

Mitigation Work Group

Notes from the May 12, 2020 meeting

Meeting began at 10 a.m. online.

There were 22 Commission members in attendance:

Ben Grumbles, George "Tad" Aburn, Michael Powell, Kim Coble, Ben Hobbs, Bob Wright, Bruce Ho, Elizabeth Bunn, Josh Kurtz, Mark Stewart, John Slocum, Dan Wallace, Tom Weissenger, Tom Ballentine, Mike Remsberg, Colby Ferguson, Colleen Turner, Ryan Opsal, Elliott Campbell, Susan Payne, Tom Walz, Les Knapp.

Staff: Chris Hoagland, Chris Beck, Scott Zacharko, Erick Thunell, Susan Casey, Kim Drake

Public Comments:

Paul Berman: I would like Sec. Grumbles and local officials like Mark Belton (Charles County Administrator) to be included in discussions about COVID recovery w/Governor, et al., to discuss issues around cleaner air teleworking, zero emission vehicles, etc.

(Sec. Grumbles assured Mr. Berman that MDE is definitely included in all discussions.)

Jeff Silva: Surface transportation, federal funding shortfalls are depleting MD funds. Tax fossil fuels as in Policy scenario 3 for the GGRA analysis, and convert auto driver training in schools to electric bicycle riding-training.

"MD should discourage the presence of autos made by manufacturers that lobbied for the 1.5 % mileage increase by increasing the fees to register those cars and trucks from those manufacturers. For example, in China they refuse to register fossil fueled vehicles to make space on their public funded roads for electric vehicles and it benefits their electric car manufacturers."

Chris Hoagland, MDE Staff: Will be sending out the modeling schedule.

PRESENTATION ONE: (This presentation is on the MWG webpage for the May 12, 2020 meeting.)

Transportation Sector Update

By Colleen Turner, Office of Planning and Capital Programming, MD Dept of Transportation (MDOT)

31% reduction from 2006 by 2030, \$10B

2020 updates: decrease in Electric Vehicles (EV) for 2030 – w/o a TCI program – they could model w/TCI but haven't yet.

Chris Hoagland, MDE staff: There are 3 TCI caps, but decision hasn't been made.

There is another scenario w/buses.

Previous presidential administration arrived at 5% mpg/year increase in fuel efficiency; this administration has reduced it (CAFÉ/SAFE).

As the fleet is newer cars, mpg will be better. Estimate of cars/trucks bought in MD similar in MD as in US. We know how many are BEV, plug-in hybrid and gas – just not models of cars.

MDOT has vehicle registration data.

Policy Scenario 1 : This is on the books as of now. However current situation could change things.

Policy Scenario 2: How to achieve better results, new strategies, still need to be analyzed. Currently unfunded.

Transitioning MDOT and other agencies' fleets to EV.

Need to work on procurement system to get EVs – they need to be competitively priced – state agency can't use a 'tax credit;' some vehicle makers may make EVs for government purchase.

Policy scenario 2: Travel demand management, ZEVs.

Policy Scenario 1 in 2030 will approach 33-35% reduction, uncertainty due to Covid, but some great opportunities like teleworking. Return to transit will be slow.

Due to Covid – huge reduction in transportation.

Fleet innovation plan – need vehicle lifetime cost, not just purchase cost and emissions benefits.

Emerging technology: MDOT Fleet electrification, local outreach to increase charging stations, statewide ZEV surveys and planning.

ZEEVIC –

Travel demand management (TDM)MDoT's Commuter Choice program - guaranteed ride home, rideshare etc.

2020 and beyond: MDoT will work on GGRA plan, scenario analyses, funding needs/impacts, improve public communication, track progress.



Cambridge Systematics presentation: (This presentation is on the MWG webpage for the May 12, 2020 meeting.)

By Susan Binder

Surface transportation funding is vulnerable and potentially unsustainable.

We overspend the federal highway trust fund every year.

Covid: Decline in transportation revenues.

Federal Actions: Recovery bills remain to be seen.

Other Comments:

Mark Stewart, UMD:

“Just FYI. University of Maryland is also implementing a ZEV transition plan but USM is not currently required to participate in the State's ZEV fleet plan. UMD plans to use a 10-year total cost of ownership calculation for fleet vehicle purchasing, which favors ZEVs.

Thomas Walz, DHCD: I would recommend adding the procurement lifetime evaluation language directly in the RFPs.

Lindsey Mendelson:

I like the state light duty fleet electrification. What plans do state agencies have for increasing teleworking for their employees post COVID?

Dave Nemazie, UMCES:

Monthly sales still need to increase by an order of magnitude to meet the 2030 goals. I think it may need more than just marketing to increase sales.

Brian O'Malley:

Just glancing at the chart on p. 2 of this report: <https://www.api.org/~media/Files/Statistics/State-Motor-Fuel-Taxes-Report-January-2020.pdf> seems to indicate that gas tax rates do not correlate with the chart on p. 4 of this Cambridge Systematics presentation.

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