Transportation and Climate Change Workshop

Monday, May 6th, 2019 from 12:00 – 3:00pm
1306 Concourse Drive, Ground Floor Conference Room, Suite 150

Purpose
To review current transportation trends, emissions forecasts, and discuss best practices to mitigate greenhouse gas emissions from the transportation sector.

Agenda
1. Welcome and Introductions          Colleen Turner
2. Lunch (live polls for webinar attendees)
3. CTP/Planning Process               Heather Murphy
4. Leadership Welcome                 Earl Lewis
5. Ignite Presentations
   a. Solar Effort                    Laura Rogers
   b. Resiliency                      Elizabeth Habic
   c. Commuter Connections            Gladys Hurwitz
   d. Questions
6. BREAK
7. MDOT GGRA                         Colleen Turner
8. MWG Recommendations                Colleen Turner
9. Wrap Up                           Colleen Turner / Earl Lewis
Video Links:

- **Commuter Connections:** [https://youtu.be/VecL9C6nYeU](https://youtu.be/VecL9C6nYeU)
- **2040 Maryland Transportation Plan:** [https://youtu.be/UbM0hDKhDBk](https://youtu.be/UbM0hDKhDBk)
- **MDOT P3:** (not shared during webinar) [https://youtu.be/7x-UktlIcDDq](https://youtu.be/7x-UktlIcDDq)

Other Key Links:

Maryland Commission on Climate Change: [https://mde.maryland.gov/programs/Air/ClimateChange/MCCC/Pages/index.aspx](https://mde.maryland.gov/programs/Air/ClimateChange/MCCC/Pages/index.aspx)

Maryland Transportation Plan: [http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Index.html](http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Index.html)


MDOT State Highway Administration Vulnerability Viewer: [https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=790fd3f2d6e2437db13c9e47dd6ba081](https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=790fd3f2d6e2437db13c9e47dd6ba081)


In-Person Attendance:

- 10 MCCC members (or representatives)
- 11 MWG members (or representatives)
- 3 MDOT staff (leading ignite presentations)
- Consultant team

Webinar Attendance:

- 245 invitees who clicked registration link
- 99 registered
- 60 total attendees representing 36 unique organizations
  - Including 3 MCCC members (or representatives) and 1 MWG member
Live Poll Responses:

1. Please select the type of agency or organization you represent
   
   **Multiple choice with single answer**
   
<table>
<thead>
<tr>
<th>Percentage</th>
<th>Category</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>52%</td>
<td>State, Regional, or Local Government</td>
<td>13</td>
</tr>
<tr>
<td>28%</td>
<td>Advocacy or Special Interest Organization</td>
<td>7</td>
</tr>
<tr>
<td>20%</td>
<td>Private Company / Consulting / Other</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>25 of 60 Attendees responded</td>
<td></td>
</tr>
</tbody>
</table>

2. Do you currently travel using a low-carbon transportation alternative (EV, Transit, Walk/Bicycle)?
   
   **Multiple choice with single answer**
   
<table>
<thead>
<tr>
<th>Percentage</th>
<th>Answer</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>53.57%</td>
<td>Yes</td>
<td>15</td>
</tr>
<tr>
<td>46.43%</td>
<td>No</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>28 of 60 Attendees responded</td>
<td></td>
</tr>
</tbody>
</table>

3. What will it take for you to transition to low carbon transportation alternatives (EV, Transit, Walk/Bicycle)?
   
   **Multiple choice with single answer**
   
<table>
<thead>
<tr>
<th>Percentage</th>
<th>Requirement</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>42.31%</td>
<td>I currently travel using a low carbon transport option</td>
<td>11</td>
</tr>
<tr>
<td>23.08%</td>
<td>Enhanced transit connectivity</td>
<td>6</td>
</tr>
<tr>
<td>26.92%</td>
<td>EV cost competitiveness and reliability</td>
<td>7</td>
</tr>
<tr>
<td>3.85%</td>
<td>Improved bicycle and pedestrian network</td>
<td>1</td>
</tr>
<tr>
<td>3.85%</td>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>26 of 60 Attendees responded</td>
<td></td>
</tr>
</tbody>
</table>
4 of 5. From your perspective, what are the two most critical strategies for Maryland to reduce GHG emissions from transportation?

- **Transit Expansion** 86.36% 19 Responses
- **Expanding Bike/Pedestrian Infrastructure** 36.36% 8 Responses
- **Providing Electric Vehicle Incentives** 45.45% 10 Responses
- **Systems Operations (Congestion Management)** 22.73% 5 Responses
- **Zero Emission Freight Corridors** 22.73% 5 Responses

5 of 5. What does Maryland and MDOT need to do to deliver strategies that will help meet the 40 by 30 goal?

