

Maryland Commission on Climate Change

Mitigation Working Group

September 26, 2016 – 12:00-2:30PM – MDE

Meeting Notes

Attendance: Secretary Grumbles (MDE), Tad Aburn (MDE), Brian Hug (MDE), Mike Powell (Business), Christine Conn (DNR), Chris Rice (MEA), Daniel Engelberg (UMD), Drew Cobbs (MPC), Tom Ballentine (NAIOP), Tom Weissenger (Raven Power), Arjun Makhijani (IEER), John Murach (BGE), Mark Kresowik (Sierra Club), David Smedick (Sierra Club), Rebecca Rehr (MDEHN), Colby Ferguson (MFB), Jim Strong (USW), R. Earl Lewis, Jr. (MDOT), Mike Tidwell (Chesapeake Climate), Mariah Wahl representing Delegate Stein, David Costello (IEER), Ian Ullman for Senator Pinsky, Jim Frazier (Baker), Dorothy Morrison (MDOT), Elliott Campbell (DNR), John Quinn (BGE), Justin Mabrey (MDE), Marcia Ways (MDE), Myriam Tourneux (Fuel Fund of Maryland), Chris Hoagland (MDE), Megan Ulrich (MDE), Chris Beck (MDE), Jess Herpel (MDE), Erick Thunell (MDE), Tim Shepherd (MDE), Hampden Macbeth (Georgetown Climate Center), Matthew Goetz (Georgetown Climate Center), Sevgi Erdogan (UMD-NCSG), Grant Samms (Center for Environment and Society, Washington College), Jim Doyle.

On the Phone: Jana Davis, Susan Payne, Mike Remsberg, Lynn Heller (Abell Foundation), Alison Riley (EPA), Natasha Mays for Les Knapp

Agenda Item #1: Introductions

The meeting was called to order at 12:35

- Tad Aburn welcomed the EPA and thanked them for joining us as a technical expert on Federal control programs for mobile sources
- Michael Powell reminded the Working Group that this is the last meeting prior to the full Commission vote on the final Report in November
- Mike Tidwell recommended a recent report by Oil Change International called “The Sky’s Limit” regarding a managed decline in fossil fuel production to maintain the 2 °C warming limit determined by the Paris Climate Agreement

Agenda Item #2: State Agency Reports

- MDE noted that they have provided members with all the reports we have received so far, and will continue to disseminate reports as they become available

Agenda Item #3: MWG Input for 2016 MCCC Report

- MDE reviewed the provided outline of potential recommendation topics (see handout)
- A conference call was suggested to dedicate more time to the recommendations, in order to finalize for presentation to the full Commission in October
- The context of the report was emphasized
 - Last year’s report was crucial due to the legislative review, however this report can be seen as a status update on current progress

- It is not necessary to put forward all potential recommendations at this time, rather we can make suggestions on those items that have consensus and recommend further work next year on those items that do not
- Regarding hydraulic fracturing, clarity is needed that there is no consensus on recommending support of the full suite of MDE regulations, as some members oppose hydraulic fracturing in Maryland; but we can note consensus related to specific measures on preventing methane emissions *in the event that Maryland does move forward with hydraulic fracturing*
- Potential recommendation for a meaningful portion of the Volkswagen settlement money to be spent on EV infrastructure
- MWG should focus on issues in the short-term that can get a 16/28 vote (consensus).
- MDE analysis of GHG inventory has begun. An alternate inventory including an estimate of out-of-state methane emissions from in-state consumption is possible. More work needs to be done.
- Proposal: MWG or STWG summarize the methane leakage research and come up with a range of the impact on MD GHG emissions
- Proposal: MWG provide recommendations to MCCC that might get a consensus vote and MWG agree to address others (like up-stream methane) in 2017.

Agenda Item #4: Transportation Overview

- See presentation for details
- Key Notes
 - Transportation is responsible for approximately 33% of the State's 2006 GHG inventory (35.5 MMtCO₂e)
 - Annual vehicle miles traveled (VMT) has remained approximately the same overall between 2006 and 2015, however VMT per capita has decreased
 - Federal cooperation is important to mobile source regulation
 - There is a role for Maryland in facilitating such strategies as electric vehicles, autonomous vehicle technology, and shared mobility
 - There is still much uncertainty in 2030 reduction estimates
 - Challenges and opportunities include funding; land-use planning and controls at the local level; impact of medium and heavy duty trucks; infrastructure/manufacturer support for EVs; removing barriers to technology, research, regulations, and social norms

Agenda Item #5: Electric Vehicle Speaker Panel

- MDOT – Colleen Turner
 - See presentation for details
 - Existing initiatives:
 - > Maryland Clean Car Program, ZEV Memorandum of Understanding
 - > Additional incentives such as rebates and tax credits, HOV lane permits
 - Increasing EV infrastructure through EVIP and federal FAST corridor
 - MD State Fair outreach
 - > Found general lack of knowledge regarding MD incentives and charging station availability; range anxiety; challenges with multi-unit housing
- BGE – John Murach
 - see presentation for details
 - BGE EV Rate Pilot demonstrated an energy use shift
 - > Customers participating in the pilot were billed based on time of use rates

- > The average participant was sufficiently motivated to charge their EV during off-peak hours, and saved money while reducing the load burden for BGE and other customers
 - Major challenge to EV adoption is that infrastructure is lacking, and major challenge to building infrastructure is lack of demand (“chicken and egg” juncture with EV adoption)
 - > BGE suggests a three-prong strategy: (1) establish a core public charging network, (2) incentivize charging infrastructure in critical applications, and (3) reduce hurdles in purchase decisions
 - Potential role of the utility
 - > Utilities are able to provide long-term support for Maryland’s EV initiatives, and can manage an efficient build-out of a significant charging network
 - > Can utilize existing customer relationships to provide education/programs promoting EV adoption
 - > Would like to be involved proactively in the process, rather than reactively
- Sierra Club – David Smedick/Mark Kresowik
 - see presentation for details
 - Transportation sector to be increasingly important in GHG reduction in the coming years, expected to overtake energy production as far as total emissions contribution
 - Placement of chargers as a concern; challenge for underserved areas and multi-unit housing
 - Recommend:
 - > Review of CARB travel provision (end as scheduled)
 - > Support excise tax credit renewal (potentially including an income-based qualification)
 - > Targeted deployment of charging infrastructure in communities
 - > Consider that much of the funding for MDOT programs comes from the gas tax – need a way to make up for decreased revenues
 - > Get electric companies more involved
 - > Executive Order to require participation in TCI
- General discussion:
 - It was noted that all speakers mentioned cost savings to consumers if the programs are set up “the right way”; initial capital investment is the roadblock needing to be addressed
 - General consensus on a recommendation of the full 15% of Volkswagen settlement money be used towards EV infrastructure; potentially additional funding towards other EV initiatives
 - Complication of trying to increase EV and increasing the demand for electricity, while at the same time decreasing the sources of electricity; need to make sure we are adjusting the grid generation mix at the same time to achieve maximum results, and that we are maintaining sufficient generation to support the added load.
- Request for information about green/creative financing to overcome capital investment of EVs and infrastructure

Agenda Item #6: Public Comment

- Hampden Macbeth noted that the California legislature is currently analyzing lifecycle GHG emissions for out-of-state, and will provide additional information to the Working Group

Agenda Item #7: Next Steps/Action Items

- Set up conference call for first week of October to finalize recommendations for the 2016 Annual Report

The meeting adjourned at 3:15pm