

INTERAGENCY CONSULTATION GROUP

January 3, 2024
9:30 – 10:20 AM

Virtual Meeting

MINUTES

The meeting was called to order at 9:30 A.M. by Ms. Anna Marshall (BMC).

1. WELCOME AND INTRODUCTIONS

Ms. Marshall welcomed members and guests to the meeting. Attendees were then asked to introduce themselves. Mr. Brian Ulrich from Anne Arundel County was introduced as the new representative for the BRTB, taking over from Mr. Alex Rawls, Harford County. Anna informed the guests that the prior minutes from July 5th were approved via email, because the previous meeting was in July 2023. The TIP, LRTP and the conformity determination report were approved by our federal partners in Fall 2023.

2. CONFORMITY DETERMINATION OF THE 2025-2028 TIP

Ms. Marshall presented the Draft Methodology and Assumptions Letter as well as the Conformity Analysis Schedule for the FY 2025-2028 Transportation Improvement Program (TIP) giving a brief description of the letter's purpose and highlighting major updates as compared to last year's letter. The Baltimore region is designated as a moderate nonattainment area for the 2015 ozone standard as of October 2022. She noted that the 2023 Motor Vehicle Emission Budgets (MVEBs) were deemed adequate for use in conformity determinations, as published in the Federal Register on August 18, 2023. These budgets were developed to address the 2015 ozone standard, and were approved as part of the State Implementation Plan (SIP) developed for the Baltimore Moderate Nonattainment Area for the 8-hour Ozone standard.

ICG also discussed the testing horizon years. Mr. Charles Baber (BMC) asked if a 2023 horizon year was necessary to include, noting that there are real world results from 2023, so it might be strange to do a simulation for existing data. Ms. Catherine Salarano (MDE) said that since it is an attainment year, it might be good to keep. Mr. Roger Thunell (MDE) confirmed he would keep 2023 as a test year because of the exceptional event process, and if there is re-designation from non-attainment to attainment, mobile budgets would need to be updated. Therefore, the testing horizon years are 2023, 2025, 2035, 2045 and 2050.

Discussion continued about the methodology letter, including the criteria and approach section. Under the Mobile Emission Development section, Ms. Marshall asked which version of the MOVES model will be used, because MOVES 4 was recently released. EPA allows a grace period for use in the conformity process. Ms. Marcia Ways (MDE) confirmed that as long as we are in the grace period, it is best to move forward with MOVES 3 for now. Every 3 years MDE is required to complete an emissions inventory, and everything is updated to the latest model. MDE is scheduled to complete the process this year, so MOVES 4 can be used next year. Mr. Baber noted that if MDE develops a new SIP, the grace period would be shortened. Mr. Thunell agreed, stating that MOVES 4 may be needed if there is re-designation. Also, the VMT and fleet registration data is from 2020, and will stay the same. Ms. Ways said that the whole process will be updated with 2023 data and MOVES 4 for next year's conformity.

Finally, Ms. Marshall walked through the 2025-2028 TIP Production Schedule and the proposed conformity analysis, noting that the draft resolution for the TIP and conformity determination will be presented to ICG on July 2, 2024. Ms. Marcia Ways (MDE) said that at least three weeks are needed to get the modeling done to keep it on schedule.

3. PRESENTATION: ADVANCED CLEAN TRUCKS

Mr. Tim Shepherd (MDE) gave a presentation about the Advanced Clean Truck (ACT) Regulation which requires a growing percentage of medium- and heavy-duty vehicles sold to be zero emission. Maryland has a goal to reduce GHG emissions 60% by 2031, and electrifying trucks will help achieve this goal by reducing on-road NOx emissions. MDE adopted a new chapter in COMAR 26.11.43 on December 25, 2023 and proposes to allow manufacturers to earn early compliance credits beginning with Model Year (MY) 2026. The next steps will involve MDE developing a Needs Assessment and Deployment Plan in coordination with other state agencies. This will assess fueling/charging demands and infrastructure, necessary fueling/charging stations, purchase incentives, and state fleet transition. Ms. Regina Aris (BMC) noted the Electric Vehicle Charging Hubs project and wondered if there could be coordination. She noted that as MDE does the needs assessment, they could coordinate with BMC to see how the charging hubs may impact the electric grid. Mr. Shepherd agreed, saying that it is important for state agencies to coordinate during the EV transition process.

[PowerPoint: Advanced Clean Trucks]

4. MEMBER UPDATES

ICG members were given the opportunity to provide updates.

- **BRTB** - Mr. Ulrich reported that the conformity determination for the 2024-2027 TIP and Resilience 2050 was approved by the EPA on September 25, 2023. The TIP and Plan were approved by FHWA on October 25, 2023. The most recent BRTB meeting was on December 19, 2023 where two TIP Amendments were approved. Both amendments involved ferry

boat upgrades. Resolution #24-8 will add the Annapolis Electric Ferry Pilot Program. Resolution #24-9 will add the Baltimore Ferry Service Improvements project.

- **MDE** – Ms. Ways commented that in addition to the Clean Trucks Rule, MDE finalized the Advanced Clean Cars II program which became effective in September. Maryland is under the current program for MY 2025. The significance of this program is that it goes to 100% electric by 2035, and phases out internal combustion engines.
- **MDOT** – Ms. Sophia Cortazzo gave updates about the ZEEVIC quarterly meeting, and asked about the BMC electric vehicle community charging hubs project. Ms. Marshall provided information.
- **FHWA** was not able to attend the meeting.
- **FTA** was not able to attend the meeting.
- **EPA** Region 3 was not able to attend the meeting.

5. OTHER BUSINESS

Ms. Marshall gave some updates about the new GHG performance measure, which became effective on January 8, 2024. It is part of the Transportation Performance Management (TPM) program through FHWA. State DOT's are required to submit declining targets by February 1, 2024 and then MPO's have 180 days after that to submit their declining targets. There were no other updates under this item.

It was confirmed that the next ICG meeting will be a virtual meeting on February 7th at 9:30 A.M. The meeting adjourned at 10:20 A.M.

ATTENDANCE

Members

Catherine Salarano – Maryland Department of the Environment (MDE)
Sophia Cortazzo – Maryland Department of Transportation (MDOT)
Brian Ulrich – Baltimore Regional Transportation Board (BRTB)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Anna Marshall – BMC
Keith Kucharek – BMC
Charles Baber – BMC
Md. Mokhlesur Rahman – BMC
Marcia Ways – MDE

Roger Thunell – MDE
Tim Shepherd – MDE
Mohamed Khan – MDE
Dan Janousek – MDOT