- **Encourage & incentivize mode-shifting (transit & ride-share)** 90% 18 Responses
- **Support additional revenue generating pricing mechanisms** 45% 9 Responses
- **Support incentives for transition to clean energy fleet** 80% 16 Responses
- **Facilitate policies for innovative technological adoption** 55% 11 Responses
- **Partner with private sector on multimodal transportation** 25% 5 Responses
MDOT Transportation and Climate Change Workshop

Colleen Turner - Mitigation Working Group Steering Committee
Assistant Director, Office of Planning and Capital Programming
Maryland Department of Transportation
THANK YOU!

We view this as a **unique opportunity** to share successes, challenges, realities, experience, and perspective on the role of transportation in reducing Maryland GHG emissions.

Our goal is to share MDOT’s process, requirements, and view of the future to build a collective understanding.

We want to learn from you and understand your priorities and discuss how we can partner to help achieve our climate goals.
Workshop Agenda

• Welcome and Introductions
• Lunch
• MDOT's Consolidated Transportation Program (CTP) and the Transportation Planning Process
• Ignite Session: Solar – Resiliency – Commuter Programs
• Break
• MDOT's Response to the Greenhouse Gas Reduction Act (GGRA)
• Wrap Up
Introductions

• Maryland Commission on Climate Change
• Mitigation Working Group
• State Agency Staff
• Workshop Support Staff
Meeting Logistics –
In Person Participants

1. This workshop is being recorded as a webinar and will be made available online.

2. Select presentation materials will be made available electronically.

3. We have set aside time for questions and answers. Most of this time will be allocated to the in-person participants.

4. We have set aside time to interact with webinar participants through live polls and addressing selected questions.

5. Everyone in the room – please speak loudly and slowly. We ask the background discussions are kept to a minimum.

6. Lunch and refreshments are available.
Meeting Logistics – Webinar Participants

1. Webinar participants are muted throughout the workshop.
2. There are two videos during the workshop – if you wish to hear the audio, you will need to turn on your speakers (you will not hear audio over the phone connection).
3. There are five simple live polls during the workshop.
4. If you have a question during the workshop, please enter your question through the webinar question window. The question will only be seen by the webinar organizers.
5. Invited MCCC and MWG members who join the webinar will be given the opportunity to speak. Please click the “raise hand” option so we know who you are. If you would like to speak, let us know through the question box and we will un-mute you.
Webinar Live Polls and Lunch
State Report on Transportation
Overview
MDOT's Transportation & Climate Change Workshop

Heather R. Murphy, Director
Office of Planning & Capital Programming
Maryland Department of Transportation
May 6, 2019
MISSION STATEMENT
“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life’s opportunities.”
MDOT AT-A-Glance
The State Report on Transportation is submitted annually to the Maryland General Assembly.
Transportation Planning Process

Regional Planning

State Planning

Transportation Planning

Local Planning
The Maryland Transportation Plan (MTP)

- The Maryland Transportation Plan (MTP) is revised every 5 years through a public participation process to address current and future challenges;

- The MTP establishes a 20-year vision for multi-modal transportation in Maryland that outlines the State’s transportation policies and priorities and helps guide Statewide investment decisions for all methods of transportation.
The Maryland Transportation Plan (MTP)

- The MTP is submitted annually to the Maryland General Assembly as part of the State Report on Transportation, along with the Consolidated Transportation Program (CTP) and Attainment Report on Transportation Performance.

- January 16, 2019 – We submitted the Final Plan with State Report on Transportation.
Maryland Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan establishes a 20-year vision to support cycling and walking as modes of transportation in Maryland.

The Plan provides guidance and investment strategies to support cycling and walking, both on-road and off-road, as part of Maryland’s multimodal transportation network. Last updated in 2014.
Maryland Bicycle and Pedestrian Master Plan

- Updated every 5 years, in close coordination with the MTP.

- Establishes a 20-year vision to support cycling and walking as modes of transportation in Maryland.

- Provides guidance and investment strategies to support cycling and walking, both on-road and off-road, as part of Maryland’s multimodal transportation network.

- Also was completed in January 2019.
Maryland’s Major Statewide Transportation System

- 17,143 state maintained lane miles of roadways
- 2 state airports
- 9 toll facilities
- 38 commuter bus routes
- 700 miles of sidewalks along state roadways
- 171 miles of short line freight rail and Maryland Area Regional Commuter (MARC) commuter rail service
- 66 local bus routes, one light rail line, one metro line
- 24 MVA Service Locations
- 18 Maryland Vehicle Emissions Inspection Program Stations
- 68 miles of shared-use paths
- 943 rail-trail miles
- 7 State-owned public cargo terminals
- 1 international cruise terminal at the Port of Baltimore

MDOT also supports 33 public use airports in the State through federal grant programs, provides technical assistance for transit systems in 23 counties, and is a funding partner of the regional Washington Metropolitan Area Transit Authority (WMATA).
Maryland’s Transportation Trends

Demand for travel is directly tied to population, employment, density, and demographics. Population and employment growth adds daily trips that the transportation system needs to accommodate. Where people live, how they travel to work, and their stage of life, all influence travel demand in Maryland.

