of “brownfield” sites (contaminated) or “greyfield” sites (subject to prior use). Land assembly, demolition of existing structures, and detailed permitting processes can also increase the cost of infill development versus greenfield development. Cost differentials may require subsidies or tax incentives by government agencies to stimulate private investment in particular areas. Because of the range of variables to consider, a single cost for TLU-2 strategies through 2020 is not estimated in this phase of work.

## Summary

To achieve the GHG reduction from alternative land development by 2020 will require a comprehensive and focused set of approaches by state, regional and local agencies. The changes in VMT per capita included in this TLU assessment are relatively minor and do not reflect the longer term benefits land use strategies can realize.

The total GHG reduction in 2020 from the scenarios tested are summarized in Table 1.

**Table B.1 TLU-2 GHG Reduction and Costs (2020)**

<b>TLU-2</b>	<b>GHG Reduction (mmt CO<sub>2</sub>e)</b>	<b>Total Cost 2010 - 2020 (million \$)</b>
Land Use and Location Efficiency	0.18 – 0.24	N/A

## **TLU-3: TRANSIT**

### **Approach**

The Climate Action Plan refers to MTA’s 2001 Maryland Comprehensive Transit Plan (MCTP) goal of doubling transit ridership by 2020 from a 2000 baseline by increasing funding 42 percent. The TLU-3 strategies identified in Phase I fell into three distinct strategy groups, all with the intent of achieving the MCTP goal.. These strategy groups are: (1) increased capacity and revenue miles across all transit modes, (2) enhanced transit level of service, and (3) improved access and increased development adjacent to stations. Increased levels of investment in capital expansions, improved operations and technology, and enhanced access will be combined with incentives for increased TOD to meet the ridership goals and obtain reductions in VMT and GHG emissions.

To quantify the incremental increase in ridership required to meet the MCTP ridership goal, and the associated GHG reductions along with the investment required to get there, an existing trend in ridership growth projected to 2020 is developed. The plans and programs trend will account for all recent transit expansions as well as those fiscally constrained transit investments in the Maryland CTP and MPO TIPs and LRPs through 2020.

### **Assumptions:**

There are two primary sources in Maryland for tracking transit ridership data: the National Transit Database administered by FTA and the Maryland Annual Attainment Report. Data for both of these sources are obtained by operator tracking of daily system use. Future ridership projections are generated by transit agencies and modeled by MPO’s based on socioeconomic assumptions and expansion of the transit system.

To develop a ridership forecast for Maryland through 2020 the following information is used:

- From 1998 to 2007, the National Transit Database (NTD) indicates an average annual ridership growth rate across all Maryland transit systems of 1.5 percent. This includes an annual growth rate outside of Baltimore of 2.3 percent and in the Baltimore region of -0.1 percent, (Baltimore transit includes MTA local bus, Metro Rail and light rail).
- From 2001 to 2007, the Maryland Annual Attainment Report (AAR) also indicates an average annual ridership growth rate of 1.5 percent. This includes an annual growth rate outside of Baltimore of 3.2 percent, in Baltimore of -1.4 percent. The more notable decrease in Baltimore is partly due to light rail system closures due to the double tracking project and service cuts to the local bus system.

- From 2005 to 2007, transit ridership in Baltimore has shown a rebound, increasing at a rate of 2.2 percent per year.
- The BRTB and MWCOG LRPs indicate average annual ridership growth rates through 2030 of 0.6 percent and 1.5 percent, respectively. These modeled growth rates account for changes in land use and transit system expansion. This equates to an urbanized area growth rate in Maryland of 1.3 percent annually.
- 2008 and 2009 ridership reports from the American Public Transportation Association (APTA) indicate that in CY 2008 compared to CY 2007, WMATA ridership increased 3.25% and MTA ridership increased 8.13% (excluding demand response service).
- However, the APTA reports also indicate that through June 2009, compared to same period in 2008, WMATA increased 0.59% and MTA decreased 0.16% (excluding demand response service).

Table 2 summarizes transit ridership growth trends and forecasts in Maryland.

**Table B.2 Maryland Transit Ridership Trends**

Scenario	Annual Growth Rate	2020 Ridership Forecast (million unlinked trips)	MCTP 2020 Goal Differential (million unlinked trips)	Equivalent mVMT Reduction
NTD (1998-2007)	1.5%	322.8	136.2	533.3
AAR (2001-2007)	1.5%	315.9	143.1	560.5
MPO Plans	1.3%	305.6	153.5	601.0
Plans & Programs (2010 – 2020)	2.4%	353.2	105.8	414.3
CAP 2020 Goal	5.3%	459.0	--	--

The MCTP goal (doubling 2000 ridership by 2020) results in a target ridership in 2020 of **459.0 million**. To achieve the 2020 goal requires an average annual ridership growth of **5.3 percent** from 2010 to 2020.

The ridership growth rate representing transit projects and programs funded through 2020 equals a 2.4 percent annual increase. The assumptions generating this growth rate include:

1. Implementation of all 2009-2014 CTP transit projects and TERMS
2. MPO long range transit projects included in modeling assumptions by 2020 (includes Purple Line, Corridor Cities Transitway, Red Line, etc...)

3. This higher growth rate results from applying the Attainment Report ridership trends outside of Baltimore from 2001 to 2007 (3.2 percent annually), and a ridership growth rate in the Baltimore region from 2005 to 2007 (2.2 percent annually).
4. Excluding ridership data available to date on 2008 and 2009 ridership growth rates, particularly given the notable interaction between high fuel prices and increased transit ridership in 2008.

The TLU-3 strategy focus is on the difference between the 459.0 million 2020 goal from the CAP and the 2020 transit ridership forecast of 353.2 million. The difference represents 105.8 million unlinked transit trips. This approach ensures no overlap or double counting of transit trips or GHG emission reductions and strictly accounts for the incremental growth required to achieve the MCTP goal.

To translate unlinked transit trips to VMT, an average vehicle occupancy and average transit trip length is utilized. Average auto occupancy of 1.43 persons per vehicle from the 2001 National Household Travel Survey assumes that:

- 60 percent of new transit trips were home based work vehicle trips with an average occupancy of 1.14
- 40 percent of the new transit trips were non-work vehicle trips with an average occupancy of 1.84

Each unlinked trip is multiplied by an average transit trip length of 5.6 miles per trip based on the weighted average of Maryland 2007 NTD data.

The method for estimating the costs associated with these strategies is based on the incremental investment needed to increase annual transit ridership growth from the plans and programs to achieve the MCTP goal. Therefore, the TLU-3 costs are beyond transit projects identified in the plans and programs (all CTP and MPO LRP projects).

The additional revenue miles required to accommodate the ridership growth by mode to reach the 2020 goal were estimated by using existing transit trip rates per revenue mile (based on Maryland specific 2007 data). These trip rates are:

- Heavy rail – 2.7 trips per revenue mile (89.7 million passenger trips and 33.5 million revenue miles)
- Commuter rail – 1.5 trips per revenue mile (7.5 million passenger trips, 5.0 million revenue miles)
- Light rail – 2.4 trips per revenue mile (6.7 million passenger trips, 2.8 million revenue miles)
- Local bus – 3.6 trips per revenue mile (118.1 million passenger trips, 33.2 million revenue miles) (only includes WMATA and MTA bus services in Maryland)

- Commuter bus – 0.7 trips per revenue mile (3.4 million passenger trips, 4.7 million revenue miles)

An estimate of the 2007 revenue miles per vehicle for each mode was used to determine the additional number of vehicles needed to accommodate the ridership growth for each mode (Table 3). The revenue miles per vehicle for each mode were calculated using 2007 revenue miles and numbers of vehicles available for maximum service. The capital cost per mode was calculated using standard costs per vehicle type (also see Table 3). Note that the costs for the local and commuter buses represent estimates for hybrid-electric transit buses. Data sources for this information included 2007 NTD data and WMATA and MTA plans and projects.

**Table B.3 Revenue Miles per Vehicle and Cost per Vehicle**

Mode	2007 Revenue Miles per Vehicle	Cost per Vehicle
Heavy Rail	69,999	\$3,000,000
Light Rail	52,787	\$3,870,000
Commuter Rail	32,666	\$2,800,000
Local Bus	27,470	\$650,000
Commuter Bus	24,134	\$650,000

The estimated incremental costs to achieve the MCTP goal were calculated twice, based on two different assumptions – 2007 actual and 2020 forecasted transit mode splits were used to estimate the additional ridership growth needed by mode.<sup>3</sup> The estimated additional ridership, revenue miles, and additional vehicles by mode in 2020 are in Table 4. The numeric ranges in the table represent estimates based on both the 2007 and 2020 transit mode splits.

**Table B.4 Expansion Requirements Above Baseline by Mode to Attain 2020 MCTP Ridership Goal**

Transit Mode	Additional Ridership	Additional Revenue Miles	Additional Vehicles
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<sup>3</sup> The 2007 mode splits, based on NTD and MWCOG model data, were 33.6 percent heavy rail, 2.5 percent light rail, 2.8 percent commuter rail, 59.8 percent local bus, and 1.3 percent commuter bus. The 2020 mode splits, forecasted based on 2001 to 2007 NTD and MWCOG model data, were 38.7 percent heavy rail, 3.2 percent light rail, 3.7 percent commuter rail, 52 percent local bus, and 2.4 percent commuter bus. The 2020 light rail mode share was adjusted to maintain the 2001 percentage (since the share actually decreased between 2001 and 2007), and the local bus mode share was accordingly decreased.

	(millions)	(millions)	
Heavy Rail	42.7 – 49.2	16.0 – 18.4	228 – 263
Light Rail	3.2 – 4.1	1.3 – 1.7	25 – 32
Commuter Rail	3.6 – 4.7	2.4 – 3.1	73 – 96
Local Bus	66.1 – 76.1	18.6 – 21.4	678 – 779
Commuter Bus	1.7 – 3.0	2.3 – 4.3	96 – 177
<b>Total</b>	<b>127.2</b>	<b>43.4 – 46.1</b>	<b>1,201 – 1,245</b>

## Results

In 2020, an additional 105.8 million unlinked transit trips reduces VMT by 414.3 million. The change in VMT results in an annual GHG reduction of **0.45 mmt** (accounting for both the reduction in VMT and the reduction in highway delay because of mode shift).

Meeting the MCTP 2020 goal will require a comprehensive and strategic investment plan. A combination of enhancing access to transit, improving speeds and reliability, increasing frequencies, expanding service and creating incentives for riding transit or disincentives for driving alone are all required.

The total estimated cumulative capital costs from 2010 to 2020 range from **\$1.55 to \$1.74 billion** to achieve the MCTP ridership goal.

The capital cost estimates to attain the MCTP ridership goal are based on vehicle procurement only. These capital cost estimates reflect service improvements within the existing transit network. The additional commuter rail vehicles, for example, could be used on existing MARC lines and provide the increased daily seating capacities through 2020, outlined in the MARC Growth and Investment Plan.

The actual capital costs will be significantly higher due to related capital needs such as ROW and construction or additional rail, maintenance/storage facilities, park and ride lots/structures, shelters, etc.

## Summary

The total GHG reduction in 2020 from attaining the MCTP ridership goal compared to the baseline and the associated additional costs are in Table 5.

**Table B.5 TLU-3 GHG Reduction and Costs (2020)**

TLU-3	GHG Reduction (mmt CO <sub>2</sub> e)	Total Cost 2010 - 2020 (million \$)

Public Transportation	0.45	\$1,550.0 – \$1,740.0
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Achieving this level of increase in ridership compared to the baseline will require bus system expansion and increased rail capacity, combined with enhanced level of service and transit oriented development. The total costs from the analysis reflect the TLU-3 strategies that were identified by the Working Group as critical or important in Phase I. However, some of the TLU-3 strategies that go beyond service improvements, such as expanded park and ride capacity, will have costs beyond this capital estimate, which was based on vehicle procurement.

The following six strategies were considered pre-2020 and included in this short to medium range analysis for TLU-3. The projects listed under each strategy are planned but currently unfunded, and could help promote transit ridership growth by 2020.

**TLU-3.1 Additional Capacity on Existing Transit Routes:** Improvements to existing lines beyond the first phase of the MARC Growth and Investment Plan (MGIP), capital assistance to small urban transit systems (LOTS)

**TLU-3.2 Expanded Park and Ride Capacity**

**TLU-3.3 Increase Coverage of Transit Services—New Commuter/Intercity Bus Routes:** WMATA Regional Bus Study, MWCOG Priority Bus Network (J Line, Route 1 (MD) Line, Eastover to Addison Road and Addison Road to Southern Avenue)

**TLU-3.12 Increase Coverage of Transit Services—New Local Bus Routes:** Operating and capital assistance to the LOTS could fund new local routes

**TLU-3.6 Bus Priority Improvements:** WMATA running way improvements/priority corridors in Montgomery and Prince George’s Counties (MD 97, MD 193, MD 4, US 1, MD 210, etc...)

**TLU-3.11 Increase Frequencies of Transit Services Statewide:** Frequency improvements on MARC lines beyond the first phase of the MGIP, operating and capital assistance to the LOTS could increase frequencies of local services.

Bike and pedestrian access to transit and transit supportive development are also included as pre-2020 strategies. They are shared strategies with TLU-2 and TLU-8. Therefore, the GHG emissions and costs associated with these strategies are estimated in these other TLUs.

**TLU 3.4 Implement Bicycle and Pedestrian Improvements to Support Transit:** Shared with TLU-8 strategies supporting investment near transit stations.

**TLU 3.10 Plan Transit in Conjunction with Land Use:** Current priority joint development/TOD opportunities in Maryland include Laurel, Wheaton, Odenton, Savage, Naylor Road, and State Center.

Long-range strategies beyond 2020, not included in this analysis are:

**TLU-3.7 Increase Coverage of Transit Services – New Rail/BRT Routes:** Purple Line Extension - New Carrollton to Branch Avenue, Green Line Extension to Laurel/BWI, Baltimore METRO Green, Purple, Blue, Yellow and Orange lines (Baltimore Regional Rail System Plan)

**TLU 3.8 Implement Land Use Planning Policy Changes to Support Transit Use:** Policies that promote density and mixed-uses and provide for dedicated transit lanes, which will help achieve time savings compared to driving, or at least make the modes comparable.

**TLU 3.9 Provide Pricing Incentives to Help Support Transit Ridership Growth:** Incentives to promote shifts from SOV to transit including increased gas taxes or VMT fees, congestion pricing and higher parking costs.

Note that the strategy identified by the TLU-3 Working Group, **TLU-3.5 Reduce Transit GHG Emissions**, did not fit neatly within a category, but was indirectly addressed through capital expansion, which was assumed to include hybrid-electric buses and other clean technology to reduce the GHG emissions from transit vehicles.

The direct benefits of the transit/land use and transit/facility pricing interactions have not been considered in the Phase II analysis – analysis in future phases of this study will evaluate these relationships.

## TLU-5: INTERCITY TRAVEL

### Approach

Improvements to intermodal facilities and information help minimize time, costs, and inconvenience that make it easier to for people to utilize the most efficient mode for each segment of a trip. Examples of specific intermodal improvements might include:

- Intermodal transportation centers that provide a central exchange point for different modes,
- Integrated fare payment systems,
- Multimodal traveler information systems,
- “First and last mile” programs that focus on ways to get people from their origin or destination to line-haul transit stations (e.g., bikes on transit, station cars, local flex-route transit), and
- Programs that support alternative mode by providing backup travel options when necessary, such as guaranteed ride home programs or occasional-use parking passes for employees receiving transit benefits.

Maryland has already implemented a number of these strategies for improved intermodal connections and passenger convenience. For example, Maryland is one of only six states in the country where all Amtrak intercity rail terminals (Aberdeen, Baltimore Penn Station, BWI Marshall, Cumberland, Rockville, New Carrollton) are served by other modes<sup>4</sup>. In addition, multiple MARC stations are also served by more than one rail mode (Rockville, Silver Spring, College Park, Greenbelt, New Carrollton). In addition, Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall), which is the only major commercial airport in the state, is served by intercity rail, commuter rail, light rail transit, and bus transit. Analysis for greenhouse gas reductions in Maryland will focus on improving the transit mode share for trips to/from BWI Marshall, and increasing ridership on Amtrak intercity rail service.

In Phase I, the TLU-5 working group identified TLU strategy 5.6A (improve passenger convenience for intermodal connections at airports, rail stations and major bus terminals as a critical, short-term strategy to be assessed during this

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<sup>4</sup> Bureau of Transportation Statistics. Special Report. Making Connections: Intermodal Links in the Public Transportation System. September 2007.  
[http://www.bts.gov/publications/bts\\_special\\_report/2007\\_09\\_18/pdf/entire.pdf](http://www.bts.gov/publications/bts_special_report/2007_09_18/pdf/entire.pdf)

phase of the work program. The TLU strategy is organized into two specific programs that all improve intermodal connections in Maryland. The TLU does not focus on strategies associated with local and regional transit use included in the Transit TLU- 3.

### *Increased Transit Mode Share to/from BWI Marshall*

A number of measures can increase transit mode share for trips to and from BWI Marshall airport<sup>5</sup>.

- Provide direct connections to all forms of transit from the airport. While the light rail is directly accessible from the terminal, passengers must currently take a shuttle to access the MARC commuter rail and Amtrak service. Consider providing an enclosed structure or conveyance (people mover type system) or by relocating the station to provide direct access to the main airport terminal.
- Market transit service to travelers with trip ends downtown and in transit-friendly areas. The ability to walk from transit stations to the final destination is important.
- Market transit service to business or other travelers with few checked bags. Consider providing off-airport baggage check in locations.
- Provide travel times in major travel corridors that are better than vehicular-based highway travel.
- Provide frequent service. Waiting times of 10 minutes or less are preferred. Expand service times (off-peak service) and days of operation as needed.
- Provide transit information that is easy to understand even for those unfamiliar with transit schedules and purchasing tickets.

BWI Marshall already has a number of these services in place and implemented successfully. These measures are related to the transit-airport connection, and the regional transit system.

### *Increased Ridership on Amtrak*

Less than one percent of long distance trips in the U.S. occur on trains.<sup>6</sup> Recent efforts at the state, regional and federal level have resulted in increased attention on strategies to increase the efficiency and use of the existing intercity passenger rail network.

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<sup>5</sup> Based on recommendations from Airport Cooperative Research Program (ACRP) Report 4: Ground Access to Major Airports by Public Transportation.

<sup>6</sup> Bureau of Transportation Statistics. National Transportation Statistics. Table 1-39

- "The Future of the Northeast Corridor" - Regional Plan Association recent study through the Business Alliance for Northeast Mobility to urge Congress to increase funding for intercity passenger rail in the stimulus and future transportation bills "The Future of the Northeast Corridor".<sup>7</sup>
- "High Speed Rail and Greenhouse Gas Emissions in the United States" - Center For Clean Air Policy led study of the feasibility and GHG reduction potential of high-speed rail service between major urban transit corridors. The result is a corridor-by-corridor estimate of the potential annual greenhouse gas benefits-from emissions reductions-of high-speed rail systems in the U.S. based on current plans for high-speed rail development in the federally designated high-speed rail corridors.<sup>8</sup>
- Passenger Rail Working Group for the National Surface Transportation Policy and Revenue Study Commission<sup>9</sup>
- American Recovery and Reinvestment Act – Intercity/High-Speed Rail Provisions: The ARRA allocates \$9.3 billion for the development of intercity and high-speed passenger rail. Of this total, \$1.3 billion is available for capital improvements and security upgrades for Amtrak. The remaining \$8 billion is provided for the development of new intercity and high-speed rail passenger service. The grants will be distributed under the Intercity Passenger Rail Grants to States and the High Speed Corridors grant programs authorized in the 2008 Rail Safety Improvement Act.
- AMTRAK FY 2010 Legislative and Grant Request: Summary of recent operational improvements and outline of Amtrak's views on the need for passenger rail growth, and overview of FY 2010 funding request.<sup>10</sup>

## Assumptions

To quantify the greenhouse gas reduction associated with implementing the TLU strategies, it is assumed that BWI Marshall can increase its transit mode share from 11.4 percent to 20 percent by implementing these strategies. The mode share assumptions are based on:

- 12 percent is the existing public access mode share at BWI Marshall according to the 2008 ACRP Report. Public transportation is defined in this report as rail, bus and shared ride vans, but excludes single-party limousines, courtesy shuttles, and charter operations.

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<sup>7</sup> <http://www.rpa.org/pdf/RPANECfuture012309.pdf>

<sup>8</sup> <http://www.cnt.org/repository/HighSpeedRailEmissions.pdf>

<sup>9</sup> <http://www.dot.state.wi.us/projects/state/docs/prwg-report.pdf>

<sup>10</sup> <http://www.amtrak.com/pdf/FY10GrantLegislativeRequest.pdf>

- Table 10 in the 2007 Washington-Baltimore Regional Air Passenger Survey indicates that the average share of public mode of access in 2002, 2005, and 2007 is 11.4 percent.<sup>11</sup> Public mode of access includes rail services and airport bus, van or limo.
- San Francisco International Airport’s (SFO) public access mode share of 23 percent, which is currently the highest in the U.S. based on 2005 data included in the referenced ACRP report. SFO has access from multiple rail transit modes, and has slightly more expensive daily/long-term parking fees of \$14 per day. There are of course other factors resulting in the high public access mode share at SFO
- 20 percent is chosen as a reasonable target mode share for BWI Marshall in 2020, in order to estimate the potential for GHG reductions.

Passenger-miles for trips to and from the airport are estimated by multiplying the number of passengers arriving by ground transportation by 2 (assuming they make a transit round trip). The passenger trips are multiplied by 21.5 miles (assuming the average trip distance equals the average of the distance from BWI Marshall to downtown Baltimore (11 miles) and to downtown Washington DC (32 miles)).

Passenger trips for 2020 are obtained by extrapolating historic growth trends in total annual enplanements, which yielded an annual 2 percent growth rate (based on 2002 - 2007).<sup>12</sup> Total passenger miles to/from BWI Marshall and then broken down into the current and target mode splits between private and public modes. These are multiplied by greenhouse gas emission factors to complete the estimate of greenhouse gas emissions for the current and target mode splits. The difference between the two highlights the potential GHG savings by increasing the transit mode share to 20 percent. These results are included in Table 5.

