

Maryland Commission on Climate Change

Mitigation Working Group

July 16, 2019, 10:00 am-12:00 pm- MDE

Attendees: Ben Grumbles, Tad Aburn, Brian Hug, Susan Payne, Elliott Campbell, Colleen Turner, Colby Ferguson, Drew Cobbs, Earl Lewis, Anne Lindner, Les Knapp, Tom Weissinger, Heidi Hawkins, Ben Hobbs, Jana Davis, Ken Choi, Larry Liebesman, Cheryl Arnay, Donald Goldberg, Joan Kumm, Joe Lutz, Megan Ulrich, Luke Wisniewski, David Smedick, Jeff Silva, Ruth White, Lindsey Mendelson, Tom Walz, Jonathan Bluey, Liz Feighner, Audrey Lyke, Ian Ullman, David Costello, Margie Brassil, Russ Dickerson, Peter Goodwin, Paul Berman, Scott Dance, Ryan Opsal, Jim Frazier, Chris Hoagland, Lisa Nissley, Chris Beck

Phone: Lisa McNeilly

Welcome from Secretary Grumbles and Introductions

Public Comment

David Smedick (Sierra Club)

- He is concerned about the draft plan process as he is looking through current materials and the draft plan is absent. He stated that the deadline is past due and that he cannot address climate change issues with no draft action plan or engage with the public on these issues. Also requested state-specific meetings on TCI.
- Ben Grumbles (in response)
 - He mentioned MDE previously presented the largest components of the plan, but they are still in the process of finalizing the numbers. He stated that MDE wants to make sure they get the numbers correct the first time around and assured the draft plan will be released soon.
 - Highlighted that the Transportation Climate Initiative (TCI) will be very important moving forward and the July 30th forum will be a crucial and exciting component of Maryland's climate change strategy.

Jeff Silva (Citizen)

- Regarding the future draft plan, he expressed concern that the plan does not have a clear strategy and relies on too many assumptions. He feels as if the plan does not achieve enough energy reductions through 2050. Proposed carbon dioxide audits being performed on businesses to help solve some of the climate change issues and suggested that these audits be accessible to the public.

Lindsey Mendelson (Sierra Club)

- She is questioning previous data from different presentations where she isn't seeing the same gains (reductions) in the transportation sector.

Discussion

Draft Plan Overview- (refer to PowerPoint Slides)

- Tad Aburn and Chris Hoagland
 - In regard to the plan, Tad Aburn mentioned that MDE has been working on the plan since 2008 and they are on track for the 2020 goal and currently are working towards the 40% by 2030 goal. He highlighted that fact that after 2012, MDE has been using very sophisticated models and they are continuing to improve the methodology, but that the future is very hard to predict which presents a challenge.
 - David Costello asked about reductions in emissions by way of sinks? He also asked about using different a baseline in 2006?
 - Chris Hoagland responded that Maryland is still reducing emissions but they won't account for sinks whether they are negative or positive.
 - Tad Aburn replied that the methodology has changed throughout the years.
 - Chris Hoagland highlighted that MD is still exceeding goals even if they were to not count sequestration.

E3- MD Pathways-(refer to Powerpoint Slides)

- Tory Clark
 - In response to a question regarding the scope of emissions from supply chains and automobiles, she stated that MD is not capturing these when they are out of state.
 - David Costello asked where the zero-emission vehicle numbers are from? He also added that he thought attaining these numbers were unrealistic.
 - Tory Clark responded that it is possible to meet ZEV targets.
 - Earl Lewis also responded on behalf of MDOT, and said these numbers are not unrealistic and MD can achieve them.

Economic Impact of the Draft GGRA Plan- (refer to PowerPoint slides)

- Michael Siers
 - Colby Ferguson mentioned that energy is almost entirely focused on electricity and we need more alternative fuel sources, he believes the plan is placing too much of a demand on electricity.
 - Tory Clark stated that the overall strategy is for efficiency and switching fuels and posed the question - How can we decarbonize the whole system?
 - Chris Hoagland responded by saying electrification is a manageable transition.
 - Drew Cobbs asked what are the negative impacts of the GGRA plan in regards to economics?
 - Michael Siers responded that the model is what will happen to businesses in MD after various price models and that MD will see positive impacts.

- Tom Ballentine – Asked about the estimated impact of an increase in energy costs and how that might promote leakage? Recommended looking at consumer benefit vs. capital cost, specifically what the payback period is on capital expenditures.
- Michael Siers responded by saying that fuel savings generates positive impacts in the economy, but we can't identify specific program benefits.
- Drew Cobbs asked about transportation funding?
- Colleen Turner mentioned assumptions in emerging technologies but they will need funding because as fuel consumption decreases, so does revenue - but there is potential for funds from TCI.
- Ben Hobbs asked about near term difference in policies 3 and 4 which forms the pathways model?
- Chris Hoagland responded that the differences between the two policies will occur past the year 2030.
- Tom Walz inquired about what the distribution of new jobs would be by salary.

Other Business

- Secretary Grumbles mentioned the 8/13 MWG meeting will be focused on transportation.

Meeting Adjourned 12:17