**POPULATION**
- 6.0M (2014)
- 4.4% (2010-2014)

**EMPLOYMENT**
- 3.6M (2011)
- 6.2% (2000-2011)

**REGISTERED VEHICLES**
- 5.1M
- 4.9% (2010-2011)

**LICENSED DRIVERS**
- 4.3M
- 4.8% (2010-2011)

**MVA TRANSACTIONS**
- 11.1M
- 0.8% (2010-2011)

**ELECTRIC VEHICLE REGISTRATIONS**
- 6,788
- 1014.6% (2010-2014)

**ANNUAL VEHICLE MILES TRAVELED (VMT)**
- 58.9B
- 4.9% (2010-2011)

**ANNUAL VMT PER CAPITA**
- 9,802
- 0.9% (2010-2011)

**ANNUAL TRANSIT RIDERSHIP**
- 260.8M
- 8.6% (2010-2011)

**AIR CARRIER EMPOLANMENTS**
- 25.1M
- 14.6% (2010-2011)

### How Marylanders Get to Work (by percentage in 2013)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Maryland</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>74.0%</td>
<td>71.8%</td>
</tr>
<tr>
<td>Carpool</td>
<td>9.0%</td>
<td>9.1%</td>
</tr>
<tr>
<td>Public transportation</td>
<td>5.1%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.3%</td>
<td>0.6%</td>
</tr>
<tr>
<td>Walked</td>
<td>2.4%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Taxi, motorcycle, other</td>
<td>0.0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>0.2%</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

Source: State Transportation Statistics, 2013, prepared by the US. Department of Transportation Bureau of TransportationStatistics

### Vehicle Hours of Travel (by Region)

- **Western**
- **Washington**
- **Baltimore**
- **Southern**
- **Eastern Shore**

Source: Maryland Department of Transportation State Highway Administration, MDTH V1.1
Maryland’s Transportation Challenges & Opportunities

Safety & Congestion
Security
Shared Mobility Economy
Aging Infrastructure
E-Commerce
Aging Population
Maryland’s Transportation Challenges & Opportunities

Climate Impacts

Electric Vehicles

Millennial Generation

Connected and Automated Vehicles

Support for Distressed Economic Regions

Development Patterns
Maryland is the 9th smallest state and contains a remarkable degree of geographic diversity. Each region has its own character, distinct needs, and associated transportation system.
Goals, Objectives, and Performance Measures

What helped shape the development of 2040 MTP goals & objectives?

- MDOT conducted external surveys for Maryland residents to provide input on transportation needs and priorities.
- Coordinated with MDOT staff on key transportation priorities.
- MDOT’s missions statement, existing plans, and programs all contributed to the 2040 MTP.
We now have **seven** goals.

Each goal has objectives.

Each goal/objective has performance measures outlined for the annual Attainment Report (AR).

The Governor’s AR Advisory Committee advised MDOT on the selection of the performance measures and how well these measures and supporting data align with the goals of the MTP.
2040 MTP Implementation & Strategies

- MDOT has identified a set of strategies for implementing goals and objectives established in the 2040 MTP.

- Strategy development was informed by MDOT strategic plans and business plans as well as input from the public outreach.

- Putting these strategies in action will help assure progress toward performance targets identified in the annual Attainment Report (AR).
Some strategies are statewide; however MDOT recognizes that the State’s regions are diverse and places high importance on customizing strategies to fit each region’s unique needs and special context as shown in the region maps.

For the State and each region, a list of illustrative projects are identified. These illustrative projects outline a list of projects we hope to pursue over the 20-year timeframe of the Plan and not a financial commitment.
Regional Planning Process

- 7 MPOs in Maryland, 5 of which include other states.
- Develop regional plans and programs that consider all modes of transportation and support metropolitan community and economic development goals.
- Continuing, Cooperative and Comprehensive Consultative Process.
Local Planning Process

County Priority Letters

- Represent each County’s internal ranking of State projects deemed most important based on local need and local input.

- Should include information on project consistency with State and local plans, as well as how the projects address the MTP or State transportation goals.

- Involve requests for a wide variety of project funding such as transit improvements and highway reconstruction.

- Counties have the opportunity to develop a Priority Letter every year, typically in the spring before the draft CTP is developed.
State Funding

- The source of a majority of “State” funding for transportation needs in Maryland is the Transportation Trust Fund (TTF) comprised of:
  - Federal-aid, vehicle titling tax, motor fuel tax, motor vehicle registration and fees, operating revenues, bond sales, and corporate income tax.
  - TTF is separate from the State’s General Fund.
  - Constitutional amendment in 2014 to create a “lock-box” on the TTF for transportation funding.
State Funding

- TIF allows MDOT to direct resources to priority projects statewide and strategically allocate State funding to maximize federal funding.

- TIF allows transportation projects to be programmed based on when the funding is needed and available.