## Results

### *Increased Transit Mode Share to/from BWI Marshall*

The difference between current transit access mode share at BWI Marshall and an increased mode share in 2020 of 20 percent results in GHG emission savings. Total GHG emissions reduction in 2020 could be as high as **0.012 mmt** because of the modal shift of travelers at BWI Marshall. These results are in Table 6.

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<sup>11</sup><http://www.mwcog.org/uploads/committeedocuments/IF5dXlh20081003124339.pdf>

<sup>12</sup> Obtained from Table 4 of 2007 Washington-Baltimore Regional Air Passenger Survey by National Capital Region Transportation Planning Board, et al.

**Table B.6 Estimated Passenger Mile Reductions from Increased Transit Mode Share at BWI Marshall**

BWI Marshall Access Trips	2020
<b>Total Passenger-Miles (millions)</b>	494.71
<i>Current Mode Split</i>	
Cars (89.5%)	442.77
Transit (11.5%)	56.94
<i>Target Mode Split</i>	
Cars (80%)	395.77
Transit (20%)	98.94

Costs for the deployment of these measures at BWI Marshall from 2010 to 2020 are highly variable based on the measures chosen and the level of new infrastructure required. Bond proceeds or Federal Aviation Administration AIP grants support the majority of capital funding at airports. Passenger facility related charges or “pay as you go” funding from other federal or state grants represent less than a third.<sup>13</sup>

Examples of costs associated with providing in-terminal/in-station kiosks or other display boards of real-time transit arrival information are available via a number of recent studies through FHWA's Research and Innovative Technology Administration (RITA). In 2006, the Federal Transit Administration (FTA) sponsored a study to analyze the return-on-investment for real-time bus arrival time information systems. The Transit Tracker system deployed in the Tri-County Metropolitan Transportation District of Oregon (TriMet), deployed in 2001, was evaluated. The system provides riders with a real-time estimate of the expected time the next transit vehicle will arrive at a specific bus stop or rail station. Information is provided to riders via electronic information displays, a dedicated phone line, and a Web site.

An estimate of the cost of the field equipment (designing, purchasing, and installing the dynamic message signs at 13 bus stops and all rail stations),

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<sup>13</sup> Airport Cooperative Research Program (ACRP) Report 4: Ground Access to Major Airports by Public Transportation. 2008

servers, and Web development was \$1.075 million. Operating and maintenance costs for Transit Tracker are estimated to be roughly \$94,300 per year.<sup>14</sup>

This level of investment at the scale of the Baltimore system would be significantly higher (TriMet example is deployed to all 12 light rail stations in the Portland system). Software development costs could go also support expansion of the existing BWI Ground Access Information System to include all modes of access to BWI., including Amtrak and MTA bus and light rail in Baltimore.

Providing a direct connection to the BWI Amtrak/MARC station via a automated people mover system is a significantly more expensive, capital intensive option to generate increased transit arrival mode shares. The under construction consolidated rental car facility people mover at Hartsfield Jackson Atlanta International Airport (ATL) has an estimated capital cost of \$286.5 million for a 1.5 mile system. BWI Marshall to the BWI Amtrak/MARC Station is approximately 2 miles.

### *Increased Ridership on Amtrak*

Table 7 includes all intercity Amtrak stations in Maryland. As noted earlier, all stations have at least one other mode servicing the stations. All six stations have bus transit serviced, and four of them have either heavy or light rail transit service. New Carrollton and Rockville stations are specifically designed as intermodal facilities and have five and four modes represented.

Possible improvements to increase Amtrak ridership include:

- Provide direct connections to intercity bus service at Rockville station and Penn Station in Baltimore
- Improving the connection between the BWI Marshall rail station and the main terminal either by providing a enclosed structure or conveyance (people mover type system) or by relocating the station to provide direct access to the main airport terminal
- Improve traveler information for making intermodal connections before the trip (via interactive mapping websites) and traveler information in the airport terminals.

To determine greenhouse gas reductions from these improvements, an analysis was conducted and is based on the assumption that these strategies could

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<sup>14</sup>

<http://www.itscosts.its.dot.gov/its/benecost.nsf/SingleCostTax?OpenForm&Query=Transit%20Management>

increase ridership by 5 percent to 10 percent. This translates into an increase in 2020 of 221,500 intercity rail trips.

Based on the 2001 National Household Travel Survey, the average length of a long distance rail trip is 192 miles. Given Maryland’s location in the Northeast Corridor, and that the majority of Amtrak trips in this corridor are between DC, Baltimore, Philadelphia and New York, the average Maryland Amtrak trip distance is estimated at 150 miles. The total reduction in annual VMT for trips originating in Maryland in 2020 is 33.2 million.

**Table B.7 Maryland Intercity Rail Stations**

Facility Name	FY08 Amtrak Boardings	Intermodal Connections
New Carrollton Station	203,449	PG County TheBus, METRO Bus, METRO Rail, MARC , Amtrak
Rockville Metro/MARC Station	3,178	METRO Bus, Ride-On, METRO Rail, MARC, Amtrak
Aberdeen Amtrak/MARC Station	45,052	Bus Transit, MARC, Amtrak
BWI Marshall Rail Station	644,640	Bus Transit, MTA Light Rail, MARC, Amtrak, Air
Penn Station	1,020,304	MTA Bus, MTA Light Rail, MARC, Amtrak
Cumberland Amtrak Station	11,257	Bus Transit, Amtrak

Sources: BTS. Passenger Connectivity Database. Amtrak Fact Sheet.

### Summary

Table 8 includes total GHG reduction estimates for in 2020 for the intercity passenger specific TLU-5 strategies.

**Table B.8 TLU-5 GHG Reduction and Costs (2020)**

TLU-5	GHG Reduction (mmt CO <sub>2</sub> e)	Total Cost 2010 - 2020 (million \$)
Increased Passenger Convenience/Improved Transit Access at BWI Marshall	0.012	N/A
Increased Passenger Convenience at Intercity Rail Stations	0.011	N/A

There are other TLU strategies identified by the working group in Phase I that provide cobenefits for intercity passenger and freight transportation across six strategy areas. These strategies were identified as longer-term strategies beyond the 2020 timeframe.

- **Passenger and Freight Rail Capacity Constraints** – Passenger and freight rail capacity enhancements include technology improvements such as signal system upgrades and infrastructure and capacity projects relieving critical bottlenecks. Priority rail capacity constraints are identified in the Draft Maryland Freight Plan and target critical bottlenecks such as bridges, insufficient vertical clearances, Baltimore tunnels and additional main lines in the I-95 corridor. The 2009-2014 CTP includes a MTA sponsored project totaling \$82.1 million over 6 years, which improves MARC service through targeted investment in passenger rail corridor infrastructure. These improvements are implemented through CSX and Amtrak operating agreements.
- **Passenger and Freight Rail Conflicts** – Improve shared use through short-term policy revision and mutually beneficial capacity enhancements, and long-term separation of passenger and freight tracks.
- **Coordinated Development of Freight Intensive Land Uses** – Improve coordination of freight-intensive land use development with appropriate transportation infrastructure to support freight vehicle access.
- **Local and Through Truck Bottlenecks** – Reduce delays through improved capacity constraints and system inefficiencies on intermodal connectors and key interchanges.
- **Intermodal Freight Activity** – Reduce idling and fuel consumption of freight vehicles and infrastructure at intermodal facilities through improved connections and technology/policy.

There is a prioritized listing of freight projects in the Draft Maryland Freight Plan. However, the prioritization is not based on a timeline. Highway projects in this list are from the CTP, highway needs inventory, and multiple agency feedback. The CTP projects from this list are all identified as TLU-5 projects in the funded plans and programs analysis in Section 3.2. Both freight and

passenger rail project needs are identified from the MAROps study, MARC Growth and Investment Plan, or through outreach with CSX, Norfolk Southern and other freight rail operators. A large number of the projects identified would benefit both freight and passenger rail operations, particularly in the Northeast Corridor from DC to Baltimore to Wilmington, DE.

Environmental stewardship is a factor that accounts for 10 percent of the freight plan prioritization framework. In the highway project prioritization, environmental stewardship refers to location of the projects in priority funding areas (PFAs) and thereby providing an emphasis on directing new development in PFAs and sites with adequate infrastructure. In the case of rail projects however, since rail is considered a more fuel-efficient and more environmentally friendly alternative to truck transport, they are all prioritized high environmental stewardship. Port projects were prioritized based on MPA priorities and information in the MPA Strategic Plan.

## TLU-6: PAY-AS-YOU-DRIVE (PAYD) INSURANCE

### Approach

Pay-As-You-Drive (PAYD) insurance ties a substantial portion of consumer insurance costs to a variable cost with respect to actual motor-vehicle travel use. The cost of insurance is more directly related to hours or miles driven, with adjustment for other rating factors, such as driving record, age, and the vehicle driven. Typically, miles driven is only a minor rating factor in insurance policy pricing. PAYD Insurance is designed to provide a price signal to encourage a reduction in miles driven, while allowing insurance companies to make premiums more accurate actuarially.

Currently, the only insurer in Maryland offering a form of PAYD insurance is Progressive Insurance through *MyRate*. In June 2008, Progressive announced a national rollout of the *MyRate* insurance program. For Maryland consumers, *MyRate* was available starting in September 2008. Based on Maryland Insurance Administration (MIA) data, Progressive has the sixth highest market share of auto insurance providers in Maryland. Under *MyRate*, cars driven less often, in less-risky ways, and at less-risky times of day can receive a lower premium. Defensive drivers have a good driving record, drive less than 10,000 miles per year, rarely drive after midnight and are the most likely to save money compared to their existing premiums. According to the Progressive website, the impact on premiums could be anywhere from a 60 percent discount to a 9 percent surcharge.

MDOT, in consultation with MIA, is considering a range of levels of deployment for PAYD Insurance in Maryland through 2020. Since the insurance premium, cost is tied directly to vehicle miles driven, primary benefit of PAYD insurance is the reduction in VMT associated with insurance premium structure.

### Assumptions

Other examples of auto insurance based on mileage monitoring do exist and provide useful information to assess the potential benefit of PAYD Insurance programs. A Texas based start-up insurance firm, MileMeter, allows individuals to go online and purchase a specific number of miles of insurance coverage. A driver would not be covered in the event of an accident if the car's odometer indicated that the driver had exceeded the amount of insurance purchased, which negates the need for odometer audits. In addition, established companies also use monitoring technology to offer mileage discounts on insurance premiums. General Motors Acceptance Corporation (GMAC) Insurance offers mileage-based discounts to OnStar subscribers located in thirty-four states including Maryland.

Pilot projects have recently been completed or are underway in a number of regions. A FHWA sponsored PAYD insurance pilot program in Seattle, WA is underway with expected completion in 2012. In 2006, the North Central Texas Council of Governments entered into a partnership with Progressive Insurance Company to offer a mileage-based pricing option to its customers and track the effect of the pricing on customer mileage. The findings for the PAYD insurance pilot included: a decrease in miles driven by an average of 5 percent, or 560 miles per year; 37 percent of post-pilot survey respondents reporting a reduction in mileage driven; and most reductions in driving reported to occur in commute and mid-day hours.<sup>15</sup>

Only one auto insurance provider in Maryland currently has a PAYD insurance option available, and this provider represents less than 10 percent of total Maryland based policies. Based on a recent Brookings Institution report, the first 2 percent of customers signing up for PAYD policies will be the low-risk, low-mileage drivers that have a financial incentive to do so.<sup>16</sup> Given the Brookings report finding, the assumption of the deployment of PAYD insurance is 2 percent of 10 percent of all Maryland policies, or .2 percent of all Maryland drivers in 2010.

## Results

A maximum assumption for the impact of the set of strategies to help increase deployment of PAYD insurance in Maryland plus drivers who would be expected to switch for financial reasons alone is 20 percent of all Maryland drivers adopting PAYD policies by 2020. This assumes 2 percent of Maryland drivers switch to PAYD each year 2010 to 2020. This level of penetration of PAYD in Maryland would require most of the major insurance companies to offer PAYD, plus implementation of pilot programs and incentives at the State level.

The 20 percent target does not represent a commitment by Maryland Insurance Administration (MIA). This target will be reconsidered in future phases of this work ahead of preparation of the draft implementation plan to the Governor and Legislature by December 31, 2011 and the final implementation plan by December 31, 2012.

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<sup>15</sup> *Pay-As-You-Drive Insurance Pilot Program – Phase II Final Project Report*. Progressive County Mutual Insurance Company and North Central Texas Council of Governments, November 2008.  
[http://www.nctcog.org/trans/air/programs/payd/FinalPAYDReport\\_11-05-2008.pdf](http://www.nctcog.org/trans/air/programs/payd/FinalPAYDReport_11-05-2008.pdf)

<sup>16</sup> *Pay-As-You-Drive Auto Insurance: A Simple Way to Reduce Driving-Related Harms and Increase Equity*. Bordoff and Noel, The Brookings Institution. July 2008.

Lower targets are tested of 5 and 10 percent deployment by 2020, which assumes a more steady deployment, consistent with current conditions given the economic environment and rate of adoption of PAYD seen currently by insurance providers.

Based on State and MPO transportation and land use plan forecasts, total annual state vehicle miles of travel in 2020 is 67.4 billion. Table 9 presents ranges of VMT and GHG reduction estimates in 2020 based on the percentage of PAYD insurance policies.

To illustrate the potential range of GHG emission benefits, three levels of market penetration of PAYD Insurance are included (5, 10, and 20 percent) along with two levels of effectiveness in reducing VMT (5 and 10 percent per driver).

The 5 percent estimate is based on findings from the NCTCOG study referenced earlier. This is a conservative estimate of the VMT effect. Research studies have indicated as high as a 15 percent reduction in VMT per driver as a result of a shift to a PAYD based insurance premium (Climate Action Plan used this rate). 10 percent is a high-end VMT effect as based on research estimates from both the Brookings Institution report and Victoria Transportation Policy Institute.<sup>17</sup>

**Table B.9 Range of PAYD Insurance Deployment in 2020**

Percent of Policies by 2020	Change in Annual VMT per Policy (Effectiveness Rate)	Statewide Annual VMT Reduction (million VMT)	GHG Reduction (mmt CO <sub>2</sub> e)
5%	5%	168.40	0.057
10%	5%	336.80	0.114
20%	5%	673.59	0.260
5%	10%	336.80	0.114
10%	10%	673.59	0.227
20%	10%	1347.18	0.454

### Summary

Table 10 presents the results of the TLU-6 GHG emissions reduction analysis assuming the maximum 20 percent penetration rate by 2020. It is assumed that there are minimal public sector costs associated with PAYD insurance. The majority of the costs are assigned to the insurance provider and the driver.

<sup>17</sup> <http://www.vtppi.org/tdm/tdm79.htm>

**Table B.10 TLU-6 GHG Reduction and Costs (2020)**

<b>TLU-6</b>	<b>GHG Reduction (mmt CO<sub>2</sub>e)</b>	<b>Total Cost 2010 - 2020 (million \$)</b>
Pay-as-you-drive Insurance	0.26	N/A

## TLU-8: BICYCLE AND PEDESTRIAN

### Approach

The TLU policy option discussed during Phase I of the work program seeks to increase the bicycle and pedestrian mode share to 15 percent of all trips in urbanized areas. According to the MDOT Annual Attainment Report, bicycle and walking mode share for commute trips in 2006 is 2.9 percent (.3 percent biking, 2.6 percent walking). Per the 2001 National Household Travel Survey, for the combined Baltimore and Washington urbanized area, combined bicycling and walking mode share for all trips is approximately 10 percent.

The focus of the analysis of TLU-8 strategies is to determine the mode shift implications and resulting GHG emission reductions of building out the *Maryland Trails* plan. A secondary analysis considers the mode shift and resulting GHG emission reductions from a comprehensive improvement in pedestrian infrastructure on urban roadways in areas adjacent to activity centers, transit stations and schools in Maryland.

In the summer of 2009, MDOT wrapped up the plan development portion of a statewide trail planning effort. *Maryland Trails: A Greener Way to Go* is Maryland's coordinated approach to developing a comprehensive and connected statewide, shared-use trail network. This plan focuses on creating a state-wide *transportation trails* network. These are hard-surfaced multi-use paths designed to be used by bicyclists, pedestrians and people with disabilities that accommodate trips to and from destinations, as opposed to recreational loops or spurs. The *Maryland Trails* plan identifies approximately 820 miles of existing *transportation trails* and 770 miles of priority *missing links* (160 trail segments) that, when completed will result in a statewide trails network providing travelers a non-motorized option for making trips to and from work, transit, shopping, schools and other destinations. Significant portions of these priority *missing links* are located in the more densely populated portions of the state.

According to the *Maryland Trails* plan, approximately 40 percent of the state's population lives within one mile of an existing *transportation trail*. An additional 13 percent live within one mile of a priority missing link in the trail network. The greenhouse gas reduction potential of building out this network is significant - especially when considering the potential to shift trips from cars to walking or walking combined with transit.

The 2001 Baltimore Metropolitan Commission (BMC) Household Travel (HHT) Survey was analyzed to ascertain the potential impact of trail availability on

travel modes in the study area.<sup>18</sup> Whereas the Travel to Work data gathered by the US Census captures only trips to work, the HHT Survey asks respondents to record data on all trips, including work, shopping, recreation and leisure.

- Throughout the BMC region, the mode share percentages for walking are significantly higher than those for bicycling.
- For areas within one mile of an existing *transportation trail*, approximately 24 percent of all trips are taken by walking, bicycling or a combination of walking or bicycling with transit.
- At population densities greater than 10000 ppsm, combined bicycle and walking mode share is 21.7 percent. At lower densities, for example less than 4000 ppsm, combined bicycle and walking mode share is 3-4 percent.

## Assumptions

### *Maryland Strategic Trails Plan*

To calculate the VMT reduction potential of building out the statewide strategic trails plan, GIS analysis was used to calculate mode share percentages across the BMC planning area, within one mile of an existing transportation trail and within one mile of a priority missing link. This mode share data was then extrapolated to all urban areas statewide to calculate the VMT shift potential of building out the state's transportation trails network.

Throughout the BMC planning area, 9.75 percent of all trips are taken by walking alone. This increases to approximately 12.9 percent of all trips when combined with walking trips to transit and bicycling. However, the percentage of trips taken by foot almost doubles to 17.3 percent in areas that are within one mile of an existing transportation trail (see Table 11).

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<sup>18</sup> Note: This analysis relies on data obtained from the Baltimore Metropolitan Commission. Updated Household Travel Survey Data for the Metropolitan Washington Council of Governments (MWCOG) region is not anticipated to be available until late September 2009 at the earliest. A refinement of the figures and analysis contained within is recommended upon obtaining the MWCOG data.

**Table B.11 BMC Household Travel Survey Walk and Bike Mode Shares**

Area	% Walk	% Walk & Transit	% Bicycle	% Bike & Transit	% Other
Entire BMC	9.7	2.8	0.4	0.0	87.2
W/in one Mile of Existing Trail	17.3	6.4	0.5	0.0	75.8
W/in one Mile of Priority Missing Link	6.0	1.2	0.4	0.0	92.4

The potential for capturing trips currently taken by car becomes more pronounced when comparing areas with existing access to a trail to areas within one mile of a priority missing link. According to the data, 92 percent of all reported trips in these areas were taken by car and only 6 percent were taken by walking (7.2 percent when combined with walk and transit trips).

It should be acknowledged that these mode share percentages cannot be entirely attributed to the presence or absence of a transportation trail. Other elements, such as distance between origins and destinations (i.e. the mix of uses or density), the relative bike or pedestrian “friendliness” of an area, access to transit, local encouragement efforts, and other factors contribute to travel mode choice.

### *Comprehensive Pedestrian Strategy*

The pedestrian analysis was conducted using population density data by the five density ranges used in the TLU-2 analysis. The deployment assumptions for adding pedestrian amenities through 2020 are:

1. All new developments having buffered sidewalks on both sides of the street, marked/signalized pedestrian crossings at intersections on collector and arterial streets, and street lighting.
2. New or fully-reconstructed streets in denser neighborhoods (>4,000 persons/sq mi and business districts) incorporate traffic calming measures.
3. “Complete Streets” policies are adopted by Maryland state and local transportation agencies, requiring appropriate pedestrian accommodations on all roadways.
4. By 2020, 50 percent of existing streets within ¼ mile of transit stations, schools, and business districts are audited for pedestrian accessibility and retrofitted with curb ramps, sidewalks, and crosswalks.

The basic method is to apply an elasticity of VMT with respect to a Pedestrian Environment Factor (PEF). PEFs represent an index reflecting qualities and deficiencies of pedestrian infrastructure. Elasticities from a 2001 study by Reid Ewing and Robert Cervero are applied to example changes in the PEF because of pedestrian improvements.<sup>19</sup> Two PEF change levels were run that include different assumptions about the geographic scope of deployment (w/in ¼ mile of all transit stations/activity centers to within ½ mile). As Table 12 shows, VMT changes range from -1.5 percent in suburban areas (where it is assumed that a greater relative level of pedestrian improvement could be implemented) and -0.5 percent in urban areas.

**Table B.12 Application of Pedestrian Environment Factor (PEF) Elasticities to VMT**

Portland PEF factors	Suburban		Urban	
	Base	Alt	Base	Alt
Sidewalk availability	1	3	2	3
Ease of street crossing	1	2	2	2.5
Connectivity of street/ sidewalk system	1	1	3	3
Terrain	3	3	3	3
PEF score	6	9	10	11.5
% change in PEF		50%		15%
<b>% change in VMT:</b>		-1.5%		-0.5%

The “suburban” percentage VMT reduction is applied to density ranges 1 - 3 (<4,000 ppsm), the urban reduction to range 5 (<10,000 ppsm), and a mid-point reduction (1.4 percent) applied to range 4.

The VMT change was not applied to all population; instead, it was applied to an estimate of the population affected by the relevant pedestrian improvements. This estimate varies by census tract density range, based on the estimated land area covered by the improvements (Table 12). The pedestrian strategy assumes pedestrian improvements only in certain areas, such as transit stations, school zones, and business districts, as it would probably be cost-prohibitive and not very effective to make such improvements to all neighborhoods, everywhere. The following assumptions are made about the number of each type of area:

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<sup>19</sup> Ewing, R. and R. Cervero (2001) Travel and the Built Environment. *Transportation Research Record* 1780, 87-114.

