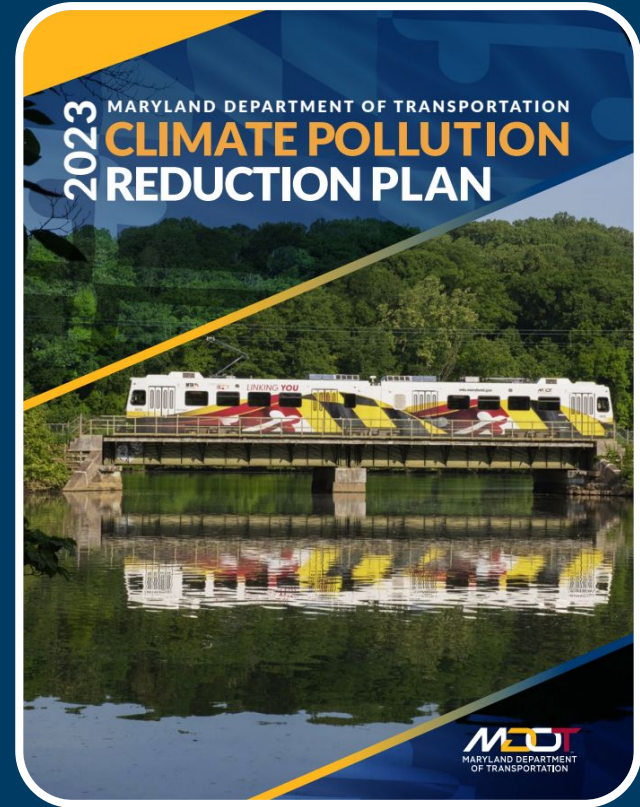# Maryland *not* on track to meet CSNA goals

- **Transportation is #1 source climate pollution in MD**

- **Current transport strategies will fail 2031 climate targets**

- **20% VMT reduction** needed in addition to electrification

Source: 2023 MDOT Climate Pollution Reduction Plan

1

MDOT: investment shift needed to achieve CSNA & VMT targets

COMMITTED STRATEGIES AND POLICIES

Standards & Current VMT Growth (SCVG)

7.63 mmt CO_2e*
25% Below 2006 Emissions

Note: Accounting for SAFE Rollback leads to an estimated 2.17 mmt CO_2e reduction, or 25% below 2006 emissions.

Strategies in Progress (SP)

5.26 mmt CO_2e*
41.9% Below 2006 Emissions

Potential New Initiatives (PNI)

2.201 to 3.934 mmt CO_2e*
41.9% to 54.8% Below 2006 Emissions

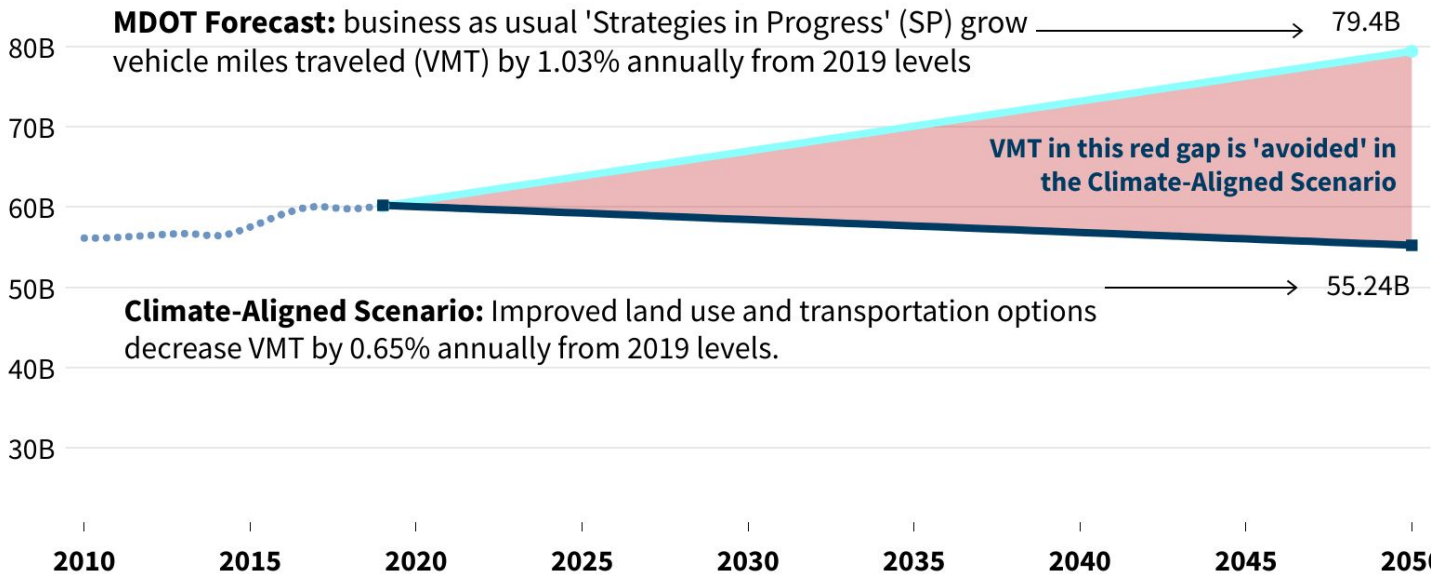$ Shifted or Additional Cost Needed: $21.73B to $33.93B