- MDTA is a separate toll revenue bonding capacity for those projects.
How the Trust Fund Works
Sources of Transportation Funds (FY 2019)

- VEHICLE TITLING TAX: $883M
- OPERATING REVENUES: $456M
- CORPORATE INCOME TAX: $163M
- MISC. VEHICLE FEES: $303M
- VEHICLE REGISTRATION FEES: $397M
- RENTAL CAR SALES TAX: $33M
- MOTOR FUEL TAX: $1,116M
- CORPORATE INCOME TAX: $163M
- OTHER REVENUES: $71M
- FEDERAL AID (OPERATING): $98M

Less: certain statutory deductions $246M

Transportation Trust Fund
Constitutional Lock Box (2014)

Denotes revenue pledged to the repayment of bonds
State Funding
Consolidated Transportation Program

- MDOT’s fiscally constrained 6-year capital budget for all State major and minor transportation projects.

- For a State project to be implemented, it must appear in the State CTP.

- MDOT works with residents, businesses, local jurisdictions, and local and state elected officials to include projects into the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State.
MDOT estimates that 43 percent (approximately $6.4 billion) of the total $14.8 billion six-year CTP (FY 2018 – 2023) is associated with investments that could reduce GHG emissions by 2020 and beyond.

Total funding for major capital programming is roughly $8.7 billion, and MDOT is investing nearly three quarters of that funding in projects that are expected to result in GHG emissions reductions.

- GHG Beneficial Capital Investments: $6.40 billion, 43%
- GHG Major Capital Investments: $2.29 billion, 26%
- Total funding: $8.7 billion

Costs associated with GHG Beneficial Capital Investments:
- $6.40 billion, 43%
- $8.40 billion, 57%

Costs associated with GHG Major Capital Investments:
- $2.29 billion, 26%
- $2.29 billion, 74%
State Funding

Consolidated Transportation Program

- Each year, in the fall, the Secretary of Transportation visits each of the 23 counties and Baltimore City to present the draft CTP at the annual Tour meetings to local elected officials & citizens throughout Maryland.

- These meetings by law occur between September 15 and November 15 each year.
State Funding

Consolidated Transportation Program

- Projects enter the CTP through the County Priority Letter process or through Statewide priorities, including system preservation and safety, by the proposing entity/jurisdiction.

- Projects are selected by a strategic decision-making process using established priorities and criteria to prioritize programs and projects.

- Once a project has been added to the CTP, it remains in the CTP until it is completed (or removed).
Federal Funding

- In December 2015, the U.S. Congress enacted federal surface transportation authorizing legislation, the FAST Act, which provides transportation infrastructure investments through FFY 2020. Discussion has started on developing a new authorization to continue past FFY 2020.

- The federal Highway Trust Fund does not have enough revenue to support all of the State’s needs; therefore, we rely on many opportunities to leverage State investments and ensure projects meet State needs, goals, and priorities.
Federal Funding

- The majority of currently authorized federal funding is being applied toward projects already committed to in the CTP.

- MDOT's six year capital program assumes receipt of federal funds at about existing levels.

- Discretionary grants can provide some funding for specific projects above the “base” formula level of funding (e.g., BUILD and INFRA).
Program Priorities

Customer-focused program priorities from the MTP shape when and if a project or program is funded, and include funding to:

- Facilitate economic opportunity in Maryland
- Provide a safe and secure transportation experience
- Be a good steward of our environment
- Provide exceptional customer service
- Provide an efficient, well-connected transportation experience
Program Priorities

Customer-focused program priorities from the MTP shape when and if a project or program is funded, and include funding to:

- Deliver transportation solutions and services of great value
- Communicate effectively with our customers
- Be a good neighbor
- Be fair and reasonable to our partners
- Use resources wisely
Project/Program Selection Criteria

- Meets all federal and other legal mandates (e.g. TMDL compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits, etc.)

- Supports the MDOT’s mission, program priorities, and MTP goals

- Supports State plans and objectives
Project/Program Selection Criteria

- Meets all federal match requirements to maximize federal revenue sources

- Chapter 30 scoring of Construction Projects.
  - The law requires that all projects over $5M across all phases (CO or D&E) that are transit or highway capacity need to be scored to be considered for funding.
Project/Program Selection Criteria

- Supports existing project commitments and upholds intergovernmental agreements
- Is the single top priority within a local priority letter
- Is consistent with local plans
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary)
Evaluating Performance

- Federal legislation requires the U.S. DOT, in consultation with state, MPOs, and other stakeholders, work to establish national performance measures related to:

  - Pavement conditions, interstate performance, bridge conditions, fatalities and serious injuries, traffic congestion, on-road mobile source emissions, and freight movements on the interstate, etc.
Evaluating Performance

- In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on the Transportation System that:
  - Reports on progress toward achieving goals and objectives of the MTP
  - Establishes indicators and
  - Sets performance targets
What is in the Attainment Report (AR)?