- Schools - 1,446 total K-12 schools in Maryland (National Center for Educational Statistics, 2005-06) \* 5/6 of population (schools) in metro areas = 1,200 schools. These were distributed across all density ranges, based on population.
- Transit stations: 104 transit stations in Maryland. These were distributed across the three highest density ranges, based on population.
- Business districts: Total population of 5,841,356 in 2010. Total business districts estimated at 413. Multiple estimation methods used:
  - One for each of the 368 cities, towns, and villages in the Maryland as defined in the 2000 Census.
  - One per 15,000 people (approximately the market area for a grocery store) yields 390 districts.
  - One per 5,000 people (market area for a convenience store), considering only urban population in areas w/>4,000 ppsm, yields 482 districts. These were distributed across the four highest density ranges, based on population.

In Table 13, the percentage of total land area in Maryland affected is calculated based on improvements within a ¼ mile radius to a ½ mile radius. All numbers are increased from 2010 to 2020 based on an average annual population growth rate from 2000 to 2020 of .94 percent.

**Table B.13 Percent Population Living in Area with Pedestrian Improvements (2020)**

Pop/ sq mi	Total Improved Areas			% of Total Area Affected	
	Schools	Transit	Business Districts	1/4 mi	1/2 mi
0 - 499	307			0.7%	3.0%
500 -1,999	288		100	7.9%	31.7%
2,000 - 3,999	340	34	117	24.2%	96.8%
4,000 - 9,999	472	34	168	52.4%	100%
10,000+	180	36	68	100%	100%
<b>Total</b>	<b>1,588</b>	<b>104</b>	<b>454</b>	<b>4.3%</b>	<b>17.3%</b>

## Results

### *Maryland Strategic Trails Plan*

Using the BMC survey data expanded to all urban areas in Maryland, the existing VMT by mode for areas within one mile of a priority *missing link*, as well

as the mode shift potential incurred by building out the proposed *transportation trail* network is determined. For the purposes of this section, statistics derived from BMC data have been extrapolated to all *missing links* that are located within Maryland’s urbanized areas.

It is difficult to distinguish the effects on travel behavior of bike/pedestrian improvements apart from the effects of a mixed-use environment and higher density. The willingness to bike or walk is most heavily influenced by proximity to generators – i.e., a trip has to be short enough to be competitive with alternatives (the average length of a bike trip in Maryland is 1.9 miles). This is a function of the density of development, mix of uses, and connectivity of the street/pedestrian network. There does appear to be some influence of design factors (availability of sidewalks, safe street crossings, etc.), while holding the built environment constant. This analysis is directed at determining the impacts of buildout of the trail plan alone, within a fixed land use context.

This analysis was performed by applying the mode split percentages calculated for areas within one mile of an existing *transportation trail* to the areas within one mile of a priority *missing link*. By building out the *transportation trail* network, in 2020 up to 400.4 million vehicle miles could be shifted from car to nonmotorized modes of transportation, or a combination of walking or bicycling with transit. This change results in a GHG emissions reduction of **0.08 mmt**.

**Table B.14 2020 Greenhouse Gas Reductions from Buildout of Trail Plan**

Mode	PMT by Mode Pre-Trail Plan Buildout (millions) <sup>1</sup>	PMT by Mode Post-Trail Plan Buildout (millions) <sup>2</sup>
Walk	36.5	105.4
Walk & Transit	6.7	9.1
Bike	7.2	39.0
Bike & Transit	0	0.1
Other	8,881.9	7,280.4
<b>VMT Shift (millions) <sup>3</sup></b>		<b>(400.4)</b>
<b>GHG Reduction (mmt)</b>		<b>0.08</b>

Notes:

<sup>1</sup> 2020 PMT by mode derived by applying 1.4 percent annual VMT growth rate to 2001 household travel survey data in areas within 1 mile of a priority *missing link*.

<sup>2</sup> 2020 PMT by mode derived by applying 1.4 percent annual VMT growth rate to 2001 household travel survey data in areas within 1 mile of an existing *transportation trail*.

<sup>3</sup> VMT shift by mode extracts the VMT shift associated **only** with the provision of new transportation trails, not the impact of land use change. The assumption is that 15 percent of the mode shift is attributed to the provision of trail infrastructure.

An alternative approach to estimate the increase in bicycling that might take place with buildout of the trail plan uses a simple model based on data in a paper by Dill & Carr (2003) examining bicycle commuting and facilities deployment in 42 U.S. cities. Their analysis found that for more typical U.S. cities with at least 250,000 population, each additional mile of bike lanes per square mile is associated with a 1 percent increase in bike commuting.<sup>20</sup> This percent increase was applied to a baseline commuting percentage in Maryland (2001 NHTS) of 0.3 percent and 0.34 miles of bike lanes per sq. mi. (data from Dill & Carr, 2003). The resulting increase in bike commuting mode share is translated to VMT savings and thus greenhouse gases, resulting in a GHG savings in Maryland of 0.05 mmt.

The VMT reduction from the buildout of the trails plan could increase significantly (by as much as 85 percent) with corresponding land use policies encouraging mixed use development in transportation trail corridors. While land use change and new development will take a longer timeframe to recognize benefits (ie beyond 2020), this relationship is key to consider in future iterations of the implementation plan.

Planning level estimates put the cost of building all priority *missing links* at approximately **\$378 million** (2009 dollars). It should be noted that under current planning processes, trail construction is primarily county-led, although significant funding is available from the state through the Transportation Enhancements Program and the Recreation Trails Program. The *Maryland Trails Plan* does not attempt to prioritize individual trail projects, although it does offer several criteria that can be used for prioritization such as cost, population within proximity of a trail, length, feasibility, ability to address significant barriers, and other factors.

### *Comprehensive Pedestrian Strategy*

A range of pedestrian infrastructure improvements in all urban census tracts by 2020 results in additional reductions in VMT (Table 15). Total GHG reductions range from **0.03 mmt to 0.08 mmt** in 2020. These reductions come at a capital cost

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<sup>20</sup> Dill, J., and T. Carr (2003). “Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look.” *Transportation Research Record* No. 1828, National Academy of Sciences, Washington, D.C.

of **\$219.9 - \$439million** over 10 years of implementation, or an average annual cost of \$22 to \$43.9 million (Table 16).

**Table B.15 Comprehensive Urban Area Pedestrian Improvements GHG Reductions**

2020 PPSM	% of Total Area		VMT Reduction for Impacted Population (million)		1/4 mi GHG (mmt)	1/2 mi GHG (mmt)
	1/4 mi	1/2 mi	1/4 mi	1/2 mi		
0 – 499	0.7%	3.0%	0.76	3.05	0.00	0.00
500 -1,999	7.9%	31.7%	7.27	29.09	0.00	0.01
2,000 - 3,999	24.2%	96.8%	24.85	99.39	0.01	0.03
4,000 - 9,999	52.4%	100%	49.96	95.26	0.02	0.03
10,000+	100%	100%	9.29	9.29	0.00	0.00
<b>Total</b>	<b>4.3%</b>	<b>17.3%</b>	<b>92.13</b>	<b>236.07</b>	<b>0.03</b>	<b>0.08</b>

**Table B.16 Comprehensive Pedestrian Strategy Costs**

Area Type	Total #	Cost per Area		Total Cost (\$millions)	
		1/4 mi	1/2 mi	1/4 mi	1/2 mi
Schools	1,588	\$191,000	\$382,000	\$151.6	\$303.3
Transit Stations	104	\$191,000	\$382,000	\$9.9	\$19.0
Business Districts	454	\$257,000	\$514,000	\$58.4	\$116.7
<b>Total 10-year capital (\$millions)</b>				<b>\$219.9</b>	<b>\$439.0</b>
<b>Cost per Year, 2010-2020</b>				<b>\$22.0</b>	<b>\$43.9</b>

## Summary

Table 17 presents a summary of TLU-8 GHG emission reductions and costs in 2020.

**Table B.17 TLU-8 GHG Reduction and Costs (2020)**

TLU-8	GHG Reduction (mmt CO <sub>2</sub> e)	Total Cost 2010 - 2020 (million \$)
Buildout of Maryland Trails Plan	0.08	\$378.0
Activity Center/Schools/Transit Station Pedestrian Improvements	0.03 – 0.08	\$219.0 - \$439.0

Actual mode shift in different areas around the state will vary based on the quality of the local nonmotorized transportation network, terrain, proximity between origins and destinations, trail access and continuity, connections to transit, local encouragement efforts, and a variety of other factors. As such, the resulting shift to nonmotorized modes of travel and greenhouse gas reduction potential should be refined once better localized data is available. In the Baltimore and Washington urbanized areas, per 2001 NHTS data, this analysis results in an increase in bicycle and pedestrian mode share for all trips of 10 percent to 12.1 percent.

The draft MDOT policy design considers six potential strategy areas. In total, deployment of these six approaches will result in increases in bike and pedestrian mode shares. Four or the six represent expansion of existing networks and services through revised regulations and guidelines and increased funding. These are:

**Roadway Planning and Design Regulations, Policies, and Guidelines** – Strengthen implementation of current policy of *considering* bicycle and pedestrian accommodations on road and bridge improvement projects to *requiring* accommodations with limited exceptions.

**Revise Regulations for Incorporating Bicycle Services at Strategic Locations** – Strengthen existing regulations addressing bicycle supportive services in State buildings and institutions and public schools (of all levels). Award tax credits or other incentives for private buildings and projects that provide qualifying bicycle services.

**State Funding Allocations** – Identify opportunities to allocate more funding to projects that improve the bicycle and pedestrian network and/or promote relatively low-cost safety solutions. Modify rules governing state bicycle/pedestrian infrastructure funding programs to allow more flexibility.

**Local Revenue Sources** – Identify local revenue opportunities for improving local pedestrian bicycle networks (consider minimum percentage from highway user funds, speed camera and/or red light camera fines, etc.). Increase allocations from existing funding sources.

The other two strategy areas deal with land use policy and education.

**Land Use Policy Guidance** – Promote planning and design policies that support bicycle and pedestrian travel. Strengthen requirements for non-motorized transportation elements in local plans. Create and promote model ordinances (such as the existing Bicycle and Pedestrian Access Model Ordinance) for use by local jurisdictions. Consider parking maximum’s as an option for reducing parking at public and private developments.

**Education and Encouragement** – Conduct a social marketing campaign aimed at encouraging more people to make short trips on foot or bicycle and combine nonmotorized modes with transit for longer trips. Campaign should also encourage local governments to prioritize non-motorized travel.

Starting with the analysis performed for this section, a new criterion addressing a potential project’s ability to reduce greenhouse gas emissions could be developed. This factor could then be applied in the trail project prioritization process to foster projects that have the greatest potential to promote and accommodate shifts from cars to walking and bicycling.

## TLU-9: PRICING AND TRAVEL DEMAND MANAGEMENT

### Approach

The draft MDOT policy design developed by the TLU-9 working group in Phase I considers four potential strategy areas combined with an education component for state and local officials:

- **VMT fees** – Establish GHG emission-based road user fees statewide by 2020 to complement or replace motor fuel taxes, with revenues used to fund transportation improvements and systems operations meeting state goals.
- **Congestion Pricing and Managed Lanes** – Establish as a local pricing option in urban areas that charges motorists more to use a roadway, bridge or tunnel during peak periods, with revenues used to fund transportation improvements and systems operations meeting state goals.
- **Parking Impact Fees** – Establish parking pricing policies that ensure effective use of urban street space. Provision of off-street parking should be regulated and managed with appropriate impact fees, taxes, incentives, and regulations.
- **Employer Commute Incentives** – Strengthen employer commute incentive programs by increasing marketing and financial and/or tax based incentives for employers, schools, and universities to encourage walking, biking, public transportation usage, carpooling, and teleworking.

### *VMT Fees*

VMT fees are a different form of a usage fee compared to current per mile gas taxes. Table 18 presents the current motor fuel taxes in Maryland and adjacent states. This helps set a context for the magnitude of the VMT fees tested for this TLU. Alternative VMT fees ranging from \$0.01 per mile to a high of \$0.05 per mile are evaluated in Maryland for the year 2020. Assuming 27 mpg average on-road fuel economy in 2020, these equate to an equivalent gas tax increase of \$0.27 to \$1.37 per gallon.

**Table B.18 State and Federal Motor Fuel Taxes**

State	State Tax	Federal Tax	Total
Maryland	\$0.235	\$0.185	\$0.420
Delaware	\$0.230	\$0.185	\$0.415
Pennsylvania	\$0.323	\$0.185	\$0.508
Virginia	\$0.191	\$0.185	\$0.376
Washington DC	\$0.200	\$0.185	\$0.385
<i>Average among selected states</i>	<b>\$0.236</b>	<b>\$0.185</b>	<b>\$0.421</b>

*Congestion Pricing and Managed Lanes*

In 2007, congestion (based on wasted time and fuel) cost \$2.76 billion in the Washington DC region and \$1.27 billion in the Baltimore region. Compared to 2000 conditions, as estimated by the Urban Mobility Report, annual cost of congestion per peak traveler in 2007 has increased 48 percent in the Washington DC region and 68 percent in the Baltimore region.<sup>21</sup> This results in an annual cost of \$1,271 per peak traveler in the Washington DC region and \$982 per peak traveler in the Baltimore region.

There are a total of 3,140 interstate and expressway lane miles in Maryland. Based on the 2008 Annual Attainment Report, 30.4 percent of freeway lane miles are congested daily in 2006. BMC and MWCOG travel demand models forecast 40 percent of freeway miles will be congested in 2020. Table 19 presents proposed ranges of deployment of congestion pricing in 2020.

**Table B.19 Maryland Congestion Pricing Deployment Levels**

Percentage of Lane Miles to Apply Congestion Pricing	2020 Target
1. Half of congested areas, 1 lane each direction	7.5%
2. All congested areas, 1 lane each direction	15.0%
3. Half of congested areas, all lanes in both directions	20.0%
4. All congested areas, all lanes in both directions	40.0%

<sup>21</sup>2009 *Urban Mobility Report* Texas Transportation Institute Urban Mobility Study, [http://tti.tamu.edu/documents/mobility\\_report\\_2009\\_wappx.pdf](http://tti.tamu.edu/documents/mobility_report_2009_wappx.pdf)

- **1. (Lowest Level) – Half of congested areas, 1 lane in each direction.** The percentage for this scenario will be 7.5 percent in 2020, which is about 1/5 of 40% - the maximum percentage in Scenario 4.
- **2. (Mid-Level) – All congested areas, 1 lane in each direction.** The maximum percentage will be 15.0 percent in 2020, which is about 2/5 of the maximum from Scenario 4. Two-fifths is used because the average number of lanes is slightly above 5 and congestion pricing will be applied on 2 of those lanes.
- **3. (Mid-Level) – Half of congested areas, all lanes in both directions.** The maximum percentage will be 20.0 percent in 2020, which is exactly half of the maximum for Scenario 4.
- **4. (Maximum) – All congested areas, all lanes in both directions.** The maximum percentage for this scenario will be 40 percent in 2020, which is calculated above.

To maintain level-of-service (LOS) of D condition on the priced facilities, an estimated congestion fee (cost per mile) ranging from \$0.25 to \$0.30 is required.

### *Parking Impact Fees*

Most parking management strategies are under the domain of local government. In most U.S. cities, parking supply is constrained or priced only in the central business district (CBD) and possibly a few other major activity centers, primarily as a result of market forces that establish a strong premium on land costs. Outside of these areas, parking supply is generally plentiful, due to long-established planning and zoning regulations that require developers to provide ample parking, and free.<sup>22</sup>

A recommendation of the TLU-9 working group is that Maryland should encourage testing of parking impact fees in transit-served metropolitan communities. These fees would be waived for employers who offer cash-in-lieu-of-parking and transit benefits. Parking impact fees serve as a disincentive for employers who choose not to offer parking and/or transit benefits to employees. As a result, it is considered as a potential action within the analysis of parking pricing and transit benefits. The strategy is also tied to the overall goals of TLU-2.

### *Employer Commute Incentives*

Efforts to reduce commute trips by single-occupancy vehicle (SOV) have long been a staple of transportation demand management (TDM) in Maryland. Commute-focused trip reduction initiatives include alternative mode

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<sup>22</sup> Shoup, D. (2005). *The High Cost of Free Parking*. APA Planners Press, Chicago, Illinois.

information, transit subsidies, ridesharing/ride matching programs and incentives, vanpools, parking management (including pricing and cash-out), telework, alternative work schedules and guaranteed ride home.

With statewide deployment, this strategy will have significant benefits. The focus is primarily on large corporations and employment centers first where commute alternatives, such as transit are readily available. Existing programs such as Commuter Connections in the Washington DC region, MTAs Commuter Choice Program and the Commuter Choice Tax Credit already show significant levels of employer participation. The range of strategies considered here include:

- **Parking pricing and transit benefits.** The Climate Action Plan identifies a goal that all state agencies, state contractors, and state grantees offer transit benefits and cash-in-lieu parking benefits to their employees.

Parking management involves changes to parking supply, pricing, or other management techniques to create disincentives to driving. Examples include: reducing parking requirements for new development; designing and locating parking to encourage pedestrian travel for short local trips; charging workers for parking or allowing them to “cash-out” the value of parking if they do not use it; “unbundling” residential parking costs from the cost of a lease or purchase; pricing to encourage “park-once” behavior; pricing to maintain vacant spaces in order to reduce parking search time; reducing on-street parking to make room for wider sidewalks and/or bike lanes; and using information technology to help drivers efficiently locate spaces.

- **Employer Support Programs (commute incentives & worksite trip reduction programs).** Worksite trip reduction programs may include either requirement for employers to reduce single-occupancy vehicle (SOV) trips by their employees, or outreach, assistance, and incentive programs to encourage them to do so.

An expansion of current programs in Maryland could include development of employer-based trip reduction requirements, combined with existing supportive programs such as regional ridematching and vanpooling programs and assistance in developing worksite-level trip reduction plans. Of the various worksite-based strategies, financial incentives and disincentives, such as free or discounted transit passes and parking pricing or cash-out, generally have the greatest impact.<sup>23</sup> This means that programs focused on encouraging employers to offer subsidized or pre-tax transit

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<sup>23</sup> Victoria Transport Policy Institute (VTPI) (2009). *TDM Encyclopedia: Commute Trip Reduction*. <http://www.vtpi.org/tdm/tdm9.htm>, accessed May 2009.

benefits, parking cash-out, and/or other incentives are likely to have a greater impact than those focused simply on providing information and coordination services. Transit agencies are typically key partners in making transit benefits easily available to employers and employees.

- **Telework and Alternative Work Schedules.** Estimates of the proportion of U.S. workers who telework on a regular basis vary, but this number has clearly been raising substantially as the technology to support teleworking has advanced and fuel prices have risen. Compressed work weeks have been applied successfully in the commercial, public, and manufacturing sectors for many years. With recent energy cost concerns some agencies and companies have expressed renewed interest in compressed work weeks; for example, in August 2008 the Utah state government implemented a mandatory four-day workweek.

A review of national studies conducted in 2007 for the New York City Department of Transportation suggest the existing rate of telecommuting is about 8 percent, with 1.5 days per week being a typical average. The 2008 State of the Commute survey in the Metropolitan Washington, D.C. region estimated that 19 percent of regional employed workers telework at least occasionally, of which 56 percent telework at least once a week. Data from Phoenix (where trip reduction ordinances have been implemented) found that 13 percent of non-home-based commuters use a compressed work weeks (CWW), with 2 percent operating 9/80 (nine days and 80 hours every two weeks), 8 percent operating 4/40, and 3 percent (many police and fire) operating 3/12.

## Assumptions

### *VMT Fees*

To estimate the related GHG reduction of VMT fees, travel cost elasticities are applied to all relevant private vehicle travel in Maryland. Automobile travel is generally inelastic, meaning that a price change causes a proportionally smaller change in vehicle mileage. For example, a 10 percent fuel price increase only reduces automobile use by about 1 percent in the short run, and 3 percent over the medium run. A 50 percent fuel price increase, which is significant to consumers, will generally reduce vehicle mileage by about 5 percent in the short run. The effect over time though will increase as consumers take the higher price into account in longer-term decisions, such as vehicle purchases and where to live or work.

A combined long and short run elasticity estimate was applied for both the VMT fee and congestion pricing analysis of a -0.45 percent change in volume for each

1.0 percent change in trip cost. This elasticity is consistent with the range of estimates made by FHWA in the 2006 Conditions and Performance Report.<sup>24</sup>

### *Congestion Pricing*

The same travel cost elasticity is applied for congestion pricing to estimate the reduction in VMT. For congestion pricing, an additional analysis is conducted to estimate the reduction in fuel consumption resulting from maintaining LOS D operations on the facility. This is accomplished by determining the change in hours of delay per 1000 VMT. HPMS data from FHWA's Highway Economic Reporting System (HERS) model is used to develop baseline statistics for Maryland interstates.

### *Employer Commute Incentives*

A range of estimates is made for future participation in all employer based commute strategies. Data from national studies suggest that approximately 50 percent of the workforce could participate (based on job requirements) and 50 percent of workers offered the option would take advantage of it. Based on these assumptions, approximately 25 percent of the workforce could participate in some type of a commute program. Table 20 presents baseline, medium and high participation assumptions for 2020. As shown in Table 19, EPA's COMMUTER Model was applied with baseline work-trip mode shares and trip distances specific to Maryland.<sup>25</sup>

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<sup>24</sup> Cambridge Systematics and Harry Cohen, "Congestion Pricing and Investment Requirements", National Cooperative Highway Research Program Project 8-36, Task 85. Transportation Research Board, 2009. [http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/NCHRP08-36\(85\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/NCHRP08-36(85)_FR.pdf)

<sup>25</sup> The COMMUTER Model analyzes time and cost strategies using a "pivot-point" logit mode choice model, which uses the mode choice coefficients from regional travel models and applies a change in time and/or cost to "pivot" off of a baseline starting mode share to achieve a final mode share. [http://www.epa.gov/OTAQ/stateresources/policy/pag\\_transp.htm#cp](http://www.epa.gov/OTAQ/stateresources/policy/pag_transp.htm#cp)

**Table B.20 Employer Based Commute Strategy Participation Assumptions**

Scenario	Description	Employer Participation Rate		
		Baseline	Medium Scenario	High Scenario
Parking Pricing & Transit Benefits	Parking fees/transit passes	10%	15%	20%
Employer Support Programs, Percentage of Employers Participating	Level 1	5%	8%	10%
	Level 2	2%	2%	4%
	Level 3	1%	2%	3%
	Level 4	1%	2%	3%
Alternative Work Schedules	Flex Time	5%	8%	10%
	Compressed 4/40	5%	8%	10%
	Compressed 9/80	5%	8%	10%
	Staggered Hours	5%	8%	10%
	Telecommute	5%	8%	10%

Notes: The values in the table are all inputs into the USEPA Commuter Model. Level 1 includes a transit information center plus a transportation coordinator. Level 2 includes a transit information center and a policy of work hour’s flexibility to accommodate transit schedules/delays, plus a transportation coordinator. Level 3 includes a transit information center and a policy of work hours flexibility, on-site transit pass sales, plus a transportation coordinator. Level 4 includes a transit information center and a policy of work hours flexibility, on-site transit pass sales, guaranteed ride home, and a full-time transportation coordinator.

