MSWG May 8, 2015

## Maryland Department of the Environment

## TLU-13 and TLU-14 Strategies for Further Analysis

Table 3. Transportation and Land Use GHG Reduction Strategies	
Strategy Type/Focus	Measure Description (including possible Implementation Actions)
TLU-13: Reducing GHG Emissions from Transportation Projects	
Scenario:  2020: 1% additional reduction in GHG emissions from transportation projects in each successive Transportation Improvement Plan (TIP)  2040:% additional reduction in GHG emissions from transportation projects in each successive TIP.  2040 stretch:% additional reduction in GHG emissions from transportation projects in each successive TIP.	Measures to incentivize GHG reductions in transportation projects:  Model GHG emissions data during MOVES modeling runs for criteria pollutants to inform rate of progress Link TPB funding of transportation projects to achieving emission reduction benchmarks in each TIP
TLU-14: Reducing GHG Emissions from Land Development Projects	
Scenario:	Measures to incentivize GHG reductions in land development projects:
<ul> <li>□ 2020: Project effects of 2020 development increment on GHG emissions from project construction activities and induced mobile source activity over 10 year horizon.</li> <li>□ 2040: Reduce GHG emissions from new project construction and 10 years of induced mobile source activity by 50%.</li> <li>□ 2040 stretch: Reduce GHG emissions from new project construction and 10 years of induced mobile source activity by 75%.</li> </ul>	☐ Model GHG emissions data (construction and 10-year induced travel) when development projects over a certain size threshold are submitted to local government for review ☐ Link construction permit approval to achieving established GHG reduction targets based on project type and size through onsite mitigation measures or payment of in-lieu fee for offsite GHG reduction projects