- The Attainment Report (AR) provides an overview of the Maryland transportation system, system investment, mobility and accessibility.
- Through the AR, MDOT assesses progress toward achieving its overarching strategic goals and objectives by aligning performance measures and data with each MTP goal area and objective.
- Submitted in January, 2019 as part of the State Report on Transportation.
The State Report on Transportation is submitted annually to the Maryland General Assembly.
Thank you!

Heather R. Murphy  
Director  
410-865-1275  
hmurphy@mdot.Maryland.gov
MDOT Leadership Welcome

R. Earl Lewis Jr. - Deputy Secretary
Policy, Planning and Enterprise Services
Maryland Department of Transportation
Ignite Presentations
SOLAR AT MDOT
HOW
CONTACT

LAURA ROGERS
PROGRAM MANAGER
410.865.1026
LROGERS1@MDOT.MARYLAND.GOV
Maryland Overview

Maryland:

• Atlantic Ocean and Chesapeake Bay
• 7,719 miles of shoreline
• Coastal in the East and Appalachian Mountains
  in the West
• Ranked 42nd in Area (12,407 sq. mi)
• Ranked 19th in Population (6,006,401)
• Average annual temperature 55.1°F
  • Summer average 80°F
  • Winter average 20°F
• Increases in temperature, precipitation intensity/frequency, and
  sea level change
MDOT SHA Resilience Pilot Studies

2014 – Climate Change Adaptation Plan with Detailed Vulnerability Assessment
  Methodology for Vulnerability Assessments (both linear and bridges)
  Analysis of Risk using the Hazard Vulnerability Index

2019 – Integrating Extreme Weather and Climate Risk into MDOTSHA Asset Management and Planning
  Indicator evaluation
  Statewide bridge vulnerability assessment
  Asset Management application
Asset Management Rules 23 CFR Parts 515 & 667
State DOTs must develop risk-based asset management plans accounting for risks from climate change and extreme weather. Review for repeatedly damaged facilities due to emergency events.

Maryland CoastSmart Legislation
HB 0615
Requires 2-3 ft. freeboard for buildings in flood hazard area.
Guidance developed for buildings.

SB1006/HB1456
Requires higher freeboard and includes highway facilities.
Guidance to be developed.
Climate Change Vulnerability Viewer
Crisfield Maryland

City of Crisfield Facebook Page (https://www.facebook.com/pages/City-of-Crisfield)
Tony Laird drone footage

MDOT SHA Climate Change Vulnerability Viewer
Vulnerability Assessment Scoring Tool

Bridge Vulnerability to Sea Level Change

- Adaptive Capacity (30%)
  - Average Daily Traffic, 12.5%
  - Detour Length, 12.5%
  - Evacuation Route, 25%
  - Function Classification, 50%
  - Bridge Age, 5%
  - Condition of Bridge Deck, 4%
  - Condition of Bridge Superstructure, 4%
  - Condition of Bridge Substructure, 7%
  - Scour Rating, 15%
- Exposure (35%)
  - Modeled SLC Inundation Depth, 90%
  - Proximity to Coastline, 10%
  - Past Experience with Tides/SLC, 45%
- Sensitivity (35%)
  - Underclearance, 20%
Bridge Vulnerability to Storm Surge - VAST≥3
Bridge Exposure to Precipitation
What is Commuter Choice Maryland?

- COMMUTER CHOICE MARYLAND promotes alternative options to driving alone to work such as public transportation, ridesharing, vanpooling, walking, biking, teleworking, walking, biking, teleworking, and flexible work schedules.

- Help reduce congestion, conserve energy, protect the environment and facilitate economic opportunity

MISSION STATEMENT

“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life’s opportunities.”
Program Services

For Employers

- Provide ongoing assistance to participating employers in implementing commuter benefits programs and in reporting for the Maryland Commuter Tax Credit
- Deliver webinars and targeted materials and communications that provide assistance with implementing a commuter benefits program
- Provide up-to-date information on commuter benefit options and the Maryland Commuter Tax Credit
- Provide marketing materials and information on employee commute options

For Commuters

- Provide online and printed resources on transportation options
- Promote the use of Guaranteed Ride Home (where applicable)
- Conduct select outreach to commuters at events to increase their knowledge and comfort-level with using transportation options
What’s in it for you when you claim the Maryland Commuter Tax Credit?

Employers may claim a tax credit for 50 percent of the eligible costs of providing commuter benefits up to a maximum of $100.00 per participating employee per month.

The tax credit can be taken against the state personal income tax, corporate income tax or the insurance premium tax.
What’s in it for you when you claim the Federal Tax Credit?

- In 2019, up to $265 per month can be taken out of employee paychecks pre-tax or directly subsidized by the employer to pay for transit or vanpool expenses.
Guaranteed Ride Home (GRH)

What is GRH?
Registered Commuters can qualify for up to four free ride home a year if they carpool, vanpool, take transit, bike or walk to work at twice a week.

What qualifies for free ride?
Event of personal or family illness, emergency, or unscheduled overtime.