## Results

### *VMT Fees*

The VMT reduction resulting from a statewide VMT fee in 2020 are illustrated in Table 21. Depending on the level of per mile fee (from \$0.01 to \$0.05), statewide GHG reductions range from 0.18 to 0.91 mmt in 2020, with revenue ranging from \$678 million to over \$3.4 billion. The VMT fees tested represent a significant increase in current Maryland motor fuel tax. Evaluating the total social cost of implementing a fee-based program will be required to understanding the potential negative social and economic impacts.

**Table B.21 Alternative VMT Fee Greenhouse Gas Reductions (2020)**

VMT Fee (\$/Mile)	Equivalent Gas Tax (\$/gallon) <sup>1</sup>	% VMT Reduction <sup>2</sup>	Absolute VMT Reduction (Millions) <sup>3</sup>	Revenue Collected (\$ Million)	GHG Reduction (mmt) <sup>5</sup>
\$0.01	\$0.27	0.65%	439	\$678	0.18
\$0.02	\$0.55	1.30%	879	\$1,365	0.36
\$0.03	\$0.82	1.96%	1,318	\$2,060	0.55
\$0.04	\$1.09	2.61%	1,757	\$2,765	0.73
\$0.05	\$1.37	3.26%	2,196	\$3,478	0.91

In order to estimate cost, two different alternatives are evaluated for instituting a distance-based pricing framework. These represent a low-technology (administrative reporting) and high-technology (wireless reporting) approach.

**Administrative Reporting** – Motor vehicle owners self-report mileage through motor vehicle registration and inspection process, or on-board odometer readings are recorded by inspectors. Under this scenario, the total cost is similar to costs for collecting state gas tax revenues. The cost assumptions for these strategies comes from a 2008 Cambridge Systematics white paper completed for FHWA on *Estimating the Cost of Systemwide Road Pricing*.

The State of Maryland collects motor fuel taxes from fuel distributors through the International Fuel Tax Agreement (IFTA). The Maryland Motor-Fuel, Alcohol, and Tobacco Tax (MATT) Regulatory Division, which is part of the Office of the Comptroller, administers the motor fuel tax. Maryland, which currently collects a 23.5 cents per gallon gasoline tax, received an estimated \$765,100,000 in motor vehicle fuel tax and fees in 2007 (Maryland Department of Budget and Management, FY 2008 Operating Budget), but only \$8,569,594 (about 1.125 percent of revenue) was returned to the Comptroller’s office for compliance, regulatory, and enforcement activities related to the motor fuel tax. Revenue administration, operations and maintenance costs are estimated to account for 5 percent of revenue for distance-based pricing.

Using these assumptions, Table 22 presents annual revenue in 2020 and implementation costs. Implementation costs include annual administrative costs required for the program. The significant advantage of this approach is that there are no capital costs required, however there is the potential for lost revenue due to under-reporting of miles traveled.

**Table B.22 VMT Fee Implementation Costs and Revenues (Administrative Reporting Scenario)**

VMT Tax (\$/Mile)	Equivalent Gas Tax (\$/gallon) <sup>1</sup>	Revenue Collected (\$ Million)	Admin. Costs (\$ Million)	Net Cost (\$ Million)
\$0.01	\$0.27	\$678	\$34	\$644
\$0.02	\$0.55	\$1,365	\$68	\$1297
\$0.03	\$0.82	\$2,060	\$103	\$1957
\$0.04	\$1.09	\$2,765	\$138	\$2627
\$0.05	\$1.37	\$3,478	\$174	\$2204

**Wireless Reporting** – Under this scenario, motor vehicles will link to a receiver located at gas stations, where a RF (radio frequency) receiver picks up a transmission from an on-board unit (OBU) that provides the odometer reading since the last visit at a gas station.

The wireless reporting VMT fee system approach uses an on-board radio frequency (RF) transmitter connected to the vehicle odometer or to an electronic hub odometer. A recent paper on *Toll Collection Technology Considerations* estimated the price of GPS OBUs at \$200 to \$400.<sup>26</sup> For this evaluation, a cost of \$400 per unit is assumed, including start up costs and installation.

Transceivers are located at gas stations and record mileage information between fill-ups. The estimate for these units from a recent paper on *Vehicle Infrastructure Integration Benefit Cost Analysis* is used.<sup>27</sup> The estimated unit cost is \$1,000, with an additional \$4,800 for installation. For number of gas stations, the number recorded from the 2002 Economic Census (1,735) was increased to an estimate of gas stations in 2020 based on a relationship of 3,067 persons per gas station in Maryland in 2002 (results in 2,082 gas stations in 2020).

Costs for electronic hub odometers, on-board units, and gas station RF receivers are presented in Table 23. Additional operating costs are approximated at 10 percent of the field equipment cost. Annual administrative costs, are estimated at 5 percent of revenue.

<sup>26</sup> *Toll Collection Technology Considerations, Opportunities, and Risks*, Background Paper No. 8, Washington State Comprehensive Tolling Study, September 20, 2006 (IBI Group with Maryland Department of Transportation).

<sup>27</sup> *VII Initiative Benefit-Cost Analysis: Pre-Testing Estimates*, Draft Report, Sean Peirce and Ronald Mauri, John A. Volpe National Transportation Systems Center, Cambridge, Massachusetts, March 30, 2007.

Total vehicles registered in 2020 are estimated by applying the same ownership per capita as tracked in 2007 Maryland fleet data.

**Table B.23 VMT Fee Implementation Costs (Wireless Reporting Scenario)**

Item	Units	Cost per Unit	Cost Extended
Hub Odometers (Electronic) & Start Up	4.72 million	\$400	1,888 million
OBU RF Transmitters	4.72 million	\$100	472 million
RF Receivers at Gas Stations	2,082	\$5,800	\$12.1 million
<b>Total Deployment Cost</b>			<b>2,372.1 million</b>

Total VMT fee capital costs are \$2,372.1 million. Table 24 illustrates total revenue collected in 2020 and total capital plus annual operations and maintenance costs in 2020.

**Table B.24 VMT Fee Implementation Costs & Revenues (Wireless Reporting Scenario)**

VMT Fee (\$/Mile)	Equivalent Gas Tax (\$/gallon) <sup>1</sup>	2020 Revenue Collected (\$ Million)	Cumulative Capital/Annual O&M Costs (\$ Million)
\$0.01	\$0.27	\$678	\$2,407.1
\$0.02	\$0.55	\$1,365	\$2,441.5
\$0.03	\$0.82	\$2,060	\$2,476.7
\$0.04	\$1.09	\$2,765	\$2,511.5
\$0.05	\$1.37	\$3,478	\$2,547.1

### *Congestion Pricing and Managed Lanes*

Table 25 presents results of the congestion pricing scenario analysis. Two ranges of VMT reduction are estimated based on a moderate and high projection of growth in congested lane miles by 2020. In 2020, the annual VMT reduction from congestion pricing ranges from 279 million to a high of 2,122 million.

**Table B.25 Congestion Pricing Results**

Congestion Pricing Scenario	2020 Moderate GHG (mmt)*
1. Half of congested areas, 1 lane each direction	0.13
2. All congested areas, 1 lane each direction	0.26
3. Half of congested areas, all lanes in both directions	0.34
4. All congested areas, all lanes in both directions	0.68

\* Note: GHG reduction includes fuel savings from reduced delay. The GHG benefit from reduced delay represents 25 percent of the total GHG reduction.

Initial capital costs include the on-board units (OBU) and installation, enforcement requirements and central system development. According to a 2008 study by the Puget Sound Regional Council (PSRC), the total capital startup cost for regional congestion pricing is \$748.5 million. The same PSRC study estimated annual system costs, which include OBU repair, enforcement, and data communications needs at \$287.7 million annually in 2008 dollars. These costs are expanded on a per capita basis (based on 2006 census population of the Seattle region, 3.3 million) to cover deployment to the Baltimore and Washington DC regions (total 2020 population in Maryland of 5.6 million). Table 8 presents forecast 2020 revenues by scenario and total costs. These yields maximum (if all urban freeways had congestion pricing) capital costs of \$1.278 billion and annual operating costs of \$0.491 billion. These values are scaled down based on the percentages of miles of deployment by scenario.

The capital cost estimates assume that existing lanes are priced. Therefore, no additional road facilities or costs are assumed in this estimate.

Table 26 summarizes the total greenhouse gas reductions in 2020 based on VMT reduction and delay reduction, along with net cost after subtracting costs. Note that this cost analysis assumes all cumulative capital costs, annual operating and administrative costs and benefits in 2020.

**Table B.26 Congestion Pricing 2020 GHG Reduction and Revenue**

Congestion Pricing Scenario	Capital & Admin Cost (millions)	2020 Revenue (millions)	Net Cost/Revenue (millions)
1. Half of congested areas, 1 lane each direction	\$132.0	\$358.2	\$226.2
2. All congested areas, 1 lane each direction	\$263.7	\$716.4	\$452.7
3. Half of congested areas, all lanes in both directions	\$345.1	\$962.0	\$616.9
4. All congested areas, all lanes in both directions	\$707.9	\$1,924.0	\$1216.1

### *Employer Commute Incentives*

The results of the two Commuter Model runs are listed in Table 27. The change in VMT represents an additional reduction over the benefits of the TERM strategy benefits analysis in 2020.

**Table B.27 Employer Commute Incentives GHG Reductions (2020)**

Employer Commute Incentives	Medium Scenario	High Scenario
Daily VMT Reductions	1,094,381	2,793,817
Annual VMT Reduction (millions)	279.1	712.4
<b>2020 Emission Reductions (mmt CO<sub>2</sub>e)</b>	<b>0.10</b>	<b>0.25</b>

The costs of demand management strategies include administrative costs to coordinate programs, which will be borne by employers and local or regional agencies; as well as capital costs for telecommuting equipment, vans, etc. Many demand management programs also involve transfer payments, such as transit fare subsidies provided by an employer or regional agency, or additional revenue gathered through parking charges, which may benefit or affect different people in different ways. The FY 2008 budget for the Metropolitan Washington Council of Governments' (MWCOC) regional Commuter Connections program was approximately \$5 million, of which the largest expenses were \$2.2 million for marketing and \$1.0 million for employer outreach; other expenses included ridematching coordination and technical assistance (\$0.6 million), a guaranteed ride home program (\$0.5 million), a telework program, information kiosks, and evaluation.

The total statewide commute alternatives and incentives implementation cost through 2020 as evaluated through the TERM analysis is \$136 million. The scope

of the medium and high scenario tested here roughly increase participation in these programs by 50 and 100 percent respectively. While specific costs associated with this level in 2020 are not estimated here in detail, it is expected that through 2020, they would be in the order of \$60 to \$140 million.

### Summary

Table 28 presents a summary of TLU-9 GHG emission reductions and costs in 2020.

**Table B.28 TLU-9 GHG Reduction and Costs (2020)**

TLU-9	GHG Reduction (mmt CO <sub>2</sub> e)	Total Cost 2010 - 2020 (million \$)
VMT Fees	0.18 - 0.91	\$2,407.1 - \$2,547.1
Congestion Pricing and Managed Lanes	0.13 - 0.68	\$132.0 - \$707.9
Employer Commuter Incentives	0.10 - 0.25	\$60 - \$140

## TLU-10: TRANSPORTATION TECHNOLOGIES

### Approach

The draft MDOT policy design identified the following strategies for further analysis and implementation under this policy option:

**TLU-10.2 Active Traffic Management (ATM) / Traffic Management Centers** – Provide real-time, variable-control of speed, lane movement, and traveler information (for drivers and transit users) within a corridor and conduct centralized data collection and analysis of the transportation system. System management decisions are based on inroad detectors, video monitoring, trend analysis, and incident detection. (Currently performed by CHART)

**TLU-10.3 Traffic Signal Synchronization / Optimization** – Traffic signal operations are synchronized to provide an efficient flow or prioritization of traffic, increasing the efficient operations of the corridor and reducing unwarranted idling at intersections. The system can also provide priority for transit and emergency vehicles. Specific performance measure is “reliability.” Traffic Signal Synchronization is currently performed by SHA and local jurisdictions.

**TLU-10.4 Marketing and Education Campaigns** - Initiate marketing and education campaigns to operators of on-and off-road vehicles.

**TLU-10.5 Timing of Highway Construction Schedules** - Consider requiring non-emergency, highway and airport construction be scheduled for off-peak hours that minimize the delay in traffic flow. Include incentives for completing projects ahead of schedule.

**TLU-10.6 Green Port Strategy** - Develop and implement a “Green Port Strategy” consistent with industry trends and initiatives including EPA’s Strategy for Sustainable seaports.

**TLU-10.7 Reduce Idling Times** - Reduce idling time in light duty vehicles, commercial vehicles, buses, locomotive, and construction equipment.

**TLU-10.9 Technology Improvements for On-highway Vehicles** - Promote and incentivize fuel efficiency technologies for medium and heavy-duty trucks (on-highway vehicles).

**TLU-10.10 Incentives for Low-GHG Vehicles** - Provide incentives to increase purchases of fuel-efficient or low-GHG vehicles / fleets.

**TLU-10.12 Technology Advances for Non-highway Vehicles** - Encourage / Incentivize retrofits and/or replacement of old, diesel-powered non-highway engines, such as switchyard locomotives, with new hybrid locomotives.

**Incentives for Low-Carbon Fuels and Infrastructure:** Incentivize the demand for clean low-carbon fuels and the development of infrastructure to provide for increased availability/accessibility of alternative fuels and plug-in locations for electric vehicles.

### **Assumptions**

Due to a lack of data, emissions resulting from the implementation of TLUs 10.4 – 10.6 and TLU 10.10 were not analyzed at this time. Potential future analysis of TLU-10.6, the Green Port Strategy, could include the recent announcement that the Port of Baltimore will receive \$3.5 million in Recovery Act funding to help clean the air in and around the Port. The Port will use the funds for clean-diesel technology in essential equipment used for harbor operations. The equipment is expected to consist of tugboats, locomotives, short haul trucks, and cargo handling equipment. The technologies, which will have an impact on GHG emissions, could include engine repowers, vehicle and equipment replacements, and installation of anti-idling devices. The Maryland Clean Car Program, TLU-10.1, was not analyzed as a strategy under this policy option, but was included in the baseline analysis which is outlined in Section II of this document. The assumptions used to arrive at the GHG emission reduction benefits and the estimated costs associated with implementation of the remaining strategies are outlined below.

**TLU-10.2 Active Traffic Management (ATM) / Traffic Management Centers** – The costs associated with the implementation of this strategy were calculated assuming an annual funding rate of \$12,867,000, which was published in the FY2008-2013 MDOT Consolidated Transportation Program. The GHG emission benefits associated with this strategy were calculated based on 2008 data obtained from the CHART program, which were projected to 2020 utilizing the following assumptions:

- An average annual VMT growth rate of 1.11 percent, obtained from the BRTB 2035 LRP & 2010-2013 TIP (May 2009).
- A 2020 fleet mix of 90 percent LDV, 3 percent HDGV, and 7 percent HDDV.
- A 2008 average fuel economy (mpg) of 21.4 for LDVs, 8.0 for LDGVs, 8.3 for HDDVs, and 20.1 fleet-wide.
- A 2020 average fuel economy (mpg) of 29.4 for LDVs, 8.0 for LDGVs, 8.3 for HDDVs, and 27.3 fleet-wide.
- A 2008 annual fuel savings of 6.7 mgal.
- A delay reduction of 2.66 M veh-hr for trucks and 33.32 M veh-hr for cars.

- A fuel economy adjustment factor of 0.74.

**TLU-10.3 Traffic Signal Synchronization / Optimization** - The GHG emission benefits resulting from the implementation of this strategy were calculated using the same average annual VMT growth rate in the BMC region, fleet mix, and fuel economy adjustment factor, and 2008 and 2020 fuel economy, assumptions as those used to calculate the benefits of TLU-10.2. In addition an annual 2008 fuel savings of 856,266 gallons was, based on 2008 data from SHA, was used to project 2020 emissions benefits. In order to estimate the costs associated with implementing this strategy, cost estimates for updating signal timing per intersection and retiming traffic signals in the Washington, DC area were obtained from the National Traffic Signal Report Card, and ITS costs estimated by DOT, respectively.

**TLU-10.7 Reducing Idling Times** - The GHG emission benefits calculated from this strategy represent the sum of a reduction in 1) long term truck idling (overnight and loading), 2) transit bus idling, and 3) school bus operations.

Long Term Truck Idling - 3.4 percent of all class 8 truck CO<sub>2</sub> emissions were assumed attributable to long term idling. It was assumed that a 40 percent reduction in long-term truck idling could be achieved by 2020, resulting in a 1.36 percent reduction in class 8 truck GHG emissions. The costs associated with a decrease in Class 8 truck emissions was estimated based an assumed anti-idling equipment cost of \$5,000 per truck and a fuel savings of \$3/gal.

Transit Bus Idling - Based on a CARB study, it was assumed that 7 percent of transit operating time is attributable to idling in excess of 1 minute. The average emission rate at the average operating speed of 15 mph is equivalent to 3,070 g/mi, while the CO<sub>2</sub> idling emission rate equals 5,337 gal/hr. Assuming an 80 percent reduction by 2020 results in a 0.86 percent reduction in transit bus emissions. The costs associated with this reduction were estimated based on an assumed anti-idling equipment cost of \$5,000 per transit bus and a fuel savings of \$3/gal.

School Bus Idling - Based on a CARB study, 14 percent of school bus operating time is attributable to idling in excess of 1 minute. The average emission rate at the average speed of 15 mph equals 4.02 gal/hr. The average idling emission rate is equal to 0.5 gal/hr. Assuming a reduction in idling of 80 percent by 2020 results in a 1.98 percent reduction in all school bus emissions statewide. The costs associated with the reduction of school bus idling was based solely on a fuel cost of \$3/gal.

**TLU-10.9 Technology Improvements for On-highway Vehicles** - EPA's SmartWay calculator was utilized to calculate the emission benefits from this strategy utilizing the following options: aluminum wheel sets for singlewide tires and automatic tire inflation. Bunker heaters and APUs were not included as they

are included in TLU-10.7. Based on these assumptions, the SmartWay calculator estimates a reduction in fuel burn of 4.6 percent. A 25 percent participation rate was anticipated, resulting in a 1.125 percent reduction in class 8 truck GHG emissions. The costs for this strategy were calculated assuming a \$1,500 / truck incentive and the participation of 6,705 trucks in 2020. The participation rate is based on 2006 HDDV trucks registered in Maryland (43.18 percent of which are class 8 trucks) and a growth factor of 1.1897 based on regional travel demand models and 1990-2008 HPMS.

**TLU-10.12 Technology Advances for Non-highway Vehicles** - In order to calculate the benefits from this strategy, a 5 percent reduction in fuel use was assumed. Since retrofitting, or utilizing after treatment technologies, does not increase fuel efficiency and engine replacements are reflected in the inventory, it is assumed that the impact of this strategy will be relatively small. An average annual off-road diesel fuel usage of 40,780,000 gal was assumed based on 2002-2006 EIA data. The projected annual growth in fuel use across all sectors, which is assumed to be conservative for off-highway diesel, is assumed to be 1.05, resulting in a total fuel use reduction of 2,133,866 gallons per year.

## **Results**

Based on the assumptions outlined above, the TLU-10 strategies will yield a 0.20 mmt reduction in GHG emissions in 2020 at a cost of approximately \$50.0 million, without accounting for any estimated fuel savings. Table 29, below illustrate the fuel savings and GHG emission benefits.

**Table B.29 TLU-10 GHG Emission Benefits (2020)**

TLU ID	Strategies	Fuel Savings (mgal)		GHG (mmt)
		Gasoline	Diesel	
TLU-10.2	Active Traffic Management and Traffic Management Centers	5.2	0.4	
TLU-10.3	Traffic Signal Synchronization/ Optimization	0.21	0.49	
TLU-10.7	Reduce idling time in light duty vehicles, commercial vehicles, buses, locomotive, and construction equipment.			0.07
TLU-10.9	Promote and incentivize fuel efficiency technologies for medium and heavy-duty trucks.			0.05
TLU-10.12	Encourage Retrofit and /or Replacement of Non-highway Diesel Engines		2.13	
<b>Total</b>		<b>5.41</b>	<b>3.02</b>	<b>0.12</b>
<b>GHG Reductions (mmt CO<sub>2</sub>e)</b>		<b>0.05</b>	<b>0.032</b>	<b>0.12</b>

**Summary**

Table 30 presents a summary of TLU-10 GHG emission reductions and costs.

**Table B.30 TLU-10 GHG Reduction and Costs (2020)**

TLU-10	GHG Reduction (mmt CO <sub>2</sub> e)	Total Cost 2010 - 2020 (million \$)
Active Traffic Management and Traffic Management Centers	0.05	\$12.87
Traffic Signal Synchronization/ Optimization	0.01	\$2.36
Reduce idling time in light duty vehicles, commercial vehicles, buses, locomotive, and construction equipment.	0.07	\$24.97
Promote and incentivize fuel efficiency technologies for medium and heavy-duty trucks.	0.05	\$10.06
Encourage Retrofit and /or Replacement of Non-highway Diesel Engines	0.02	\$0.50

## **TLU-11: EVALUATE THE GREENHOUSE GAS EMISSION IMPACTS OF MAJOR PROJECTS AND PLANS**

### **Approach**

The draft MDOT policy design considers the potential following strategies:

**Actively Participate in Framing National GHG Emissions Evaluation Policy –** Given the recent EPA proposed ruling that carbon emissions endanger Americans’ health and well-being, Maryland should actively participate in framing national policy rather than implementing specific, state guidance requiring GHG emissions evaluation of all major projects on both the NEPA and statewide/regional planning level.

