

Maryland Commission on Climate Change

Mitigation Working Group

Draft of MWG Contribution to MCCC 2016 Report
Updated – September 30, 2016

25 by 20 Update

- The MWG is pleased to report that per MDE the 25% by 2020 plan is being implemented, and GHG emission reductions appear to show the state is on the path to the 2020 goal

40 by 30 Status Report

- MDE is currently working on a draft of the 40 by 30 plan, which is due as a draft in 2018 (final in 2019)
- Preliminary expectations are that many existing programs will continue to generate deeper GHG reductions through 2030; additional programs will also be necessary

Methane Emissions

- The MWG supports MDE's updated regulations to reduce methane emissions from landfills, compressor stations, and waste water treatment plants, and recommends further research into additional sources such as agriculture and fuel production/transport
- The MWG recommends that the Commission and the State strongly support the need for robust Federal regulations and strong regulations in other states to minimize out-of-state methane emissions
- The MWG recommends a more complete accounting of methane included in the upcoming GHG emission reports, including an MDE analysis to calculate out-of-state consumption-based methane emissions, accounting for Maryland's increased use of natural gas fuel
- The MWG does not have a consensus either supporting or opposing hydraulic fracturing in Maryland, however it is agreed that *should* hydraulic fracturing commence in Maryland, all due effort must be made to minimize methane emissions

Enhanced Economic Analysis/Social Equity Issues

- The MWG supports MDE's efforts to develop and implement enhanced tools for economic analysis and analysis of social equity issues as part of the planning process to research, analyze and develop new and enhanced greenhouse gas emission reduction programs to support the draft 40 by 30 plan due in 2018
- The MWG supports the MDE efforts in late 2016, where public outreach meetings and listening sessions are being held specifically to seek input from underserved communities
- MWG recommends that the Commission continue to work with CEJSC and the ECO Working Group to ensure that equity is included in considerations for all future actions and recommendations
- MWG recommends that the Commission continue to engage a range of stakeholders to ensure that robust economic and employment analyses are included in considerations for all future actions and recommendations

Electric and Other Zero Emission Vehicle Initiatives

- The MWG supports the efforts of MEA and the Electric Vehicle Infrastructure Council (EVIC) on potential 2017 legislation that would provide tax incentives to citizens wishing to purchase electric vehicles
- The MWG supports the efforts of MDOT, MDE, MEA and EVIC to expand electric vehicle infrastructure and usage within Maryland
- The MWG proposes that a meaningful amount of the Volkswagen settlement be utilized for EV infrastructure

Additional Recommendations for 2017

The MWG also supports the following:

- MDE efforts to enhance the GHG emissions inventory to include methane, black carbon, and two radiative forcing estimates (20-year and 100-year)
- A continued partnership with the CEJSC to identify and conduct outreach meetings/listening sessions with environmental justice and underserved communities
- A significantly enhanced effort by the State and the business community to bring green energy businesses, manufacturing jobs (renewables, EV manufacturing, etc.), and other green jobs to Maryland
- An enhanced effort and research on carbon sequestration, climate friendly agricultural practices, the healthy soils initiative and enhancement of Chesapeake Bay initiatives to better drive GHG reductions (e.g. wetlands and carbon enhanced nutrient trading)
- Additional research and emphasis into the role of the transportation sector and potential programs for emission reductions
- A significant new effort to develop and implement innovative financing programs to support a faster transition to proven new technologies that can not only reduce GHG emissions (and energy use), but also save consumers money. This effort should focus on both energy and transportation technologies, and build off of research and efforts like the Maryland Clean Energy Centers Green Bank initiative.