Where can I get more information?
Visit:
CommuterChoiceMaryland.com
CommuterConnections.org
What are Benefits of Participation?

- Environmental Benefits
- Congestion Relief
- Save money & Improve your bottom line
- Retain and Attract top talent
- Stress Free Commute= Happy Employee
Webinar: Get in the Know of the Business Benefits of Bike Friendly Workplaces

Date & Time:
May 22, 2019
from 11:00 AM- 12:00 PM

Register At:
CommuterChoiceMaryland.com
We Are Always Here to Help!

Commuter Choice Maryland
410-865-1100
commuterchoice@Mdot.Maryland.gov
CommuterChoiceMaryland.com
Commuter Video: https://youtu.be/VecL9C6nYeU
The Role of Transportation in Reducing Maryland’s GHG Emissions

Colleen Turner - Assistant Director, Office of Planning and Capital Programming
Maryland Department of Transportation
May 6, 2019
Presentation Outline

- **MDOT's GGRA Story**
  What we have accomplished since 2008

- **Transportation and Climate Change 101**
  The fundamentals for reducing GHG emissions from transportation

- **Trends - Opportunities and Challenges**
  How transportation is changing and will change through 2030 and beyond

- **The 2030 Picture**
  What can the transportation sector achieve and how much will it cost

- **Next Steps**
  Our focus in 2019 and how can you help
MDOT’s GGRA Story

Our commitment to GHG mitigation and climate change adaptation and recent success stories
MDOT’s GGRA Story
Coordinated planning and analysis for over 10 years

- 2007: MCCC Climate Action Plan
- 2008: Maryland Commission On Climate Change (MCCC) Executive Order
- 2009: MCCC Climate Action Plan 2009 Update
- 2010: MCCC Climate Action Plan 2010 Update
- 2011: 2013 GGRA Plan
- 2012: 2015 GGRA Plan Update
- 2013: GGRA Reauthorization “40 by 30”
- 2014: DRAFT 2018 GGRA Plan
- 2015: DRAFT MDOT 2019 GGRA Plan
- 2016: Final 2019 GGRA Plan
- 2018: Greenhouse Reduction Act Plan 2018
Transportation and Climate Change 101

The basics of MDOT’s approach to mitigating GHG emissions
GHG Emissions by Sector
Transportation’s share increasing relative to other sectors

Sources of Greenhouse Gas Emissions in 2017

- Transportation: 29%
- Industry: 22%
- Electricity: 28%
- Commercial & Residential: 12%
- Agriculture: 9%


MDOT's Approach to Reduce GHG Emissions

New vehicle technologies could reduce GHG emissions by 34% through 2030

Vehicle operating at 25 mph emits 25% more than one operating at 50 mph

As the fleet becomes more efficient, VMT strategies are less effective at reducing GHGs

Solar systems on MDOT properties reduce energy use

Where Do Greenhouse Gas Emission Reductions in the Transportation Sector Come From?

- **VEHICLE TECHNOLOGIES**
  - Consuming less gasoline and diesel per mile traveled
  - There are 579 electric stations and over 1,500 public charging outlets in Maryland

- **REDUCING VEHICLE MILES TRAVELED**
  - Offering alternatives to driving alone
  - There were over 237 million total transit trips in Maryland in 2018

- **CONGESTION MITIGATION**
  - Reducing inefficient travel, where vehicles emit more emissions than in uncongested travel
  - Wasted time and fuel associated with congestion is estimated at $2.1 billion in 2016

- **INFRASTRUCTURE DESIGN**
  - Opportunities for clean energy use while also ensuring design that is resilient to climate change impacts
  - Renewable energy systems at MDOT locations have led to over 15 metric tons of CO2 savings
Trends – Opportunities and Challenges

Economic, technology, development, and demographic trends create both challenges and opportunities for reducing GHG emissions from transportation.
The Maryland Context
Travel demand follows economic trends

6.05 million people
#19 in US by population    #5 in density

2010 to 2017 Growth = 4.8%

81% of Maryland growth within Washington Metro plus Howard and Anne Arundel Counties.

3.23 million civilian jobs in 2018  5% growth since 2010

Maryland’s Gross State Product increased from $242.3 billion in 2000 to $329.1 billion in 2015.

Labor force participation rate has stayed between 65% and 70% since 2007. It currently stands at 68.4%, 5% above the national average.