**Evaluation of GHG Emissions through the NEPA Process –** The impact of GHGs on major capital projects through the current NEPA decision-making process should be encouraged. GHGs should be considered during the impact assessment phase when conducting alternatives analyses for all major capital projects. Where appropriate, the alternatives analysis should be accompanied by analysis of potential alternatives, such as transit-oriented land use and investment; adding toll lanes and express bus; express toll lanes; a hybrid transit-oriented express toll lane; or a rail and express bus scenario. Where the proposed projects may lead to increased GHG emissions, mitigation measures should be considered. The GHG analysis should be included as part of the Air Quality Technical Report and should allow for the demonstration of GHG benefits as well as impacts through both quantitative and qualitative components with the understanding that appropriate and/or approved emissions models and methodologies may not be available. The GHG analysis would be required:

- If there is an Environmental Impact Statement (EIS) or an Environmental Assessment (EA). Categorical Exclusions (CE’s) will be screened out.
- For any roadway capacity enhancement project which is identified for analysis through interagency consultation.
- For active projects that have yet to receive federal sign-off on draft NEPA documents. It is recommended that any project with approved NEPA draft documents would be “grandfathered” through the process.

**Evaluation of GHG Emissions through Statewide/Regional Planning –** The impact of GHGs should be addressed in the statewide and/or regional planning processes.

The process would be similar to the current conformity process for ozone and PM; however, instead of setting a budget, a mechanism for tracking GHG emissions reductions would be established.

Regional level analyses (determining the GHG impacts on a larger scale than just the project level) account for control strategies that are in place such as fleet make up, analysis years, VMT increases, etc.

### **Assumptions**

While the strategies outlined above were determined by the TLU-11 Working Group and the Coordinating Committee to be either critical or important strategies in assisting MDOT in meeting its goals, these strategies were not quantified. The strategies under this policy option are assumed to contribute to the overall goal of reducing GHG emissions from the transportation sector, however, it is unclear what the GHG emissions impact of implementing these strategies will be at this time.



# C. Existing Plans and Programs

## GHG REDUCTION ESTIMATES

Transportation projects, land use and travel forecasts data from the following list of approved transportation programs were used to assess and quantify the GHG emissions of the State transportation investments through 2020.

- 2009-2014 CTP
- BRTB 2010-2013 TIP and 2035 LRP
- MWCOG 2010-2015 TIP and 2030 CLRP
- Hagerstown/Eastern Panhandle MPO (HEPMPO), Salisbury/Wicomico MPO, and Wilmington Area Planning Council (WILMAPCO) TIPs and LRPs

Based on the macro-level analysis of the overall transportation infrastructure investment and the associated land use policies, statewide growth in VMT is 1.4 percent annually. This represents a slower rate of growth than was included in the Maryland Climate Action Plan developed in 2007. The reduced growth in VMT contributes to a 1.38 mmt reduction in GHG emissions by 2020.

Table C.1 outlines the number of projects considered by TLU category.

**Table C.1 Projects by TLU Category (2009-2020)**

TLU	Projects
TLU-2 Land Use and Location Efficiency	1
TLU-3 Transit	62
TLU-5 Intercity	30
TLU-8 Bike & Pedestrian	41
TLU-9 Pricing	2
TLU-10 Transportation Technology	4
<b>TOTAL</b>	<b>140</b>

Source: MDOT 2009-2014 CTP, MWCOG 2010-2015 TIP & 2009 CLRP, BRTB Transportation Outlook 2035, HEPMPO, S/WMPO and WILMAPCO

## COSTS

Table C.2 illustrates the total capital program investment from the MDOT 2009 – 2014 CTP and MPO LRPs.

**Table C.2 Total Maryland Capital Program Investment (2009 – 2020)**

Capital Program	\$ billions
Maryland CTP (2009-2014)	\$12.30
MWCOG 2010 – 2015 TIP, 2030 CLRP	\$6.33
BRTB 2035 LRP	\$7.59
Other MPO LRPs	\$0.46
<b>TOTAL</b>	<b>\$26.68</b>

Source: MDOT 2009-2014 CTP, MWCOG 2010-2015 TIP & 2009 CLRP, BRTB Transportation Outlook 2035, HEPMPO, S/WMPO and WILMAPCO

Table C.3 illustrates the share of projects determined to impact VMT growth rates and thus result in decreased in GHG emissions in 2020. All of these projects/programs are assigned to a specific TLU in Table C.4

**Table C.3 GHG Beneficial Plans and Programs (2009 – 2020)**

Capital Program (\$ billions)	Roadway	Transit	Total
2009-2014 CTP	\$3.38	\$2.08	\$5.46
MPO LRPs (2015 – 2020)	\$3.67	\$4.18	\$7.84
<b>TOTAL</b>	<b>\$7.04</b>	<b>\$6.25</b>	<b>\$13.30</b>

Source: MDOT 2009-2014 CTP, MWCOG 2010-2015 TIP & 2009 CLRP, BRTB Transportation Outlook 2035, HEPMPO, S/WMPO and WILMAPCO

This does not include capital costs associated with TERMS (see Appendix D).

**Table C.4 Plans and Programs by TLU**

<b>TLU (\$billions)</b>	<b>Roadway</b>	<b>Transit</b>	<b>Total</b>
TLU-2 Land Use and Location Efficiency		\$0.01	\$0.01
TLU-3 Transit	\$0.19	\$5.94	\$6.12
TLU-5 Intercity	\$3.13	\$0.09	\$3.21
TLU-8 Bike & Pedestrian	\$0.95		\$0.95
TLU-9 Pricing	\$2.77		\$2.77
TLU-10 Transportation Technology	\$0.01	\$0.22	\$0.23
<b>TOTAL</b>	<b>\$7.04</b>	<b>\$6.26</b>	<b>\$13.30</b>

Individual project costs for transit projects are in Table C.5 and for roadway projects in Table C.6















































## D. TERMS

### GHG REDUCTION

TERMs identified in the 2009-2014 CTP and MPO TIP and LRPs as well as continuation of current programs such as Commuter Connections, CHART, Metropolitan Area Transportation Operations Coordination (MATOC) are assessed to determine estimates of GHG emission reductions and costs through 2020.

The air quality benefits of a large share of these strategies have been analyzed through BMC's and MWCOG's air quality conformity process. For these strategies, reductions in VMT or fuel consumption as estimated by BMC, MWCOG, MDOT and MDE are adjusted to reflect 2020 conditions and converted to GHG emission savings. For the strategies where a prior analysis has not been completed, observed data on the benefits of these strategies in other locations or research reports were utilized to determine potential 2020 benefits.

Table D.1 summarizes reported reductions by strategy group (fuel consumption, GHGs or VMT) and total annual GHGs reduced in 2020. Table D.3 provides the project description and GHG reductions for each TERM analyzed.

**Table D.1 2020 TERM/Off-Network Project/Program Benefits Summary**

Project Type	Annual Fuel Savings (mgal)	Annual CO2 (mmt)	Annual VMT (millions)	Total Annual GHG (mmt CO2e)	TLU
Clean Technology		0.01	60.46	0.13	TLU-10
Commute Alternatives/ Incentives	1.75		831.96	0.30	TLU-9
ITS - CHART/MATOC, Signal Systems	15.87			0.15	TLU-10
Outreach/ Education Programs	0.74		18.54	0.01	TLU-10
Public Transit Amenities Improvement			3.50	0.001	TLU-3
Public Transit Expansion	0.58	0.01	122.93	0.05	TLU-3
Traffic Control	4.61			0.07	TLU-10
MAA Strategies		0.02		0.02	TLU-5
<b>MPA Strategies</b>		<b>0.002</b>		<b>0.002</b>	TLU-10
<b>Total</b>	<b>23.55</b>	<b>0.04</b>	<b>1,037.39</b>	<b>0.73</b>	

### Baltimore Regional Transportation Board

In order to determine the emission reductions associated with the Transportation Emission Reduction Measures (TERMs) for the Baltimore Region, VMT and fuel consumption data, obtained from the Baltimore Regional Transportation Board (BRTB) TIPs, LRPs, and conformity documentation, were used to determine a reduction in GHG emissions in 2020. VMT and fuel consumption data were projected to 2020 utilizing local data obtained from the documentation and the MAQONE 5.1 Model, including: VMT growth rates; cooperative forecasts; and average trip lengths, speeds, and vehicle occupancy rates. Emission factors were generated using MOBILE6.2 and the MOVES2009 DRAFT model was used to adjust those emission factors by speed. Where VMT or fuel consumption data were not readily available, project-specific data, obtained from the documentation, was used as an input to conduct independent, off-network analyses. These analyses utilized proven methodologies including recent research and off-network tools, such as MAQONE 5.1 or the COMMUTER Model, in order to calculate a 2020 VMT or fuel consumption reduction. Emission factors were then applied to determine an emissions benefit. Table D.1 outlines the assumptions utilized in the independent, off-network analysis of the BRTB TERM projects.

**Table D.2 BRTB TERM Analysis Assumptions**

Project Type	Description	Assumptions
Commute Alternatives Incentive	Provide matching grant money to employees moving near their work	Participants = 1,260 Avg. work-trip length = 7.69 mi. 250 commute days Avg. trips/day = 1.8
Commute Alternatives Incentive	Johns Hopkins University FlexCar – car-sharing service to JHU students and people in the surrounding neighborhoods	Annual Flexcar fleet growth rate = 12.5% (based on 2007-2009 observed data) 31 cars available in 2020 Car ownership reduced per Flexcar = 15 <sup>1</sup> Average annual VMT reduced/ownership reduced = 4,227 <sup>2</sup>
Commute Alternatives Incentive	Bi-regional program to assist employers to establish home-based telecommuting programs for their employees	Off-network analysis tool – COMMUTER Model: Alternative Work Schedule Inputs: Potential market = 10% of 2020 total employment 30% employer participation
Commute Alternatives Incentive	Conduct marketing efforts to promote use of state and federal commuter choice tax benefits	Off-network analysis tool – COMMUTER Model: Alternative Work Schedule Inputs: Potential market = 10% of 2020 total employment 30% employer participation
Outreach/Education	Clean Air Partners – Ozone Action Days	2020 employment forecast from BMC 2035 LRP MAQONE 5.1. defaults used for average auto trip lengths by jurisdiction 3% of drivers participate (based on Sacramento, CA survey data) Average trips reduced = 1.04 / Ozone Action Day Number of ozone action days = 20 based on Clean Air Partners FY2008 Annual Report
Public Transit Improvement	Purchase and use 50 bi-level coaches	2020 employment forecast from BMC 2035 LRP MAQONE 5.1. defaults used for average auto trip lengths by jurisdiction Avg. ridership increase / coach/day = 200 260 operating days/year
Public Transit Improvement	Hampden neighborhood shuttle	Ridership / day = 250 (Based on 2010-2013 Conformity) Avg. trip length = 2 miles 260 operating days/year
Public Transit Improvement	Reduced transit pass for area college students	Assumptions obtained from BMC 2001 RACM Analysis: 1-way school trip average length: 8 miles 1-way non-school trip average length: 4 miles Non-school trip participation: 15% 300 days/yr

Public Transit Improvement	Provide free service to state employees for MTA bus, light rail, some commuter buses, and Metro subway systems.	Off-network analysis tool – Commuter Model: Financial Incentives 100% employer participation rate State workers in 2020 = 70,527 <sup>3</sup> Potential market = 28% of total state worker employment
Traffic Control	Traditional traffic signal heads are replaced with LED signal heads.	39,000 signals in Baltimore City Traditional signal power consumption = 150 (W) LED power savings = 90%

<sup>1</sup>Based on white paper: *Go To 2040 Regional Comprehensive Plan Strategy Analysis: CARSHARING*, Chicago Metropolitan Agency for Planning .

<sup>2</sup> Based on forecast of average miles traveled per vehicle data available on the Research and Innovative Technology Administration's Bureau of Transportation Statistics website:

[http://www.bts.gov/publications/national\\_transportation\\_statistics/html/table\\_04\\_11.html](http://www.bts.gov/publications/national_transportation_statistics/html/table_04_11.html)

<sup>3</sup> Forecast from *Employment and Payrolls First Quarter 2008*, Maryland Department of Labor Licensing and Regulation to 2020 based on Cooperative Forecasts in the BRTB's Conformity Determination of Transportation Outlook 2035 and the 2010-2013 Transportation Improvement Program.

## Maryland Aviation Administration

The *BWI, Thurgood Marshall Airport Greenhouse Gas Baseline Emissions Inventory* document, dated March 2008 was utilized in order to identify the key on-going GHG emission reduction activities conducted by MAA. The emission reduction strategies were categorized into four groups: aircraft, surface transportation; ground service equipment (GSE) / auxiliary power units (APUs), and electrical usage.

The 2006 CO<sub>2</sub> baseline contained in the 2008 emissions inventory document was utilized in combination with the FAA's Terminal Area Forecast, issued in December 2008, in order to determine forecast 2020 CO<sub>2</sub> emissions. This 2020 forecast was used as a benchmark from which to measure emissions reductions from the airport strategies. In addition, the following assumptions, organized by strategy group, were employed to calculate emissions benefits:

### Aircraft emission reductions

- Based on the 2020 forecast, annual 2020 CO<sub>2</sub> emissions from aircraft in 2020 are equal to 142,766 metric tons (MT) per year.
- Taxi/idle/delay accounts for 4 percent of total CO<sub>2</sub> emissions from aircraft operations, based on methodology from the *Port of Seattle Seattle-Tacoma International Airport Greenhouse Gas Emissions Inventory - 2006* (October, 2007).
- All measures result in 10 percent reduction in air taxi or aircraft turnaround idling/delay

### **Surface Transportation**

[Alternative fuels - MAA vehicles]

- Based on the 2020 forecast, annual 2020 CO<sub>2</sub> emissions from surface transportation are equal to 84,367 mt/yr.
- 40% of MAA vehicles use alternative fuels
- MAA vehicles accounts for 12 percent of total CO<sub>2</sub> emissions from surface transportation, based on methodology from the *Port of Seattle Seattle-Tacoma International Airport Greenhouse Gas Emissions Inventory - 2006* (October, 2007).
- 70% of MAA vehicles using alternative fuels are gasoline-powered, and 30% are diesel-powered.
- Gasoline vehicles will use E85, resulting in a 15 percent CO<sub>2</sub> emissions reduction, based on *Alternative Fuels: E85 and Flex Fuel Vehicles. EPA420-F-06-047* (October, 2006).
- Diesel vehicles will use B20, resulting in a 10 percent CO<sub>2</sub> emissions reduction, based on *Alternative Fuels: E85 and Flex Fuel Vehicles. EPA420-F-06-047* (October, 2006).

[Buses & vans congestion reduction]

- Buses & vans account for 1 percent of total CO<sub>2</sub> emissions from surface transportation, based on methodology from the *Port of Seattle Seattle-Tacoma International Airport Greenhouse Gas Emissions Inventory - 2006* (October, 2007).
- 5 percent of CO<sub>2</sub> emissions reductions are attributable to reduced congestion

[Vehicle Idle/Delay/VMT Reduction at Parking]

- CO<sub>2</sub> emissions associated with vehicle parking account for 10 percent of total CO<sub>2</sub> emissions from surface transportation.
- A 30 percent reduction in parking time can be attributed to parking management measures, such as use of automated navigational signs or an increase in parking capacity, based on methodology from *Evaluating ITS Parking management Strategies: A Systems Approach* (May, 2000).

### **Ground Service Equipment (GSE)/ Auxiliary Power Units (APUs)**

- All strategies under this group will result in 10% of GSE/APU usage.

### **Electrical Usage**

- Total electrical consumption is reduced by 20 percent, including: a state initiative to reduce electrical consumption by 15 percent from 2007, by 2015, and purchasing 5 percent of electricity from renewable energy sources.

### **Maryland Port Administration**

The Port of Baltimore was recently awarded \$3.5 million in Recovery Act funding to help clean the air in and around the Port. The funds will be used primarily for clean diesel technologies, but it is anticipated that anti-idling

devices, vehicle replacements, and engine repowers will result in GHG emissions reductions.

MPA provided data regarding the current and replacement equipment including type, average age of current engines and replacement engines, average use and remaining life. CO<sub>2</sub> emission factors were calculated for each operating piece of equipment based on EPA’s, NONROAD technical guidance document, EPA420-P-04-009, dated April 2004. It was estimated that the replacement equipment (vehicles and engines) would result in a 5% improvement in fuel efficiency. The following set of equipment assumptions was utilized in order to quantify GHG emission reductions associated with the anticipated use of the Recovery Act funding:

- 15 truck engines (average model year 1990, average HP 150) will be replaced with MY 2004 engines.
- 10 truck engines (average model year 1992, average HP 150) will be replaced with MY 2004 engines.
- 5 truck engines (average model year 1996, average HP 150) will be replaced with MY 2007 engines.
- 7 locomotives will be equipped with auto engine start stop (AESS) technology.
- 7 Forklifts, MY 1991-1997 will be repowered / replaced.
- Replace 1 MY 2000 rough terrain forklift
- Replace 1 MY 2000 crawler tractor
- Replace 5 MY 1994 and 3 MY 2001 terminal tractors
- Repower 3 MY 1992 terminal tractors

### **Metropolitan Washington Council of Governments**

In order to determine the emission reductions associated with the TERMS for the Washington DC Region, project-specific data, obtained from TIPs, LRP, and conformity documentation, was used to determine a reduction in VMT or fuel consumption.

Table D.1 presents the assumptions required to translate 2008 reductions as estimated by MWCOG for the entire Washington DC region, into Maryland specific impacts, annually in 2020.

**Table D.3 MWCOG TERM Analysis Assumptions**

Project Type	Description	Assumptions / Methodology (1) (2)
Clean Technology	Bose Automobile Anti-Air Pollutant and Energy Conservation System	MWCOG TERMS analysis, annualization factor = 312 days

Clean Technology	Truck Idling (Truck Stops and Auxiliary Power Unit)	Apply 47.9 percent MWCOG region VMT in Maryland (per travel demand model, 2000 model calibration report)
Clean Technology	100 CNG Buses in place of old Diesel Buses (2010)	Avg. bus VMT = 40k miles per year, avg speed = 15mph, CNG bus consumes 9% less fuel compared to diesel, emission factors from MOVES by model year
Clean Technology	100 Hybrid Buses in place of old Diesel Buses (2010)	Avg. bus VMT = 40k miles per year, avg speed = 15mph, hybrid bus consumes 36% less fuel compared to diesel, Hybrid and Alternative Fueled Vehicles ( <a href="http://www.kingcounty.gov/operations/procurement/Services/Environmental_Purchasing.aspx">http://www.kingcounty.gov/operations/procurement/Services/Environmental_Purchasing.aspx</a> )
Clean Technology	Purchase 185 CNG Buses to Accommodate Ridership Growth	Assume 1/4 of VMT reduction in Maryland per MWCOGs TERM analysis, use Mobile6 idle and running emission factors for buses (avg. speed = 15mph, non-route idling = 10.5 minutes per start, % of time in idle = 32%)
Commute Alternatives/Incentives	Commuter Connections TERMS (Operations Center, GRH, Marketing, etc...)	7.5 percent annual growth rate in VMT impacted, per 2005 Commuter Connections report
Commute Alternatives/Incentives	Commuter Connections (Ridesharing)	7.5 percent annual growth rate in VMT impacted, per 2005 Commuter Connections report
Commute Alternatives/Incentives	Employer Outreach for Public Sector Agencies	Apply 47.9 percent MWCOG region VMT in Maryland (per travel demand model, 2000 model calibration report)
Commute Alternatives/Incentives	Expanded Employer Outreach for Private Sector Employers	Apply 47.9 percent MWCOG region VMT in Maryland (per travel demand model, 2000 model calibration report)
Commute Alternatives/Incentives	Expansion of Car Sharing Program	Apply 47.9 percent MWCOG region VMT in Maryland (per travel demand model, 2000 model calibration report)
Commute Alternatives/Incentives	Implement 10 Neighborhood Circulator Bus Service to Metrorail	Assume 1/3 of benefit in Maryland
Commute Alternatives/Incentives	MD/DC Vanpool Incentive Program	25 percent in Maryland per MWCOG TERMS analysis
Commute Alternatives/Incentives	Voluntary Employer Parking Cash-Out Subsidy	Apply 47.9 percent MWCOG region VMT in Maryland (per travel demand model, 2000 model calibration report)
Public Transit Improvement	Bus Information Displays with Maps at Bus Stops	Assume 1/3 of benefit in Maryland
Public Transit Improvement	Construction of 1000 Additional Parking at WMATA Metrorail Stations	Assume 1/3 of benefit in Maryland
Public Transit Improvement	Enhanced Commuter Services on Major Corridors (Reverse Commute)	Assume 1/3 of benefit in Maryland
Public Transit Improvement	Free Bus Service Off-Peak (10:00 AM -2:00 PM Mid-Day and	Assume 1/3 of benefit in Maryland

	Weekends)	
Public Transit Improvement	Free Bus-to-Rail/Rail-to Bus Transfer (Similar to NYC Pricing Structure)	Assume 1/3 of benefit in Maryland Apply 47.9 percent MWCOG region VMT in Maryland (per travel demand model, 2000 model calibration report)
Public Transit Improvement	Parking Impact Fees	
Public Transit Improvement	Real Time Bus Schedule Information	Assume 1/3 of benefit in Maryland Use GHG emission factor (g/mile) differences from Mobile6 modeling for Maryland between 65, 60 and 55 mph
Traffic Control	Speed Limit Adherence	

Notes:

- (1) Unless noted otherwise, to obtain 2020 estimate, annual VMT growth rate (1.4 percent) is applied to 2008/2010 MWCOG estimates.
- (2) Annualization factor for commute alternatives/incentives and transit TERMS is 250 days.