* million metric tons of carbon dioxide equivalent (mmt CO_2e)

Source: 2023 MDOT Climate Pollution Reduction Plan

2

What would the benefits be if Maryland achieved MDOT's VMT goal?

Vehicle Miles Traveled, Maryland

Historic — MDOT Forecast — Climate-Aligned

MDOT Forecast: business as usual 'Strategies in Progress' (SP) grow vehicle miles traveled (VMT) by 1.03% annually from 2019 levels → 79.4B

Strategies in Progress (SP)

VMT in this red gap is 'avoided' in the Climate-Aligned Scenario

20% VMT per capita reduction

Climate-Aligned Scenario: Improved land use and transportation options decrease VMT by 0.65% annually from 2019 levels. → 55.24B

3

RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050

Electricity savings

-97.7 TWh total by 2050

Clean air & improved activity

1,420 fewer deaths / yr

Less Climate Pollution

-55 MMT total by 2050

Consumer savings

over $3,000 per house per year

Crashes Prevented
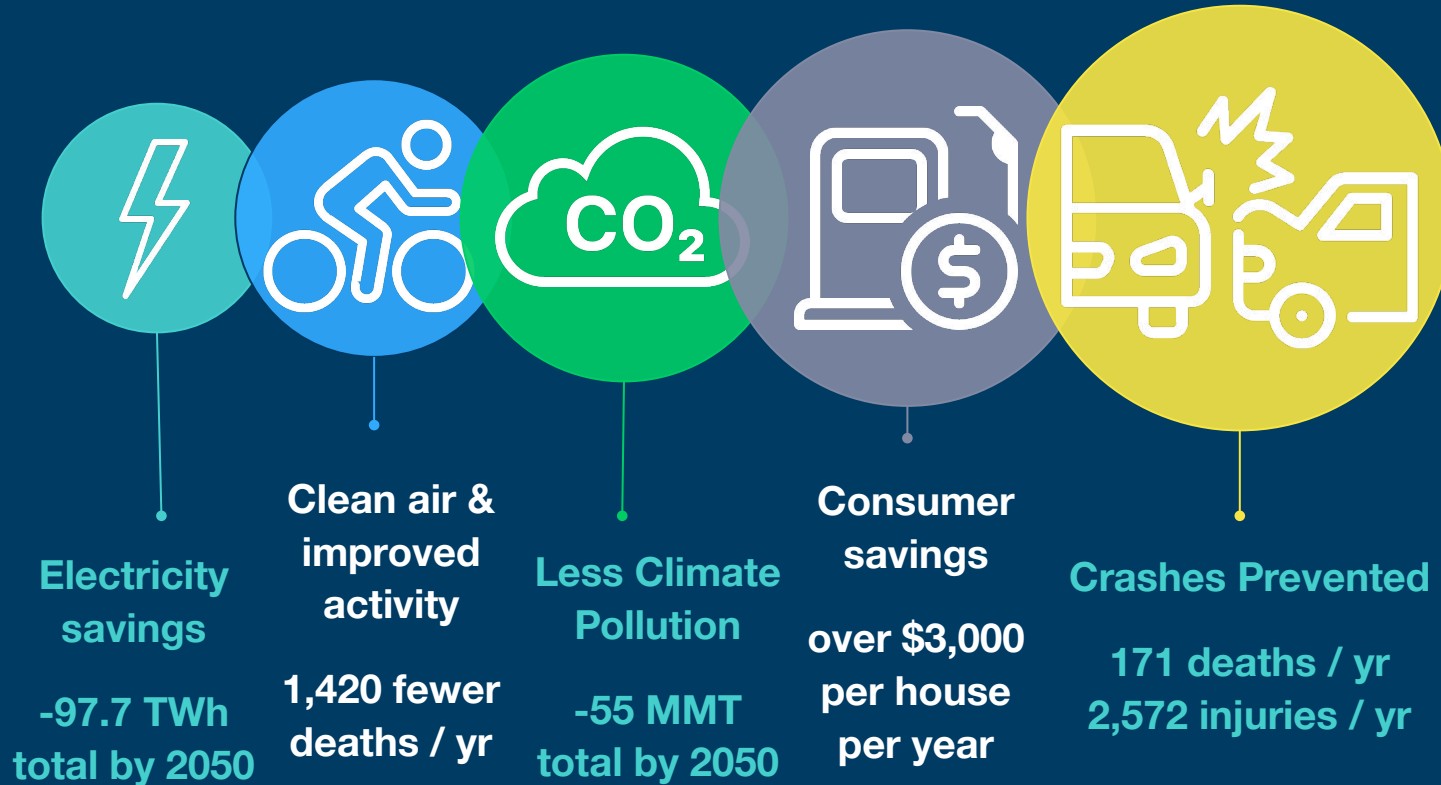
171 deaths / yr
2,572 injuries / yr
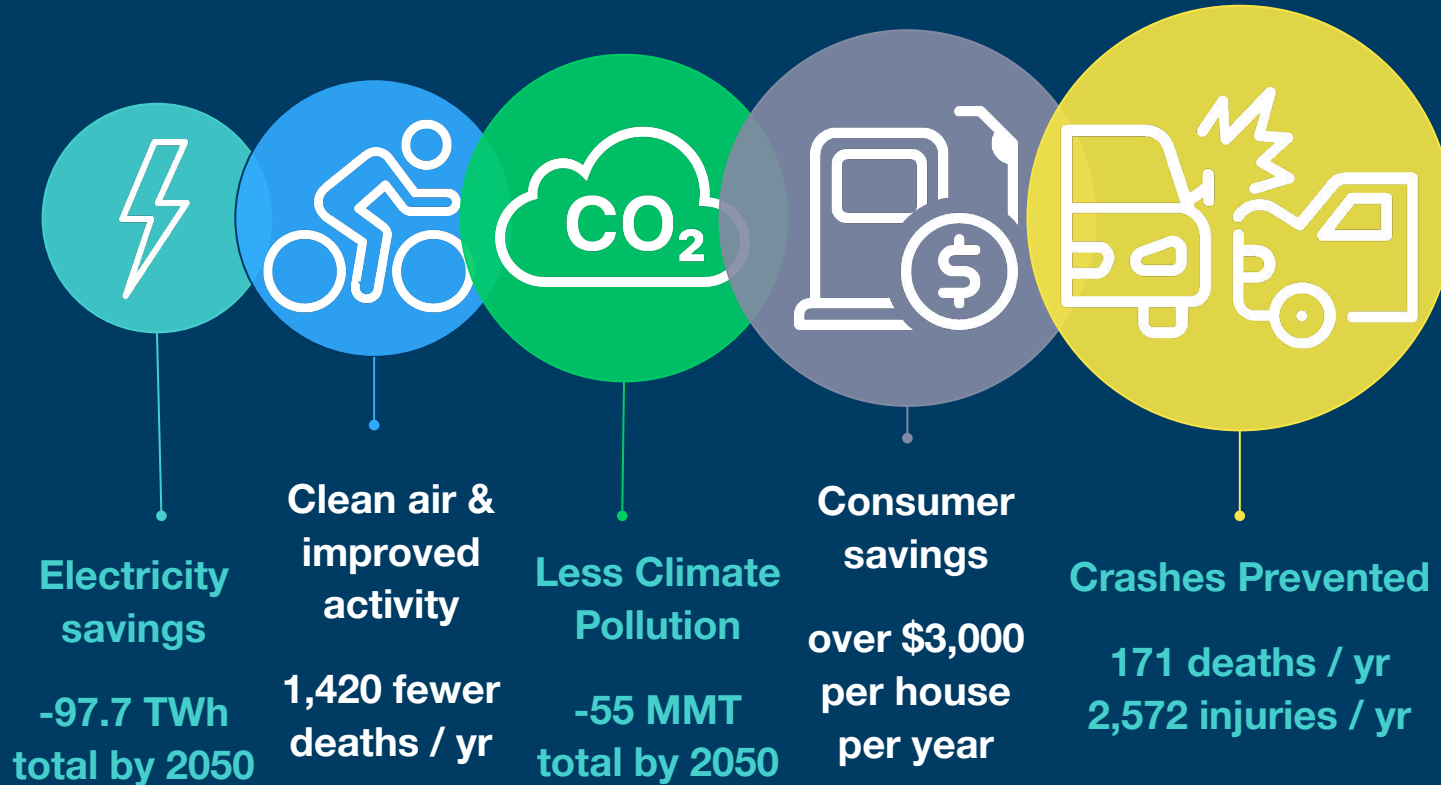
RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050