Maryland Jobs and Households

-1 job per 10 hh
1 – 2.5 jobs per 10 hh
2.5 – 5 jobs per 10 hh
5 – 10 jobs per 10 hh
1 – 2 jobs per hh
> 2 jobs per hh
Economic Growth and Travel Demand
Strong Economies Require Mobility

2006 – 2017 VMT and VMT per Capita Trend

VMT forecast based on Plans and Programs

MARYLAND DEPARTMENT OF TRANSPORTATION
VMT in Maryland
Our Economy and Location Bring Unique Challenges

Source – SHA Maryland Statewide Travel Model (2015)

States With Longest Commute Times (In Minutes) - 2017

<table>
<thead>
<tr>
<th>State</th>
<th>Commute Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW YORK</td>
<td>33.7</td>
</tr>
<tr>
<td>MARYLAND</td>
<td>33.3</td>
</tr>
<tr>
<td>NEW JERSEY</td>
<td>32.1</td>
</tr>
<tr>
<td>DISTRICT OF COLUMBIA</td>
<td>30.8</td>
</tr>
<tr>
<td>CALIFORNIA</td>
<td>29.8</td>
</tr>
<tr>
<td>MASSACHUSETTS</td>
<td>29.8</td>
</tr>
<tr>
<td>ILLINOIS</td>
<td>29.1</td>
</tr>
<tr>
<td>GEORGIA</td>
<td>28.8</td>
</tr>
<tr>
<td>VIRGINIA</td>
<td>28.6</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td>27.9</td>
</tr>
</tbody>
</table>

The Role of Public Transportation
Realities and Opportunities to Reducing GHG Emissions

• Average annual growth rate in MTA service revenue vehicle miles from 2006 to 2017 was 3.1%, while ridership declined over that same period.

• MD is #5 in transit commute mode share (9%) behind only IL, MA, NJ, NY

• Over the last 10 years, the share of the capital budget committed to MTA and WMATA has steadily increased from 29.6% in 2006 to 33.1% in 2016

• The percent of transit customers within bike or walk distance of fixed route transit has increased from 49% in 2010 to over 53% in 2018

• Transit operating cost per revenue mile continues to increase, with a 25% increase in cost since 2013
Consumer Preference

Increasing share of SUVs, vans, and pickups all with lower average real world MPG, represent over 60% of the MY 2018 market.

While the share and diversity of new, efficient technologies are increasing, some benefits are being offset by the market shift away from cars.

Source: US EPA Automotive Trends Report
Electric Vehicles

Battery and Plug-In EV Registrations

- **19,697 EVs Registered**
- **592 Stations**
- **1,590 Charging Outlets**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>BEV</th>
<th>PHEV</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>609</td>
<td>519</td>
<td>1,128</td>
</tr>
<tr>
<td>2013</td>
<td>1,540</td>
<td>1,421</td>
<td>2,961</td>
</tr>
<tr>
<td>2014</td>
<td>1,757</td>
<td>1,943</td>
<td>3,700</td>
</tr>
<tr>
<td>2015</td>
<td>3,521</td>
<td>2,643</td>
<td>6,164</td>
</tr>
<tr>
<td>2016</td>
<td>4,345</td>
<td>3,745</td>
<td>8,090</td>
</tr>
<tr>
<td>2017</td>
<td>5,624</td>
<td>8,129</td>
<td>13,753</td>
</tr>
<tr>
<td>2018</td>
<td>7,964</td>
<td>16,093</td>
<td>24,057</td>
</tr>
</tbody>
</table>

**EV Alternative Fuel Corridor**
- Corridor Pending
- Corridor Ready

**EVs per Sq. Mile**
- < 0.25
- 0.25 - 1.00
- 1.01 - 2.50
- 2.51 - 10.00
- > 10.00

MARYLAND DEPARTMENT OF TRANSPORTATION
Highway Congestion
Inefficiencies in Transportation Increase GHG Emissions

• Over 86 million annual hours of delay on the MDOT highway network translating to over $4.1 billion in wasted time and fuel

• 19% of freeway VMT and 29% of arterial VMT operate in congested conditions during the PM peak hour

MDOTSHA’s CHART incident management program saved motorists $1.465 billion in user costs and helped reduce delays by 38.6 million vehicle hours in CY 2017.

MDTA’s electronic toll transactions increased from 79% of all transactions in 2015 to 83% in 2018.

MDOTSHA is developing Transportation Systems Management and Operations (TSMO) solutions that provide active traffic management and integrated corridor management capabilities
The largest initiative in the Traffic Relief Plan will evaluate transformative solutions to address congestion on I-270 and I-495.

- **Top 5 highest volume** highway sections in Maryland are within program area
- Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495
- Many sections experience speeds **less than 15 mph under existing conditions** and traffic is expected to deteriorate

### Congestion Benefits

- All alternatives are projected to **reduce delay by 20% or more** compared to the No Build condition
- **Equates to projected daily fuel savings of about 19,000 gallons**

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>2040 No Build</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Alternative 5</td>
<td>20%</td>
<td>22%</td>
</tr>
<tr>
<td>Alternative 8</td>
<td>24%</td>
<td>33%</td>
</tr>
<tr>
<td>Alternative 9</td>
<td>34%</td>
<td>33%</td>
</tr>
<tr>
<td>Alternative 10</td>
<td>35%</td>
<td>35%</td>
</tr>
<tr>
<td>Alternative 13B</td>
<td>27%</td>
<td>22%</td>
</tr>
<tr>
<td>Alternative 13C</td>
<td>26%</td>
<td>35%</td>
</tr>
</tbody>
</table>

*Source: VISSIM Simulation Model. Values reflect delay in all lanes (GP & HOT/ETL) in the year 2040, and also include interchange ramps and junctions.