Table D.4 provides the individual project listing of all TERMS considered to be GHG beneficial projects. Many projects identified as TERMS by BMC and MWCOG are for conformity purposes only (ie NO<sub>x</sub>, VOC or PM) emissions, and thus have minimal or no impact on fuel consumption or GHG emissions.

**Table D.4 TERM GHG Reduction Estimates (2010 and 2020)**

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Clean Technology	Office of the Secretary	BRTB: Outlook 2035 & TIP Conformity Report	IdleAire Advanced Truckstop Electrification System	This project involves the installation of up to 190 Advanced Truckstop Electrification (ATE) units at truck stops in Jessup and Baltimore City. The ATE units provide individual electric service to trucks utilizing parking spaces.	0.0025	0.0031	TLU-10
Clean Technology	WMATA	MWCOG TERMS Analysis	Buses to Accommodate Ridership Growth	WMATA will purchase 185 new CNG buses in the District of Columbia and deploy them on 36 crowded routes resulting in increased frequency.	0.0856	0.0967	TLU-3
Clean Technology		MWCOG TERMS Analysis	Bose Anti-Air Pollutant and Energy Conservation System	The Bose Automobile Anti- Air Pollutant and Energy Conservation System is a mechanical, gas turbine operated system with no platinum catalysts involved as in catalytic converter systems.	0.0106	0.0120	TLU-10
Clean Technology		MWCOG TERMS Analysis	Truck Idling (Truck Stops and Auxiliary Power Units)	This is a voluntary program designed to install pollution-reduction technology on existing diesel vehicles and equipment. Under this program it is proposed to use a small diesel auxiliary power unit (APU)	0.0108	0.0108	TLU-10
Clean Technology	WMATA	MWCOG TERMS Analysis	100 CNG Buses in place of Old Diesel Buses	The 100 oldest remaining buses in the fleet will be replaced in 2010 with CNG buses.	0.0012	0.0013	TLU-3
Clean Technology	WMATA	MWCOG TERMS Analysis	100 Hybrid Buses in place of Old Diesel Buses	The 100 old diesel buses in the fleet will be replaced in 2010 with Hybrid Buses	0.0046	0.0053	TLU-3
Commute	MTA	MWCOG	Ridesharing	To promote and encourage the establishment of	0.0076	0.0087	TLU-9

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Alternatives / Incentives		2010-15 TIP	Statewide	carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's and Montgomery Counties. Mission: to reduce the number of VMT, vehicle trips, and emissions. Provides funding to the TPB's Commuter Connection's program for the following projects: a. Commuter Operations Center b. Guaranteed Ride Home c. Marketing d. Monitoring and Evaluation			
Commute Alternatives / Incentives	SHA	MWCOG 2010-15 TIP	Transportation Emissions Reduction Measures		0.1069	0.1231	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Implement Neighborhood Circulator Buses	The circulator bus service would operate over an expanded period from 5:30 am to 10:00 am and from 3:00 pm to 8:00 pm on weekdays.	0.0025	0.0028	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Employer Outreach for Public Sector Agencies	Marketing and implementing employer based TDM programs	0.0061	0.0069	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Voluntary Employer Parking Cash-Out Subsidy Expanded	A program that gives equal compensation "cash-out" to employees who choose not to use free parking provided by employers and use alternative modes of travel instead.	0.0092	0.0105	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Employer Outreach for Private Sector Employers	Marketing and implementing employer based TDM programs	0.0007	0.0008	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Improve Pedestrian Facilities Near Rail Station	Assumes improvements to sidewalks, curb ramps, crosswalks and lighting in order to improve pedestrian access to 11 MARC stations and 12 Metrorail station in Montgomery County.	0.0024	0.0027	TLU-3

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Transit Stores in Maryland	Establish 10 transit stores in MD.	0.0070	0.0079	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	6 Kiosks in Maryland	Establish 6 Transportation Information Kiosks in Maryland similar to those being placed in Virginia and DC	0.0000	0.00004	TLU-9
Commute Alternatives / Incentives	ARTMA	BRTB: Outlook 2035 & TIP Conformity Report	Fare-less Cab	When a company participates in Fare-less Cab, an employee who participates in the program can get a free cab ride home in the event of illness (personal or family) or unscheduled overtime.		0.00003	TLU-9
Commute Alternatives / Incentives	Balt.City	BRTB: Outlook 2035 & TIP Conformity Report	Live Near Your Work	Provide matching grant money to employees moving near their work		0.0018	TLU-9
Commute Alternatives / Incentives	Howard County	BRTB: Outlook 2035 & TIP Conformity Report	Park & Ride at MD 32/MD 108	Funds for land acquisition for Park & Ride MD 32/MD 108 is included in this project. New roadway construction in Howard County - Sharing Costs with SHA.	0.0001	0.0002	TLU-9
Commute Alternatives / Incentives	JHU Sustainability Initiative	BRTB: Outlook 2035 & TIP Conformity Report	Car Sharing Program - JHU Sustainability Initiative	Johns Hopkins University Sustainability Initiative has partnered with FlexCar to offer car-sharing service to JHU students and people in the surrounding neighborhoods. Car-sharing is a service in which members can get online and rent a car by the hour.	0.0000	0.0008	TLU-9
Commute Alternatives / Incentives	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	I-95 at MD 543 Park-n-ride lot	128 new spaces	0.00005	0.00006	TLU-3
Commute	MDOT	BRTB:	US 1 at MD 23	60 new spaces	0.00002	0.00003	TLU-3

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Alternatives / Incentives		Outlook 2035 & TIP Conformity Report BRTB:	Park-n-Ride Lot				
Commute Alternatives / Incentives	MDOT	Outlook 2035 & TIP Conformity Report BRTB:	MARC BWI Rail Station Parking Garage	1790 Spaces	0.00188	0.00214	TLU-3
Commute Alternatives / Incentives	MDOT	Outlook 2035 & TIP Conformity Report BRTB:	MARC Halethorpe Station Parking Expansion	Expand surface parking and investigate future parking at the Halethorpe MARC Station. Parking spaces will be added. The scope of the proposed work also includes high level platforms, new shelters, improved accessibility for persons with disabilities,		0.0001	TLU-3
Commute Alternatives / Incentives	MDOT	Outlook 2035 & TIP Conformity Report BRTB:	Baltimore Region Rideshare Program - 2006 (Carroll County)	Provides funding support to local rideshare coordinators to strengthen ridematching and ridesharing coordination services to both commuters and employers	0.0003	0.0004	TLU-9
Commute Alternatives / Incentives	MDOT	Outlook 2035 & TIP Conformity Report BRTB:	Baltimore Region Rideshare Program - 2006 (Baltimore City)	Provides funding support to local rideshare coordinators to strengthen ridematching and ridesharing coordination services to both commuters and employers	0.0008	0.0010	TLU-9
Commute Alternatives / Incentives	MDOT	Outlook 2035 & TIP Conformity Report BRTB:	Baltimore Region Rideshare Program - 2006 (Harford County)	Provides funding support to local rideshare coordinators to strengthen ridematching and ridesharing coordination services to both commuters and employers	0.0010	0.0011	TLU-9

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Commute Alternatives / Incentives	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Baltimore Region Rideshare Program - 2006 (Howard County)	Provides funding support to local rideshare coordinators to strengthen ridematching and ridesharing coordination services to both commuters and employers	0.0018	0.0021	TLU-9
Commute Alternatives / Incentives	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Baltimore Region Rideshare Program - 2006 (Baltimore County)	Provides funding support to local rideshare coordinators to strengthen ridematching and ridesharing coordination services to both commuters and employers	0.0020	0.0023	TLU-9
Commute Alternatives / Incentives	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Baltimore Region Rideshare Program - 2006 (Anne Arundel County)	Provides funding support to local rideshare coordinators to strengthen ridematching and ridesharing coordination services to both commuters and employers	0.0034	0.0038	TLU-9
Commute Alternatives / Incentives	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Telework Partnership with Employers	Bi-regional program to assist employers to establish home-based telecommuting programs for their employees		0.0141	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	Parking Impact Fees	This measure would consist of a parking impact fee administered by local governments throughout the region. The fees would allow governments to recoup some of the costs associated with maintaining the roadway infrastructure and mitigating the adverse effects of added congestion.	0.0945	0.1072	TLU-9
Commute Alternatives / Incentives		MWCOG TERMS Analysis	MD/DC Vanpool Incentive	This measure is a package of programs and incentives designed to increase the number of vanpools in the region. Expansion of existing	0.0029	0.0033	TLU-9

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Commuter Alternatives / Incentives		MWCOG TERMs Analysis	Program Expansion of Car Sharing Program	Virginia program. Funds incentives for 1000 new car sharing customers. Car sharing customers typically increase their transit ridership and decrease driving.	0.0002	0.0003	TLU-9
ITS	MDOT	2009-2014 CTP	Signal Systemization Total	Compiled benefit of all signal systemization projects identified in BMC 2010-2013 TIP.	0.0082	0.0095	TLU-10
ITS	SHA	MWCOG 2010-15 TIP	Metropolitan Area Transportation Operations Coordination (MATOC)*	The MATOC program coordinates and supports regional sharing of transportation systems' conditions and info management during regional incidents through integration of systems' technologies, improved procedures and planning, and improved accuracy and time.	0.0675	0.0777	TLU-10
ITS	SHA	2009-2014 CTP	CHART	Statewide CHART program	0.0535	0.0616	TLU-10
Outreach	SHA	BRTB Outlook 2035 & TIP Conformity Report, MWCOG 2009 CLRP	Clean Air Partners	A public/private consortium that carries out a public education campaign in the Baltimore and Washington D.C. regions, to encourage individuals to take actions to reduce air emissions and protect their health from air pollution. The campaign involves an		0.0065	
Public Transit Amenities				Aggregate benefits of transit amenity projects. Includes: Traveler Information/Fare Programs, pedestrian access improvements	0.00000	0.0012	TLU-3, TLU-8
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Local Bus Replacement	Purchase 4 new vehicles		0.0001	TLU-3

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Bus Replacements	Purchase 100 buses in Contract Year - 1		0.0016	TLU-3
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Bus Replacements	Purchase 125 buses in Contract Year - 2		0.0020	TLU-3
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Bus Replacements	Purchase 107 buses in Contract Year - 3: 94 -40 ft. Low-floor diesel buses; 3 - 30 ft. Low-floor diesel buses; 10- 40ft. Hybrid Electric Buses (included in a separate entry)		0.0017	TLU-3
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	MARC New Bi- level Coach Purchase	Purchase and use 50 bi-level coaches		0.0141	TLU-3
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	Hampden Shuttle	Neighborhood shuttle in Hampden, including connection to Woodberry Light Rail Station (Bus Route #98) and MTA bus routes #22 and #27		0.0000	TLU-3
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP Conformity Report	College Pass Program	Reduced transit pass for area college students		0.0060	TLU-3
Public Transit Imp.	MDOT	BRTB: Outlook 2035 & TIP	State Worker Free Transit Program	Provide free service to state employees for MTA bus, light rail, some commuter buses, and Metro subway systems.		0.0053	TLU-10

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
		Conformity Report					
Public Transit Imp.	WMATA	MWCOG TERMS Analysis	Bus Information Displays with Maps at Bus Stops	Provide more information at 2,000 Metrobus locations (assume 1/3 of benefit in Maryland).	0.0012	0.0014	TLU-3
Public Transit Imp.	WMATA	MWCOG 2010-15 TIP	Glenmont Metro Parking Garage Expansion	Provides for the design and construction of 1200 additional garaged parking spaces at the Glenmont Metrorail Station on the west side of Georgia Ave. The project will be designed and constructed by WMATA.	0.0026	0.0029	TLU-3
Public Transit Imp.		MWCOG TERMS Analysis	Real Time Bus Schedule Information	Provide real time bus schedule information to the transit riders through internet and at bus shelter display units. Satellite technology would track buses and customers would determine real-time location and arrival time of a specific bus.	0.0010	0.0011	TLU-3
Public Transit Imp.		MWCOG TERMS Analysis	Free Bus-to-Rail/Rail-to-Bus Transfer (Similar to NYC Pricing Structure)	This program would institute a free bus to rail transfer similar to the reduced fare rail to bus transfer.	0.0028	0.0031	TLU-3
Public Transit Imp.		MWCOG TERMS Analysis	Free Bus Service Off-Peak (10:00 AM - 2:00 PM Mid-Day and Weekends)	Free bus service (10:00AM-2:00PM mi-day, weekends): Free service during the mid day and all day on weekends.	0.0023	0.0026	TLU-3
Public Transit Imp.		MWCOG TERMS Analysis	Enhanced Commuter Services on Major	Bus service on corridors with HOV facilities and bus lanes such as US 50, I-270, and US 29. Commuters would be picked up at Metrorail Park & Ride facilities close to Metro stations and	0.0054	0.0061	TLU-3

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Public Transit Imp.		MWCOG TERMs Analysis	Corridors in Maryland (HOV Facilities) Enhanced Commuter Services on Major Corridors (Reverse Commute)	transported to major work centers  Proposes bus service to Potomac Mills and Arundel Mills shopping centers from Metrorail stations. The service would benefit reverse commuters whose work place is in Prince William and Anne Arundel Counties.	0.0015	0.0017	TLU-3
Public Transit Imp.		MWCOG TERMs Analysis	Improve Pedestrian Facilities Near Rail Stations	Assumes improvements to sidewalks curb ramps, crosswalks, and lighting in order to improve pedestrian access to 11 MARC stations and 12 Metrorail stations in Montgomery County.	0.0023	0.0026	TLU-3
Public Transit Imp.		MWCOG TERMs Analysis	Metrorail Feeder Bus Service Construction of 1000	Improve Metrorail feeder bus service at two underutilized park and ride lots and implement a fare buydown program.	0.0006	0.0007	TLU-3
Public Transit Imp.		MWCOG TERMs Analysis	Additional Parking at WMATA Metrorail Stations	A total of 1000 parking spaces will be added at different Metrorail Stations	0.0007	0.0008	TLU-3
Traffic Control		MWCOG TERMs Analysis	Speed Limit Adherence (accelerated)	Increase speed limit adherence on portions of the freeway where speeding is a problem so that 70 percent of vehicles that are traveling above the speed limit will travel at or below the posted speed limit - assign five police officers for every 20 miles of freeway	0.0198	0.0426	TLU-10

Project Type	Agency	Source	Project	Description	2010 GHG (mmt CO2- e)	2020 GHG (mmt CO2- e)	TLU
Traffic Control	Balt. City	BRTB: Outlook 2035 & TIP Conformity Report	Traffic Signal LED Upgrades	Traditional traffic signal heads are replaced with LED signal heads.		0.0260	TLU-10
<b>TOTAL</b>					<b>0.52</b>	<b>0.71</b>	

## TERM COSTS

**Table D.5 TERM Project Costs (2009 – 2020)**

Project Type	BMC	MWCOG	CTP	TOTAL
	TERMs (millions)	TERMs (millions)	(Statewide) TERMs (millions)	
Clean Technology	\$3.17	\$4.18	-	\$7.35
Commute Alternatives/Incentives	\$57.74	\$89.61	-	\$147.35
ITS - CHART/MATOC, Signal Systems	\$12.15	\$1.60	\$78.20	\$91.95
Outreach/ Education Programs	-	-	\$2.75	\$2.75
Public Transit Amenities Improvement	\$0.50	\$10.55	\$10.06	\$21.11
Public Transit Improvement	\$156.81	\$92.39	\$110.00	\$359.19
Traffic Control	\$3.90	\$24.45	-	\$28.35
<b>TOTAL</b>	<b>\$234.27</b>	<b>\$222.79</b>	<b>\$201.01</b>	<b>\$658.04</b>

Source: BMC 2010-2013 TIP & Transportation Outlook 2035, MWCOG 2010-2015 TIP and 2030 CLRP, MDOT 2009-2014 CTP

Note that the costs associated with the three bus purchase TERMS in the MWCOG region are not included within Table D.5 (see project listing in Table D.3). Any remaining costs not yet spent are included within Table C.5 under the Metro Matters Railcars and Buses line item as identified in the 2009-2014 CTP. The total cost for these buses are estimated at \$174.15 million in the MWCOG TERMS analysis. A large share of these buses have already been purchased and are currently in service.

Total costs estimated by MAA to deploy BWI Marshall projects as identified in the *BWI, Thurgood Marshall Airport Greenhouse Gas Baseline Emissions Inventory* by 2020, is \$527.65 million. These strategies are listed below, however are not included in the total TERM project cost estimate.

- Dedicated Commercial Vehicle Lanes (Pier A Curbside Expansion, Terminal Curbside Expansion and Skywalks): \$100.2 million
- Parking Facilities and Smart Park: \$163.45 million
- Ground Service Equipment and Auxiliary Power Units: \$256.26 million
- Electrical Usage (Automated Energy Mgmt. System, Energy Performance Tracking, HVAC Conversion Program, LEED Standards): \$5.94 million

**Table D.6 Individual TERM Project Costs (2009 – 2020)**

Project Type	Source	Project	Cost (millions)
Clean Technology	BMC 2010-2013 TIP / 2035 LRP	IdleAire Advanced Truckstop Electrification System	\$3.17
Clean Technology	MWCOG 2010-2015 TIP, 2030 CLRP	Bose Automobile Anti-Air Pollutant and Energy Conservation System	\$0.47
Clean Technology	MWCOG 2010-2015 TIP, 2030 CLRP	Truck Idling (Truck Stops and Auxiliary Power Units)	\$3.71
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Ridesharing Statewide	\$3.89
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Transportation Emissions Reduction Measures	\$23.50
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Implement Neighborhood Circulator Buses	\$1.13
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Employer Outreach for Public Sector Agencies	\$0.82
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Voluntary Employer Parking Cash-Out Subsidy	\$0.20
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Expanded Employer Outreach for Private Sector Employers	\$0.85
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Improve Pedestrian Facilities Near Rail Stations	\$14.20
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Transit Stores in Maryland	\$0.44
Commute Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	6 Kiosks in Maryland	\$0.44
Commute Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	Fare-less Cab	\$0.09

Commuter Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	Live Near Your Work	\$1.13
Commuter Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	Park & Ride at MD 32/MD 108	\$5.82
Commuter Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	I-95 at MD 543 Park-n-ride lot	\$3.20
Commuter Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	US 1 at MD 23 Park-n-Ride Lot	\$1.50
Commuter Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	MARC BWI Rail Station Parking Garage	\$44.75
Commuter Alternatives/ Incentives	BMC 2010-2013 TIP / 2035 LRP	Baltimore Region Rideshare Program & Telework Partnership with Employers	\$1.24
Commuter Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Parking Impact Fees	\$41.78
Commuter Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	MD/DC Vanpool Incentive Program	\$1.84
Commuter Alternatives/ Incentives	MWCOG 2010-2015 TIP, 2030 CLRP	Expansion of Car Sharing Program	\$0.52
ITS	BMC 2010-2013 TIP / 2035 LRP	Signal Systemization Total	\$12.15
ITS	MWCOG 2010-2015 TIP, 2030 CLRP	Metropolitan Area Transportation Operations Coordination (MATOC)*	\$1.60
ITS	2009-2014 CTP	CHART	\$78.20
Outreach	BMC 2010-2013 TIP / 2035 LRP	Clean Air Partners	\$2.75
Public Transit Amenities	2009-2014 CTP	Smart Card Program	\$10.06
Public Transit Amenities	MWCOG 2010-2015 TIP, 2030 CLRP	Bus Transit Annunciation System	\$2.90
Public Transit Amenities	MWCOG 2010-2015 TIP, 2030 CLRP	Bike Stations at Rail Stations	\$0.65

Public Transit Amenities	MWCOG 2010-2015 TIP, 2030 CLRP	Bus Information Displays	\$0.35
Public Transit Amenities	MWCOG 2010-2015 TIP, 2030 CLRP	Real Time Bus Schedule Information	\$6.65
Public Transit Amenities	BMC 2010-2013 TIP / 2035 LRP	Charles Street Improvements	\$0.50
Public Transit Improvement	BMC 2010-2013 TIP / 2035 LRP	Local Bus Replacement	\$2.20
Public Transit Improvement	BMC 2010-2013 TIP / 2035 LRP	Hybrid Bus Replacements (100 buses)	\$52.50
Public Transit Improvement	BMC 2010-2013 TIP / 2035 LRP	Hybrid Bus Replacements (100 buses)	\$65.63
Public Transit Improvement	BMC 2010-2013 TIP / 2035 LRP	Bus Replacements (10 hybrid, 97 diesel)	\$36.29
Public Transit Improvement	2009-2014 CTP	MARC New Bi-level Coach Purchase	\$110.00
Public Transit Improvement	BMC 2010-2013 TIP / 2035 LRP	College Pass Program	\$0.19
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Glenmont Metro Parking Garage Expansion	\$1.00
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Free Bus-to-Rail/Rail-to-Bus Transfer (Similar to NYC Pricing Structure)	\$36.82
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Free Bus Service Off-Peak (10:00 AM - 2:00 PM Mid-Day and Weekends)	\$21.82
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Enhanced Commuter Services on Major Corridors in Maryland (HOV Facilities)	\$2.66
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Enhanced Commuter Services on Major Corridors (Reverse Commute)	\$2.52
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Metrorail Feeder Bus Service	\$1.07
Public Transit Improvement	MWCOG 2010-2015 TIP, 2030 CLRP	Construction of 1000 Additional Parking at WMATA Stations	\$26.50
Traffic Control	MWCOG 2010-2015 TIP, 2030 CLRP	Speed Limit Adherence (accelerated)	\$24.45
Traffic Control	BMC 2010-2013 TIP / 2035 LRP	Traffic Signal LED Upgrades	\$3.90
<b>TOTAL</b>			<b>\$658.04</b>