Average annual household savings from a 20% per-capita VMT reduction in select US states

Legend: Fuel savings | Vehicle maintenance savings | Avoided depreciation

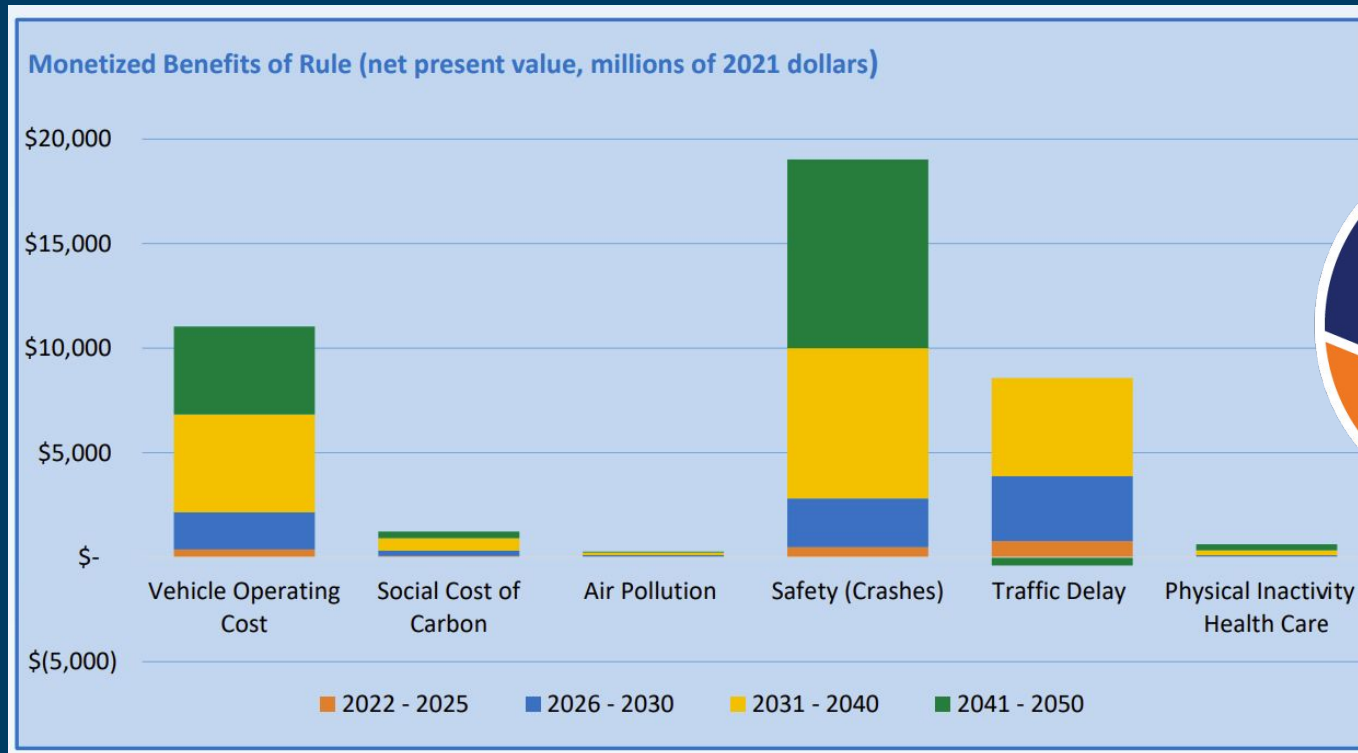| State	Savings
New Mexico	$4,138
New York	$3,750
Maryland	$3,271
Delaware	$3,175
California	$2,724
Maine	$2,402
New Jersey	$2,254
Illinois	$2,134
Michigan	$1,857
Minnesota	$1,721
Connecticut	$1,661
Oregon	$1,457
Massachusetts	$863
Washington	$712
United States	$2,110
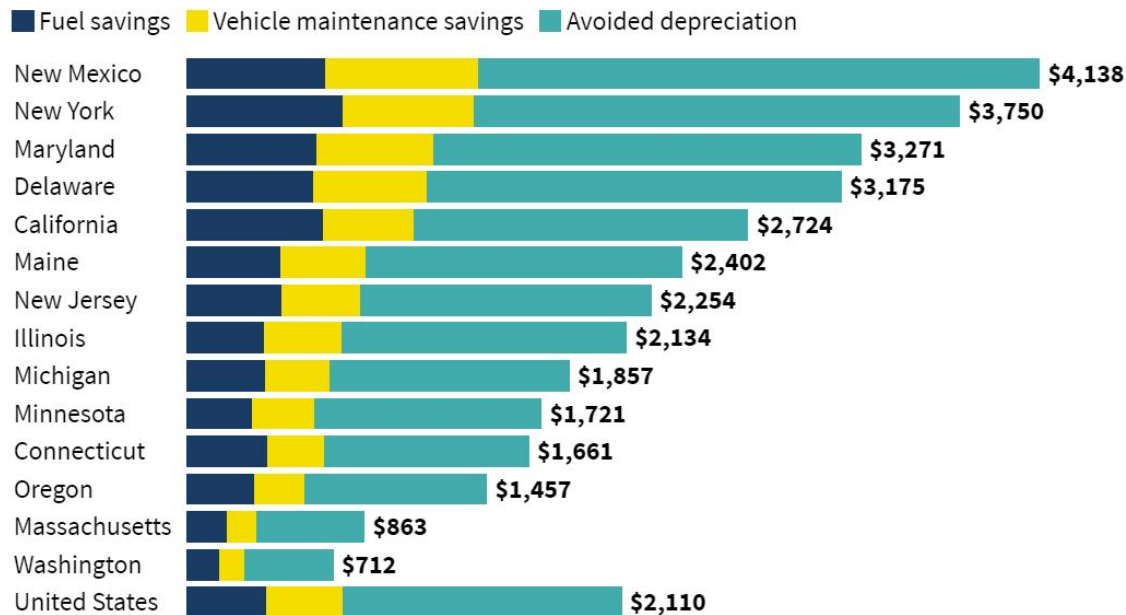
Results assume a mid-growth EV scenario and use state-provided VMT forecasts, where available

RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050

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Colorado DOT: similar GHG policy expected to unlock $40 billion in net benefit by 2050

Monetized Benefits of Rule (net present value, millions of 2021 dollars)

Categories: Vehicle Operating Cost, Social Cost of Carbon, Air Pollution, Safety (Crashes), Traffic Delay, Physical Inactivity - Health Care

Legend: 2022 - 2025, 2026 - 2030, 2031 - 2040, 2041 - 2050

Source: 2021 CDOT "Colorado's Pollution Reduction Planning Standards: A Model To Account for Greenhouse Gas Pollution Impacts of Planning Choices in the Built Environment"

Colorado DOT: achieved GHG targets by prioritizing clean & affordable transport choices

- **5 Bus Rapid Transit Corridors**

- **Bike, walk, & transit network funding ($900m)**

- **More TOD and Smart Growth**

Source: 2021 CDOT

Compliance Category	GHG Mitigation Strategies	Esimated 2030 GHG reduction (metric tons)	Share of GHG target
Updated 2050 transportation plan, modified projects, and revised model assumptions – 80% of 2030 Target	- Less highway widening (I-25 Central, C-470, etc), - Complete 5 Bus Rapid Transit (BRT) corridors, - Add $900 million in multimodal (transit, bike, ped), - Updated telework model assumption to 25%, - Updated land use model assumption (more infill development than anticipated in 2019)	680,000	79.4%
Additional Programmatic Investment ("off-model" strategies) – 9% of 2030 Target	Additional signal timing	50,000	5.8%
	Increased Bustang service within DRCOG area	3,000	0.4%
	Pedestrian Facilities, Complete Streets retrofits	20,000	2.3%
Mitigation Action Plan (voluntary land use and parking management strategies) – 11% of 2030 Target	Increase residential density	13,548	1.6%
	Increase job density	2,309	0.3%
	Mixed-use TOD (high intensity)	8,588	1.0%
	Mixed-use TOD (moderate intensity)	18,397	2.1%
	Reduce or eliminate parking requirements and set low maximum levels (residential)	37,750	4.4%
	Reduce or eliminate parking requirements and set moderate maximum levels (residential)	18,332	2.1%
	Reduce or eliminate parking requirements and set maximum levels (commercial)	4,373	0.5%
	Adopt local Complete Streets standards	369	0%
Total		856,666	100%