**Legend**

- **Green**: > 30% decrease in average delay
- **Yellow**: 20% - 25% decrease in average delay
- **Orange**: 25% - 30% decrease in average delay
- **Red**: < 20% decrease in average delay

Source: MDOT Workshop Spring 2019 Presentation
The New Mobility Future
The opportunities from CAVs, new modes, and drones

**Connected and automated vehicles (CAVs)** are likely to transform personal and freight travel.

**New fuels, vehicle ownership models, and modes of transportation** are emerging and reshaping choices and preference, fueled by private sector innovation.

**Unmanned aerial vehicles** are a promising tool for transportation system management, package delivery, and even people movement.

Image Source: Shared Mobility News
https://www.sharedmobility.news/
What Are We Doing?
MDOT Actions Positioning Maryland as a Leader

- Key role as facilitator, policymaker, and regulator.
- MDOT CAV Strategic Plan
- Maryland Locations to Enable Testing Sites (LETS) for CAV
The 2030 Picture

Where will current trends take us through 2030, and if the best-case outcomes are achieved, how far could we reduce emissions from transportation?
The MDOT Scenario Process
The Careful and Evidence Driven Approach to 2030

**REFERENCE CASE**
- Current VMT growth trend through 2030
- Existing Federal GHG emission standards (light duty vehicles and medium/heavy-duty trucks)
- Electric Vehicle market share consistent with meeting ZEV Mandate

**POLICY SCENARIO 1**
- "On-the-books"
- Funded and committed transportation projects, programs, and initiatives through 2030
- Enhanced ZEV market share with a regional clean low-carbon fuel standard

**POLICY SCENARIO 2**
- Emerging & Innovative
- Expanded and accelerated traditional and emerging MDOT programs (unfunded)
- New and innovative transportation strategies, partnerships, and technologies

**POLICY SCENARIO 3**
- Market Pricing
- Implement a market driven pricing approach (beyond current motor vehicle fuel taxes) to enhance revenue for transportation and change travel behavior

Funded for implementation by 2030
Partially funded or unfunded for implementation by 2030
Policy Scenario Results
Can Transportation Make it to 40 by 30

Funded plans, projects, and programs plus meeting Federal standards and ZEV Mandate goals...

Approaches a 31% CO2e reduction from 2006 by 2030

2030 Goal: 18.43 mmt CO2e (40%)

"On-the-books" Funded plans, projects, and programs

"Emerging" Enhanced MDOT strategies

"Innovative" New MDOT and private sector strategies

"Market Pricing" New revenue
Costs and Cost Effectiveness
Our Funding Need and the GHG Return on Investment

- **Estimated $10.2 billion** programmed or planned toward GHG supportive projects through 2030

- **Up to $18 billion more needed** to implement suite of emerging and innovative strategies through 2030
What Would It Take?
Realities and What We Can and Can’t Control

Challenges
- Financial
- Technological
- Policy
- Resource / Regulatory Feasibility

Uncertainties
- Economic shifts
- Travel and energy costs
- Disruptive changes in travel choices induced by technology or public behavior

Robust and resilient strategies
Capitalize on technology and new partnerships
Establish policy and programs that foster innovation
Co-benefits and Economic Impacts

- Environmental Co-benefits
- Public Health
- Equity
- Economic Vitality
Next Steps

The 2019 Plan, A Look Toward 2050, and How You Can Continue to Help
Focus Areas for 2019

- 2019 GGRA Plan and MDOT Report Publication
- EVIC
  - Strategic Planning
  - Enhanced Communications
- Transportation Climate Initiative
- Continued participation in MCCC
- VW Settlement Implementation
Success Stories

- MDOTSHA improved **93.9 directional miles for bicycle access** in FY 2017 and another **62.5 miles** in FY 2018.
- MDOTMAA procured **20 60’ articulated Shuttle Buses** powered by **Clean Natural Gas (CNG)** for service between the BWI Marshall Airport terminal and the Consolidated Rental Car Facility.
- MDOTMPA **reduced emissions by 19%** between 2012 and 2016 while at the same time **increasing cargo throughput by 10%**.
- MDOTMPA **continues to replace more than 173 dray tucks** through USEPA’s DERA grant and helped Canton Railroad install **idle-reduction technology in six switcher locomotives**.
- MDOTSHA’s **CHART** reached a milestone of **one million responses** (since 1995) - Saved motorists **$1.465 billion in user costs** and helped reduce delays by **38.6 million vehicle hours** in CY 2017.
- FY 2018–FY 2023 CTP set aside **$3.310 billion for transit projects** that will increase transit reliability and contribute to emissions reductions.
- In FY 2018, approximately **29,000 jobs** were supported in Maryland by MDOT, an increase of more than **3,400 jobs over FY 2017**.
QUESTIONS?

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