## **E. Coordinating Committee and TLU Working Group Members**

### MDOT Climate Action Plan Implementation Coordinating Committee Member List

Agency	Representative	Title	Phone (410)	Email
MDOT	Don Halligan (Chair)	Director, Office of Planning and Capital Programming	865-1275	<a href="mailto:DHalligan@MDOT.state.md.us">DHalligan@MDOT.state.md.us</a>
MDOT	Howard Simons	Air Quality Program Manager	865-1296	<a href="mailto:hsimons@mdot.state.md.us">hsimons@mdot.state.md.us</a>
SHA	Don Sparklin	Division Chief, Environmental Planning Division	545-8564	<a href="mailto:DSparklin@SHA.state.md.us">DSparklin@SHA.state.md.us</a>
SHA	Greg Slater	Director, Office of Planning & Preliminary Engineering	545-0412	<a href="mailto:Gslater@SHA.state.md.us">Gslater@SHA.state.md.us</a>
MVA	Roan Bennett	Manager of Planning and Programming	768-7411	<a href="mailto:RBennett@MarylandMVA.com">RBennett@MarylandMVA.com</a>
MTA	Diane Ratcliff	Director, Planning and Programming	767-3787	<a href="mailto:DRatcliff@MTAMaryland.com">DRatcliff@MTAMaryland.com</a>
MdTA	Dennis Simpson	Deputy Director, Division of Capital Planning	537-5650	<a href="mailto:dsimpson@Mdta.state.md.us">dsimpson@Mdta.state.md.us</a>
MPA	Rick Sheckells	Chief, Environmental Initiatives	385-4709	<a href="mailto:rsheckells@marylandports.com">rsheckells@marylandports.com</a>
MDE	Marcia Ways	Chief, Office of Mobile Sources, Air and Radiation Management Administration	537-3286	<a href="mailto:MWays@mde.state.md.us">MWays@mde.state.md.us</a>
BMC	Harvey Bloom	Director of Transportation Planning	732-9566	<a href="mailto:hbloom@baltometro.org">hbloom@baltometro.org</a>
MAA	Paul Shank	Deputy Executive Director	859-7069	<a href="mailto:pshank@bwairport.com">pshank@bwairport.com</a>
MEA	Malcolm Woolf	Director, Maryland Energy Administration	260-7511	<a href="mailto:mwoolf@energy.state.md.us">mwoolf@energy.state.md.us</a>
DNR	Zoe Johnson	Natural Resources Planner, Coastal Zone Management Division	260-8741	<a href="mailto:zjohnson@dnr.state.md.us">zjohnson@dnr.state.md.us</a>
DBED	Rhonda Ray	Ass't Secretary Policy and Research	767-6314	<a href="mailto:RRay@choosemaryland.org">RRay@choosemaryland.org</a>
DHCD	Caroline Varney- Alvarado	Special Assistant, Office of the Secretary	514-7336	<a href="mailto:Varney-alvarado@DHCD.state.md.us">Varney- alvarado@DHCD.state.md.us</a>
MDP	Jason Dubow	Manager of Watershed Planning	767-3370	<a href="mailto:JDubow@mdp.state.md.us">JDubow@mdp.state.md.us</a>

**MDOT Climate Action Plan Implementation  
 Transportation and Land Use (TLU) Working Group Member List**

TLU	Agency	Name	Title	Phone (410)	Email
TLU-2 Land Use and Location Efficiency	OPCP	Marty Baker	Community Planner	865-1294	<a href="mailto:mbaker1@mdot.state.md.us">mbaker1@mdot.state.md.us</a>
	OPGA	Billy Hwang	Federal Policy Analyst	865-1096	<a href="mailto:bhwang@mdot.state.md.us">bhwang@mdot.state.md.us</a>
	MTA	Jerry Cichy	Executive Assistant, BRAC and Special Projects	767-8352	<a href="mailto:gcichy@mtamaryland.com">gcichy@mtamaryland.com</a>
	MDP	Kiman Choi	Planner V, Transportation Planning Unit	767-8876	<a href="mailto:kchoi@mdp.state.md.us">kchoi@mdp.state.md.us</a>
	MDP	Peter Conrad	Director, Local Planning Assistance Division	767-4553	<a href="mailto:pconrad@mdp.state.md.us">pconrad@mdp.state.md.us</a>
	DHCD	Caroline Varney-Alvarado	Special Assistant, Office of the Secretary	514-7336	<a href="mailto:varney-alvarado@mdhousing.org">varney-alvarado@mdhousing.org</a>
	DBED	Rhonda Ray	Assistant Secretary, Policy and Research	767-6314	<a href="mailto:Rray@choosemaryland.org">Rray@choosemaryland.org</a>
	DBED	Nancy McCrea	Director of Research, Policy and Research	767-6861	<a href="mailto:nmccrea@choosemaryland.org">nmccrea@choosemaryland.org</a>
	MWCOG	Monica Bansal	Transportation Planner	202 962-3290	<a href="mailto:mbansal@mwkog.org">mbansal@mwkog.org</a>
	Balt. City	Jamie Kendrick	Deputy Director, Baltimore City Department of Transportation	396-6802	<a href="mailto:jamie.kendrick@baltimorecity.gov">jamie.kendrick@baltimorecity.gov</a>
	BMC	Jamie Bridges	Transportation Planner	732-0500 ext.1053	<a href="mailto:jbridges@baltometro.org">jbridges@baltometro.org</a>
	Mont. Co.	Pamela Parker	Senior Air Quality Planner	240-777-7758	<a href="mailto:pamela.parker@montgomerycountymd.gov">pamela.parker@montgomerycountymd.gov</a>
	MSDE	Leon Langley	Public Transportation Director	767-0209	<a href="mailto:llangley@msde.state.md.us">llangley@msde.state.md.us</a>
	MSDE	Becky Bell	Environmental Education Specialist	767-0330	<a href="mailto:rbell@msde.state.md.us">rbell@msde.state.md.us</a>

TLU-3 Transit	OPCP	Theo Ngongang	Regional Planner	865-1308	<a href="mailto:TNgongang@mdot.state.md.us">TNgongang@mdot.state.md.us</a>
	OPGA	Billy Hwang	Federal Policy Analyst	865-1096	<a href="mailto:bhwang@mdot.state.md.us">bhwang@mdot.state.md.us</a>
	MTA	Katharine Daley	Director of Service Development	454-7257	<a href="mailto:kdaley@mtamaryland.com">kdaley@mtamaryland.com</a>
	MDP	David Whitaker	Manager, Transportation Planning	767-4564	<a href="mailto:dwhitaker@mdp.state.md.us">dwhitaker@mdp.state.md.us</a>
	SHA	Felicia Alexander	Assistant Division Chief, Project Management Division	545-8530	<a href="mailto:falexander@sha.state.md.us">falexander@sha.state.md.us</a>
	BMC	Tyson Byrne	Transportation Planner	732-0500 ext.1048	<a href="mailto:tbyrne@baltometro.org">tbyrne@baltometro.org</a>
	WMATA	Kristin Haldeman	Senior Transportation Planner	(202) 962-1848	<a href="mailto:khaldeman@wmata.com">khaldeman@wmata.com</a>
	WMATA	Nat Bottigheimer	Assistant General Manager	(202) 962-2730	<a href="mailto:nbottigheimer@wmata.com">nbottigheimer@wmata.com</a>
TLU-5 Intercity Travel	OPCP	Michelle Martin	Assistant Director, Transportation Planning	865-1285	<a href="mailto:MMartin@mdot.state.md.us">MMartin@mdot.state.md.us</a>
	OPCP	Nichole Katsikides	Planner, Multi-Modal Programs	865-1284	<a href="mailto:Nkatsikides@mdot.state.md.us">Nkatsikides@mdot.state.md.us</a>
	OPGA	Billy Hwang	Federal Policy Analyst	865-1096	<a href="mailto:bhwang@mdot.state.md.us">bhwang@mdot.state.md.us</a>
	MAA	Paul Shank	Deputy Executive Director	859-7061	<a href="mailto:pshank@bwiairport.com">pshank@bwiairport.com</a>
	MAA	Robin Bowie	Manager, Division of Environmental Planning	859-7103	<a href="mailto:rbowie@bwiairport.com">rbowie@bwiairport.com</a>
	MTA	Harry Romano	Project Manager, Office of Planning	767-3756	<a href="mailto:Hromano@mtamaryland.com">Hromano@mtamaryland.com</a>
	MPA	Rick Sheckells	Chief, Environmental Initiatives	385-4709	<a href="mailto:rsheckells@marylandports.com">rsheckells@marylandports.com</a>
	MDP	Jason Dubow	Manager, Water Resources Unit	767-3370	<a href="mailto:JDubow@mdp.state.md.us">JDubow@mdp.state.md.us</a>

	BMC	Sara Tomlinson	Environmental Planner	732-0500 ext.1035	<a href="mailto:stomlinson@baltometro.org">stomlinson@baltometro.org</a>
	OFL	Debbie Bowden	Freight and Economic Policy Analyst	865-1094	<a href="mailto:dbowden1@mdot.state.md.us">dbowden1@mdot.state.md.us</a>
TLU-6 PAYD	MIA	Joy Hatchette	Associate Commissioner, Consumer Education and Advocacy	468-2029	<a href="mailto:JHatchette@mdinsurance.state.md.us">JHatchette@mdinsurance.state.md.us</a>
	MIA	Sandra Castagna	Director, Consumer Education and Advocacy	468-2341	<a href="mailto:scastagna@mdinsurance.state.md.us">scastagna@mdinsurance.state.md.us</a>
TLU-8Bike & Pedestrian Infrastructure	OPCP	Michael Jackson	Director, Bicycle/ Pedestrian Access	865-1237	<a href="mailto:mjackson3@MDOT.state.md.us">mjackson3@MDOT.state.md.us</a>
	OPCP	Sylvia Ramsey	Manager, Community Enhancements Program	865-1100	<a href="mailto:sramsey1@mdot.state.md.us">sramsey1@mdot.state.md.us</a>
	MPD	Steve Allan	Planner, Local Planning Assistance Division	767-4572	<a href="mailto:sallan@mdp.state.md.us">sallan@mdp.state.md.us</a>
	MTA	Dan Reagle	Environmental Planner, Office of Planning	767-3769	<a href="mailto:dreagle1@mtamaryland.com">dreagle1@mtamaryland.com</a>
	SHA	Mary Davidson	SHA Bicycle Coordinator - Regional and Intermodal Planning Division	545-5652	<a href="mailto:mdavidson@sha.state.md.us">mdavidson@sha.state.md.us</a>
	MdTA	Melissa Williams	Planning Manager, Division of Capital Planning	537-5651	<a href="mailto:mwilliams9@mdta.state.md.us">mwilliams9@mdta.state.md.us</a>
	MWCOG	Michael Farrell	Transportation Planner	202 962-3760	<a href="mailto:mfarrell@mwkog.org">mfarrell@mwkog.org</a>
	BMC	Stephanie Yanovitz	Transportation Planner	732-0500 ext.1055	<a href="mailto:syanovitz@baltometro.org">syanovitz@baltometro.org</a>
Incentives , Pricing Resource	OPCP	Michelle Martin	Assistant Director, Transportation Planning	865-1285	<a href="mailto:MMartin@MDOT.state.md.us">MMartin@MDOT.state.md.us</a>

	OPGA	Billy Hwang	Federal Policy Analyst	865-1096	<a href="mailto:bhwang@mdot.state.md.us">bhwang@mdot.state.md.us</a>
	MPD	Bihui Xu	Manager, Transportation Planning Unit	410-767-4567	<a href="mailto:bxu@mdp.state.md.us">bxu@mdp.state.md.us</a>
	MTA	John Newton	Manager, Environmental Planning	767-3769	<a href="mailto:JNewton@mtamaryland.com">JNewton@mtamaryland.com</a>
	SHA	Lisa Shemer	Assistant Division Chief, Travel Forecasting Division	545-5640	<a href="mailto:lshemer@sha.state.md.us">lshemer@sha.state.md.us</a>
	MdTA	Melissa Williams	Planning Manager, Division of Capital Planning	410-537-5651	<a href="mailto:mwilliams9@mdta.state.md.us">mwilliams9@mdta.state.md.us</a>
	Mont. Co.	Pamela Parker	Senior Air Quality Planner	240-777-7758	<a href="mailto:pamela.parker@montgomerycounty.md.gov">pamela.parker@montgomerycounty.md.gov</a>
	MWCOG	Erin Morrow	Transportation Engineer	(202) 962-3793	<a href="mailto:emorrow@mwkog.org">emorrow@mwkog.org</a>
	BWI TMA	Linda Greene	Executive Director	859-1000	<a href="mailto:lgreene@bwipartner.org">lgreene@bwipartner.org</a>
	BMC	Charles Baber	Senior Transportation Planner	732-0500 ext. 1056	<a href="mailto:cbaber@baltometro.org">cbaber@baltometro.org</a>
TLU-10 Transportation Technology	MDE	Timothy Shepherd	Chief, Engineering and Technology Assessment Division	537-3270	<a href="mailto:tshepherd@mde.state.md.us">tshepherd@mde.state.md.us</a>
	OPCP	Howard Simons	Air Quality Program Manager	865-1296	<a href="mailto:hsimons@MDOT.state.md.us">hsimons@MDOT.state.md.us</a>
	MAA	Paul Shank	Deputy Executive Director, Facilities Development and Engineering	859-7061	<a href="mailto:pshank@bwiairport.com">pshank@bwiairport.com</a>
	MTA	John Newton	Manager, Environmental Planning	767-3769	<a href="mailto:JNewton@mtamaryland.com">JNewton@mtamaryland.com</a>
	SHA	Morteza Tadayon	Division Chief, Travel Forecasting	545-5580	<a href="mailto:mtadayon@sha.state.md.us">mtadayon@sha.state.md.us</a>

TLU-11 Evaluate Emissions from Major Projects	MPA	Rick Sheckells	Chief, Environmental Initiatives	385-4709	<a href="mailto:rsheckells@marylandports.com">rsheckells@marylandports.com</a>
	MEA	Chris Rice	Program Manager	260-7207	<a href="mailto:crice@energy.state.md.us">crice@energy.state.md.us</a>
	MWCOG	Daivamani (SIVA) Sivasailam	Principal Transportation Engineer	202 962-3226	<a href="mailto:siva@mwkog.org">siva@mwkog.org</a>
	MSDE	Leon Langley	Public Transportation Director	767-0209	<a href="mailto:llangley@msde.state.md.us">llangley@msde.state.md.us</a>
	MSDE	Becky Bell	Environmental Education Specialist	767-0330	<a href="mailto:rbell@msde.state.md.us">rbell@msde.state.md.us</a>
	OPCP	Meg Andrews	Environmental Planning Manager	865-1287	<a href="mailto:MAndrews1@MDOT.state.md.us">MAndrews1@MDOT.state.md.us</a>
	MTA	Dan Reagle	Environmental Planner, Office of Planning	767-3769	<a href="mailto:dreagle1@mtamaryland.com">dreagle1@mtamaryland.com</a>
	SHA	Elizabeth Habic	Environmental Analyst, Environmental Planning Division	545-8563	<a href="mailto:ehabic@sha.state.md.us">ehabic@sha.state.md.us</a>
	MdTA	Megan Blum	Environmental Manager, Division of Capital Planning	410-537-1060	<a href="mailto:mblum1@mdta.state.md.us">mblum1@mdta.state.md.us</a>
	MPA	Rick Sheckells	Chief, Environmental Initiatives	385-4709	<a href="mailto:rsheckells@marylandports.com">rsheckells@marylandports.com</a>
	DNR	Zoe Johnson	Natural Resources Planner, Coastal Zone Mgmt. Division	260-8741	<a href="mailto:zjohnson@dnr.state.md.us">zjohnson@dnr.state.md.us</a>
	MDE	Timothy Shepherd	Chief, Engineering and Technology Assessment Division	537-3270	<a href="mailto:tshepherd@mde.state.md.us">tshepherd@mde.state.md.us</a>
	DGS	Stephen Gilliss	Project Manager	767-4675	<a href="mailto:Stephen.Gilliss@DGS.state.md.us">Stephen.Gilliss@DGS.state.md.us</a>

# APPENDIX D

## MIA REVIEW OF PAY-AS-YOU- DRIVE PROGRAMS IN MARYLAND

# Review of Pay-As-You-Drive<sup>®</sup> Programs in Maryland

September 29, 2009



200 Saint Paul Place, Suite 2700  
Baltimore, MD 21202  
[www.mdinsurance.state.md.us](http://www.mdinsurance.state.md.us)

Martin O'Malley  
Governor

Anthony G. Brown  
Lieutenant Governor

Ralph S. Tyler  
Insurance Commissioner

MARTIN O'MALLEY  
Governor

ANTHONY G. BROWN  
Lt. Governor



RALPH S. TYLER  
Commissioner

BETH SAMMIS  
KAREN STAKEM HORNIG  
Deputy Commissioners

JOY HATCHETTE  
Associate Commissioner  
Consumer Education and Advocacy

200 St. Paul Place, Suite 2700 Baltimore, Maryland 21202  
Direct Dial: 410-468-2000 Fax: 410-468-2020  
1-800-492-6116 TTY: 1-800-735-2258  
[www.mdinsurance.state.md.us](http://www.mdinsurance.state.md.us)

## Introduction

In 2007, by Executive Order, Governor Martin O'Malley established the Maryland Commission on Climate Change (the Commission). The Executive Order tasked the Commission with developing a plan that addressed "the drivers and causes of climate change, to prepare for the likely consequences and impacts of climate change to Maryland, and to establish firm benchmarks and timetables for implementing the Plan of Action." One component of the Climate Action Plan (the Plan) was the development of a Comprehensive Greenhouse Gas (GHG) and Carbon Footprint Reduction Strategy "which evaluates and recommends Maryland's GHG reduction goals; recommends short, medium and long-term goals and strategies to mitigate GHGs and offset carbon emissions; and provides an implementation timetable for each recommended strategy" (Climate Action Plan – Chapter 4, p. 24). This strategy grouped policies into five categories: Agriculture, Forestry and Waste (AFW); Energy Supply (ES); Residential, Commercial and Industrial (RCI); Transportation and Land Use (TLU) and Cross Cutting Issues (CC).

The Commission's Report states that:

GHG emissions from transportation are tied to carbon-based fuel consumption. In Maryland, the transportation sector accounted for approximately 32 percent of gross GHG emissions in 2005 (about 32.5 million metric tons of carbon dioxide equivalent, or MMtCO<sub>2</sub>e). From 1990 through 2005, transportation-related GHG emissions in Maryland increased by 8.3 MMtCO<sub>2</sub>e, comprising 22 percent of the State's net growth in gross GHG emissions during this period and reflecting a 2 percent average annual rate increase in emissions due to transportation fuels.

As a result of Maryland's population and economic growth and a 40 percent increase in total vehicle miles traveled (VMT), on-road gasoline vehicle use grew 36 percent between 1990 and 2005. Meanwhile, on-road diesel vehicle use rose 91 percent during that period, suggesting rapid growth in freight movement within or across the State. In 2005, on-road gasoline vehicles accounted for about 74 percent of transportation GHG emissions, on-road diesel vehicles contributed 18 percent, and aviation, marine vessels, and rail made up most of the remaining 8 percent (Climate Action Plan – Chapter 4, p. 89).

While the state has already taken steps to reduce GHG emissions in the transportation sector, the Commission recommended a package of strategies to reduce GHG emissions. The Commission noted that:

The solution to reducing transportation-related GHG emissions lies in restructuring our system to offer low GHG options, improving land use to better link existing and future development with transit and walkable communities, and educating individuals to make better transportation choices (Climate Action Plan, Chapter 4, p. 90).

The Commission also acknowledged that the transportation policies:

...are often complementary and depend on mutual implementation for their success. For example, options that encourage alternatives to automobile use, such as TLU-6, "Pay-as-You-Drive<sup>®</sup> Insurance", may be ineffective if alternatives such as mass transit (TLU-3) are not available (Climate Action Plan, Chapter 4, p. 93).

Policy option TLU-6 "Pay-As-You-Drive<sup>®</sup> Insurance" is an effort to tie insurance premiums to actual hours or miles driven. Proponents of this option assert that this linkage would encourage consumers to drive fewer miles and allow companies to charge actuarially accurate rates (Pay-As-You-Drive<sup>®</sup> Auto Insurance: A Simple Way to Reduce Driving-Related Harms and Increase Equity, The Brookings Institute, Jason Bordoff and Pascal Noel). Pay-As-You-Drive<sup>®</sup> insurance is also known as use-based insurance. The premium paid is calculated based on the amount the particular vehicle is driven.

The purpose of this report is to review Pay-As-You-Drive<sup>®</sup> programs and determine whether any statutory, regulatory or other obstacles exist to their implementation.

## Background

Pay-As-You-Drive<sup>®</sup> insurance is not new to Maryland. In the 2004 session of the General Assembly, Senate Bill 691 was introduced to authorize a pilot program for automobile insurers to offer automobile insurance coverage based on mile-based rating plan and time-based rating plans. The bill also provided a tax credit against premium taxes for policies that were at least 70% based on a mile-based rating plan. This bill failed.

In February 2005, the Automobile Insurance Taskforce was formed to study rates in urban areas. The primary purpose of the task force was to study the rising cost of automobile insurance in certain Maryland jurisdictions and to determine what, if anything, could be done to reduce these rates. One aspect of this study was a review of the various rating plans used in other states to determine if they would benefit Marylanders. One such plan that was reviewed was "TripSense," which had been introduced by Progressive Insurance Group in Minnesota. The plan was designed to match the automobile premium to the actual vehicle usage. The speed, distance driven and time of day usage are factors used to determine premiums. Consumers received a

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\* Pay-As-You-Drive is a registered service mark of Progressive Casualty Insurance Company.

5% to 25% discount for participating in the program. The task force recommended legislation that would allow insurers to utilize a pilot program to test these Pay-As-You-Drive<sup>®</sup> programs (SB 938 and HB 1573). These bills also failed.

### Ratemaking in Maryland

The rates charged for private-passenger automobile insurance must be actuarially justified and cannot be excessive, inadequate or unfairly discriminatory (Insurance Article §11-306). When establishing rates, insurance carriers rely on a number of factors including:

- Mileage
- Territory
- Coverages & limits
- Age
- Gender
- Use of vehicle
- Marital status
- Credit/financial status
- Make, model & year of vehicle
- Years of driving experience
- Number of operators of the vehicle and/or number of vehicles
- Accident history
- Driving record

Each insurer will determine what weight to give each of these factors based on the company's data and experience. Generally, with respect to mileage, insurance companies rely on the consumer to provide, at the time the policy is written, the number miles they drive annually. In addition, a consumer may qualify for particular discounts, which may include:

- Good student discount
- Multi-vehicle discount
- Multi-policy discount
- Multi-line discount
- Hybrid vehicle
- Carpool
- Safety devices (i.e., antilock brakes, anti-theft)
- Claim free
- College students that don't take vehicles to school
- Miles driven
- Accident free

### Progressive's "MyRate" Plan

In the fall of 2008, Progressive Insurance Group started offering its "MyRate" program in Maryland. This is an optional program for consumers to use to satisfy the financial responsibility laws of Maryland. Consumers who elect to participate in this program receive a wireless device that plugs into their car. This device measures "how,

how much and when the car is being driven” (Progressive News Release, September 15, 2008). “Cars driven less often, in less risky ways and at less risky times of day can receive a lower premium (Progressive News Release, September 15, 2008). Customers signing up for the program could receive up to a 10% discount and at renewal could earn up to a 25% discount. There is a thirty dollar technology expense for the cost of the wireless device and transmission of the data. This is imposed each policy period.

### MileMeter

Although currently only available in Texas, MileMeter Insurance Company offers a pure mileage based program that may be an attractive choice to Marylanders. MileMeter is a direct writer available to consumers online. The rates are based on the consumer’s age, location and vehicle. Consumers purchase between 1000 and 6000 miles of coverage for a 6 month period. If they run out of miles, they may purchase more. Consumers that run out of miles and fail to purchase more miles, will be uninsured. This program relies solely on odometer readings to track mileage. Information is gathered from state inspections and other private maintenance sources.

### Obstacles/Consideration

While there are no statutory or regulatory prohibitions to Pay-As-You-Drive<sup>®</sup> (as is apparent by the operation of Progressive’s MyRate Program), any such program must operate within the confines of Maryland law. That being said, the following are a list of the obstacles/considerations that should be taken into account when reviewing these programs:

1. Pay-As-You-Drive<sup>®</sup> programs only produce financial rewards for individuals who drive short distances. Individuals lacking access to public transportation or alternatives to driving, such as those who live in rural areas or those who commute to work, will not be inclined to sign up for this type of program as it will not result in any cost savings to them.
2. Consumers may be concerned about the privacy issues surrounding these types of programs that utilize devices that monitor how, when and where they drive in order to justify the discounts provided.
3. Individuals who sign up for Pay-As-You-Drive<sup>®</sup> programs are most likely persons who drive a limited number of miles and, as such, the actual reduction in GHG may not add up to the volume projected.
4. The increased costs and expenses for insurers to develop alternative rating plans and the devices used to track and transmit this data may limit its availability and affordability.
5. The (in)ability to collect additional premiums from insureds who exceed the mileage limits, or to legally disclaim coverage if the insured vehicle is involved in an accident after it is discovered that the amount of mileage insurance purchased has been exceeded.

6. The (in)ability to properly rate policies when more than one vehicle or driver are on the policy. Different drivers present different risk factors, so it would be important for the insurer to know how many miles each insured person is driving each insured vehicle which may be almost impossible to determine.
7. The legal requirements that insurers provide notice to policyholders prior to a premium increase, cancellation or nonrenewal of a policy may present a problem for the implementation of these types of programs.

### Recommendations

Even though it is unclear to what extent the Pay-As-You-Drive<sup>®</sup> Program will reduce GHG production, it is beneficial to encourage the expansion of these programs in the state in that they offer more options to consumers. Based on this, it is recommended that meetings be held with insurance carriers to discuss whether they would consider offering Pay-As-You-Drive<sup>®</sup> programs in the state.

# APPENDIX E

## PUBLIC EDUCATION AND OUTREACH - NARRATIVE

## CC-5 Public Education and Outreach

### INTRODUCTION

The Maryland Climate Action Plan recommended that the state build upon current educational efforts and action campaigns of state agencies, utilities and non-profit organizations in order to combine efforts to reach diverse audiences, as well as to assure the dissemination of scientifically based factual information. MSDE and MDE co-chair the Mitigation Workgroup's Education and Outreach subcommittee.

The Maryland Climate Action Plan calls for the development of an education and outreach plan targeting three major tasks:

Climate Change Awareness and Energy Efficiency Education for Maryland Residents and Institutions  
Maryland –Specific Climate Change Curricula and Energy Efficiency in Schools  
Media Coordination

This section describes the activities that occurred in PreK-12 Education in the 2008-2009 school year. This section addresses the activities occurring in Maryland public schools, both through instruction and through school construction and facilities. These activities will be addressed in turn.

The Climate Action Plan (page 37) provided suggested activities including:

- Use of the Clean Air Partners' On the Air curriculum, which includes a unit on climate change.
- Coordination with the EmPOWER Maryland Clean Energy School Program, using green school building projects in instruction.
- Develop professional development workshops on-line and on-site for educators.

### **Summary of Activities:**

Goal 1: Develop Maryland-specific lessons on climate change, energy conservation, and energy efficiency aligned with the State Curriculum and Core Learning Goals, and integrate into the K-12 curriculum.

### **Accomplishments Curriculum Connections**

- Identified appropriate Climate Change Literacy resources to use in instruction.
- Expanded the MSDE Environmental Education Climate Change Resource page to include lessons designated for appropriate grade levels.
- Reviewed, aligned and posted a link to Clean Air Partners *On the Air* lessons.
- Partnered with Maryland Public Television in "Changing the Balance: A Case Study in Climate Change" grant.
- Linked to Maryland-specific lessons developed by Maryland Department of Natural Resources.
- Presented the PreK-12 Climate Change Pledge to Local Superintendents.
- Supported efforts of the Sustainable Chesapeake Program at The Conservation Fund (CSSPAR), in partnership with National Geographic, to apply for, and obtain, funding of

\$10,000 to produce a map illustrating the issue of climate change in Maryland. MSDE is partnering in the development of content and distribution of the map to all school systems.

### **Maryland State Department of Education Environmental Education Website**

Maryland State Department of Education Environmental Education website hosts a Climate Change Education resource page and classroom toolkit. Lessons, websites, and unit plans for all appropriate grade levels are included on the site. MSDE incorporated language from the national Climate Literacy Standards into the draft Maryland State Environmental Literacy Standards. These standards represent what an environmentally literate Maryland high school graduate will know about climate and climate change, as well as describe the analysis and decision-making skills involved in the investigation of environmental issues.

The Climate Literacy Standards were developed in April, 2007 as a part of a national workshop entitled *Climate Literacy: Using the AAAS project 2061 Science Literacy Research to Develop Weather and Climate Literacy*. Lead agencies included the National Oceanic and Atmospheric Administration (NOAA) Office of Education (U.S. Department of Commerce) and the American Association for the Advancement of Science (AAAS). Sponsors included NASA Goddard Space Flight Center and the U.S. Climate Change Science Program's Communications Interagency Working Group. Input on the standards was garnered from more than 100 members of the education and climate science communities. The Climate Literacy Standards define climate literacy as one who "understands the influence of climate on you and society and your influence on climate".

*A climatically literate person:*

- *Understands the essential principles and fundamental concepts about the functioning of weather and climate and how they relate to variations in the air, water, land, life and human activities both in time and space;*
- *Can communicate about the climate and climate change in a meaningful way;*
- *Is able to make scientifically informed and responsible decisions regarding the climate.*

Reference: *Climate Literacy: Essential Principles and Fundamental Concepts*, 2007, NOAA, AAAS Project 2061.

### **Maryland-Specific Lessons**

A series of lessons, developed through the Maryland Department of Natural Resources, help students study coastal hazards and different impacts shoreline changes have on people and the natural environment. The Maryland Coastal Hazards Lessons are grouped into six units Coastal Hazards, Coastal Processes, Weather, Sea Level Rise, Biological Community, and Human Activities.

### **Clean Air Partners' *On the Air* Curriculum**

MSDE worked with the Clean Air Partners and MDE to align the Clean Air Partners *On the Air* activities with the Maryland State Curriculum. For more than 10 years, Clean Air Partners has strived to improve public health and the environment by working with businesses, organizations and individuals throughout the region to raise awareness and reduce air pollution through voluntary actions. Clean Air Partners developed *On the Air*, an interactive teaching kit that engages students in the exploration of their environment as they study important air pollution topics such as: Criteria Air Pollutants, the Air Quality Index, Ozone, Particulate Matter, Our lungs and Health, Community Sources and Solutions, and Climate Change.

The *On the Air* kit includes that are:

- tied to and cross referenced to both the required curriculum and the state's education standards
- interactive-including hands-on activities, labs, and investigation
- inquiry based and designed to develop critical thinking skills
- complete with background information, student worksheets, teaching props, and visual aids
- relevant, fun, and engaging for students

The *On the Air* curriculum and kit, developed specifically for sixth grade students in Washington D.C., Virginia and Maryland, are available to public and private schools located within the jurisdictions of the Metropolitan Washington Council of Governments and the Baltimore Metropolitan Council. *On the Air* has been presented to more than 1,400 students in the metropolitan Washington-Baltimore region.

Reference: <http://www.cleanairpartners.net/onTheAir.cfm>

### ***Changing the Balance: A Case Study in Climate Change***

Maryland Public Television (MPT), in partnership with MSDE, received a grant from the Corporation for Public Broadcasting (CPB) to develop *Changing the Balance: Digital Assets Investigating Climate Change* (CtB), a bundle of learning objects that look at the ways human activities affect climate change and how climate change affects the biosphere. In addition to producing these discrete, portable assets, MPT will also create an instructional framework that incorporates these assets in a storyline focused on present-day investigations into these topics. Accompanying teacher materials will assist teachers in using each of the assets in a pedagogically appropriate manner to look at a myriad of climate- and science-related topics.

Understanding the impact of human activities on climate was identified in CPB's request for proposals as a target of difficulty for students and teachers. By extending that concept to look at the effects of climate change on the biosphere, these assets can amplify student's appreciation of climate change, showing that there are enormous environmental consequences of our actions.

MPT will build on a decade of experience in digital development to create highly effective products that will be extremely useful to a wide variety of teachers. MPT expects to complete the project by Spring 2010.

In order to examine the cycle of human activity, climate change, and changes in the biosphere, MPT will produce the following digital assets in addition to an instructional framework:

- \* A Flash interactive in which students explore the greenhouse effect of gasses in the atmosphere by experimenting with the levels of radiation emanating from the Sun and being captured and reradiated by the Earth. In this, students explore how greenhouse gases (GHG) in the atmosphere regulate this interchange. Students can adjust the "thickness" of the atmosphere by increasing the number of carbon dioxide molecules in it, seeing the results of their actions in terms of Earth temperature levels. Students will also be able to adjust the amount of radiation coming from the sun by selecting arrows of differing sizes that represent decreased or increased levels of radiation. Clickable areas of the interactive will reveal information nuggets, such as the reason this is called the greenhouse effect.

- \* A Flash animation that looks at the way carbon dioxide and other greenhouse gases behave on a molecular level, showing, for example how carbon dioxide molecules vibrate to redirect absorbed energy and their relative efficacy in capturing radiation as compared to water vapor or other GHG such as methane in the atmosphere.

- \* A Flash interactive that allows students to explore sources of greenhouse gases produced by human activity. Students are presented with two images of an area (a relatively rural area in 1940 that becomes a 2005 urban center). In each image, students can click on various objects (cars, buses, factories, etc.) to compare how much carbon dioxide is being produced. An accompanying "repository" grows or diminishes as students click on individual elements, demonstrating the relative size of the GHG emitted by different objects such as cars, green space vs. paved urban areas, etc.

- \* A slide show, with 10-15 images, showing details of the carbon cycle, following this biogeochemical sequence by examining carbon reservoirs (plants, biosphere, oceans, and sediment) and how carbon is exchanged among them and the atmosphere.

- \* A Flash interactive that allows students to interact with graphs from different continents or areas, recording recent rising temperature data in each area or continent. By moving their cursor over a directed question, students trigger a highlighted area in the chart, where they can either find the answer or use the information to reflect on an answer.

- \* An audio podcast on how fossil fuel burning fits into the global carbon cycle, and concentrated on how the excessive fossil fuel burning has accelerated the production of greenhouse gases. Petroleum, coal, and natural gas usage around the globe will also be featured.

\* An audio podcast with slides that talks about malaria, its effects on humans, and the problems now occurring in uplands Africa, where climate changes are one of the factors creating ideal habitats for mosquitoes and, hence, leading to more and more virulent cases of malaria in areas that have never had to deal with this threat. The podcast will also offer details about the history of malaria in other regions, such as Europe and Panama and the ways in which old tools, such as DDT to control mosquito populations and the use of synthetic quinine to aid malaria victims, have become ineffective. It will conclude by extending the discussion to look at how climate change might affect the spread of other vector-borne diseases, such as dengue fever, African sleeping sickness (Trypanosomiasis), yellow fever, and Lyme disease.

Slides will feature historic as well as current images.

\* A Flash animation demonstrating the symbiotic relationship of the female *Anopheles gambiae*, one of the 30 or 40 species of mosquitoes that are malaria vectors, and the *Plasmodium falciparum*, the most dangerous of the four parasites that carry malaria. The animation follows this process from the point the mosquito ingests the parasite as part of a blood feast in preparation for laying eggs, through the cyclical development of the parasite in its sporozoite, merozoite, and trophozoite stages in the mosquito, and finally, as the mosquito infects another person, where its saliva carries thousands of parasites to the new victim.

\* At least three images and one archival video clip) showing the mosquito in the act of biting a person.

\* A video of 3 - 5 minutes duration, using a documentary format and drawing together footage from NOAA, the CDC, and other relevant organizations, concentrating on the ways in which changes in temperature and precipitation patterns and the eradication of natural habitats in response to climate change are affecting plants and animals, especially mammals such as the polar bear and insects such as the *Anopheles* mosquito.

\* PFD text copies of all graphs and maps used in the production of the above assets

\* A teacher's guide featuring lesson plans that describe ways teachers can use the specific assets to address topics of concern in life sciences, earth and space science, and climatology, as well as suggestions for bundling assets to meet differing curricular goals. This reference will also offer many examples of multiple ways teachers can use the assets as the springboard for actual classroom experiments. In addition, the guide will present technology tips for teachers and suggest ways to interact with students to introduce, review, and extend their current curriculum.

Materials developed through the CtB project will meet middle grade national and state standards in climatology, earth and space science, life science, ecology, and environmental science. Because of the length of the applicable standards in all these disciplines, they are included in Appendix A.

MPT will make the resources developed for the CtB Project available in universal formats that can immediately be used in classrooms and elsewhere, with all rights cleared through Level Three and in complete compliance with PBCore Metadata standards.

These resources will be prominently placed and sustained on Thinkport.org as a cross-disciplinary collection of information and interactives on climate change. Thinkport already contains a rich collection of lesson plans that cover all grades and subject areas and a suite of innovative technology tools that offer learners a highly interactive and engaging online experience. On average, Thinkport logs one million page views and 200,000 visits per month. This site has received numerous awards and high praise from educators, education organizations, and technological entities. Thinkport already has an established weekly newsletter that will be a robust vehicle for announcing the availability of project materials; this newsletter is delivered electronically to 4,600 Thinkport members. In addition, the project would be prominently featured in ongoing Thinkport training sessions held with administrators, teachers, and others at the school, district, state, and national levels. In the past year, MPT staff has offered 50 of these trainings, reaching 2,715 members of the educational community. In addition, MPT presents at numerous national science, environmental, and technological conferences throughout the year where CtB project materials could be featured.

CtB Project elements will also be placed in PBS's Education Digital Content Asset Repository (EDCAR) as discrete assets and made available to other PBS stations, along with metadata tags to assure their utility.

## **Goal: Coordination with the *EmPOWER Maryland Clean Energy School Program*, using green school building projects in instruction**

### **School Facilities and Construction**

#### **Summary of Activities**

- MSDE School Construction and Facilities has been involved in implementing green practices within school construction and school maintenance and procedures.

- MSDE partnered with the Maryland Energy Administration in awarding \$50,000 to three school systems to involve students, administrators and teachers, in cooperation with the school facilities personnel to develop a school system-based energy conservation program. One school system saved \$1,000,000 its first year.
- Supported the Maryland Green Schools Award Program. An additional 67 schools achieved Maryland Green School status, raising the number of Green School to 271.
- Publicized school systems' activities and savings from *Energy Conservation & Efficiency in Our Schools Committee*.

The Maryland State Department of Education Division of Business Services School Facilities Branch is responsible for providing leadership and technical assistance to Maryland's 24 school systems with regard to long-range facility planning; capital improvement program development; educational specifications; and the design, construction, and maintenance of school facilities. This Branch administers the review and approval of locally funded school construction projects and leases by the State Superintendent of Schools. This Branch is responsible for developing guidelines and standards for the planning, construction, and maintenance of school facilities. The Branch reviews the facilities sections of the school systems' Bridge to Excellence Master Plans and Annual Updates, conducts the periodic Facilities Assessment Survey of all public schools in Maryland, and assists with the development of capital projects for the Department.

The School Facilities Branch is a part of a multi-agency program, the Interagency Committee on Public School Construction (IAC/PSCP), established under the Board of Public Works to provide State funding for school construction. The members of the IAC are the State Superintendent of Schools who serves as Chair, the Secretary of the Maryland Department of General Services, the Secretary of the Maryland Department of Planning, the appointee of the President of the Maryland Senate, and the appointee of the Speaker of the Maryland House of Delegates.

The Maryland High Performance Buildings Act was passed in April, 2008. The provisions of this act apply to new or renovated State buildings and to new State-funded public schools entering design after July 1, 2009. New schools are required to meet or exceed U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver rating.

LEED for Schools criteria include:

- Sustainable sites
- Water Efficiency
- Energy & Atmosphere
- Materials & Resources
- Indoor Environmental Quality
- Innovation & Design Process

MSDE facilities planning guidelines are available from the School Facilities Branch. These publications are to be used by school systems in the planning and design of school facilities. Guidelines related to the environment include:

- Conserving and Enhancing the Natural Environment, 1999
- Indoor Air Quality (IAQ) management plans and technical bulletins, 1987-97
- Science Facilities Design Guidelines, 1994
- Technology Education Facilities Guidelines, 1994
- Facilities Guidelines for Fine Arts Programs, 2001
- Classroom Acoustic Guidelines, 2006

*Conserving and Enhancing the Natural Environment* provides directions for schoolyard habitats and outdoor classrooms which are to be incorporated into the planning, design, construction, and maintenance on new and existing school sites. Examples include:

- Native plants
- Rain gardens
- Wetlands
- Gardens
- Structures (Seating, work surfaces, wildlife viewing blinds, buildings, storage, amphitheaters)
- Habitat Components (Logs, snags, brush piles, water, nesting boxes, feeders)
- Courtyards
- Forest
- Meadows
- Trails
- No-mow zones

Use of these schoolyard habitats and outdoor classrooms is included within the MAEOE guidelines for schools to earn a Maryland Green School Award.

Current high performance building initiatives underway in Maryland public school systems include:

- Human element, behavioral modifications, training
- Conserving natural resources – energy, water
- Improved practices
- Energy procurement strategies
- Preventive maintenance programs
- Alternative energy sources – geothermal
- High performance design with and without LEED certification
- Innovations in policies, programs, regulations, guidelines

Additional policies and guidelines for school indoor and outdoor safety address:

- Indoor air contaminants
- Control methods & investigations
- IAQ management plans

- Integrated Pest Management policy
- Surveys – Lead in water 2004, Mercury in schools 2002, IEQ in portable classrooms 2006
- Technical Bulletins – HVAC, kilns, copiers, welding, carpets, air flow, relative humidity, carbon dioxide, actions during renovations and construction, filters.

### **Energy Conservation and Efficiency in Our Schools**

Current efforts include partnering on Energy Conservation and Efficiency in Our Schools workgroup with the Maryland Energy Administration, the Public Service Commission, MSDE, members of the General Assembly, and utility companies serving Maryland. A grant program to school systems requires that facilities managers work with administrators, teachers and students to develop and implement an action plan to power down their building. Schools in Cecil County, for example, have reduced energy consumption by 33% or more in the past 4 months.

### **Goal 2: Implement the Governor’s Regional Environmental Education Network (GREENet)**

The Governor’s Regional Environmental Education Network (GREENet) was created in Fall, 2008 to serve as a communications tool for formal educators, informal environmental educators, non-profits, community groups, state agencies, and others interested in and engaged in environmental education.

#### **Summary of Activities**

- Site developed and posted November 2008.
- Statewide PreK-12 groups formed.
- Representative identified for each county/region.
- More than 200 organizations have joined.

GREENet is a networking partnership that provides a forum to bring high-quality environmental education opportunities to network participants, teachers, students and to all Maryland’s citizens. GREENet committees are dedicated to the open sharing of information and resources, coordination of efforts, and mutual support to encourage environmental knowledge and stewardship. The GREENet program, described in the report of the Governor’s Commission on Climate Change, serves as the nucleus for the establishment of the statewide education plan.

The purpose of GREENet is to provide a formal structure through which these diverse stakeholders can accomplish their organizations’ goals and objectives while pooling talents, leveraging resources, and sharing knowledge with like-minded partners in a larger, more focused way. The structure is patterned after the organizational framework for *Environmental*, a county-wide committee currently at work in Harford County.

A representative in each of Maryland’s jurisdiction was identified as the nucleus for the establishment of a local GREENet group. These nuclear groups identify potential jurisdictional members, issue invitations to meet, and establish and maintain the local

GREENet group. The Maryland State Department of Education's Environmental Education Office provides the organizing framework for the jurisdictional groups and coordinates communication among groups statewide via website <http://mdinformee.ning.com>.

GREENet groups plan activities within their county, with others in their geographic region or with others involved with a similar issue. For example, the Lower Eastern Shore may meet together as a geographic region on a particular issue. Likewise, the counties in the Potomac Watershed could meet together. Fluidity across jurisdictional boundaries allows for flexible groupings as situations warrant.

### **NEXT STEPS**

The statewide structure began with the organization of environmental efforts within the PreK-12 community. Next steps include:

- Linking GREENet to the Governor's *Smart, Green and Growing* web site.
- Recruiting new members & organizations.
- Developing rooms for State and local governments, faith communities, business community and others.

Invitations will be extended to other forums, such as the faith community, business community, nonprofits and other institutions. Together, representatives of these groups form the nucleus of a statewide Environmental Education system for not only the PreK-12 community, but for all institutions around the State.