

ENVIRONMENTAL PLANNING

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PROJECT: MOBILE EMISSIONS PLANNING

PURPOSE: To coordinate and facilitate the continuing relationship between planning for mobile emissions and transportation planning in the Baltimore region.

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The Interagency Consultation Group (ICG) is the primary MPO forum to initially address transportation-related air quality issues in the Baltimore region. The ICG assesses the conformity of air quality impacts of the TIP and long range plan to the State Implementation Plan. Also, the ICG is one of the mechanisms through which the Maryland Department of the Environment is able to consult with the BRTB and the Maryland Department of Transportation regarding development of the SIP. Members of the ICG include MDE, MDOT, and the BRTB. Other participants traditionally include interested stakeholders and federal partners, such as the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). All meetings of the ICG are open to the public. Announcements of these meetings appear on the BMC web site and are sent to interested parties.

The ICG will meet approximately bi-monthly to address air quality issues related to regional and state transportation planning. The ICG's responsibilities will continue to include, but are not limited to: coordinating stakeholder and agency issues throughout the transportation and air quality planning processes and relevant portions of the state implementation plan process; assessing potential strategies that enhance the region's efforts to reach attainment; updating model parameters and inputs; reviewing network analyses; reviewing and assessing emissions budgets; and resolving conflicts as they relate to transportation and air quality issues. (Technical inputs to the travel demand model are decided by the Technical Committee.) BMC staff supports the ICG by organizing meetings, researching and presenting on issues, conducting technical analyses, and providing support materials necessary to the activities of the group.

Similar to previous UPWPs, conformity of the TIP and Plan will be performed for SIP budgets for 8-hour ozone, annual fine particulate matter, and carbon monoxide. Relevant policy actions and initiatives at the federal and state levels will be examined

and assessed to determine potential effects on the region's ability to comply with air quality goals and on future potential impacts to the regional transportation plan. As a result of the requirement to prepare a conformity determination using MOVES, EPA's new motor vehicle emissions model, for conformity determinations beginning March 2012, staff will continue to prepare for the transition to the new model.

EPA is reconsidering its 2008 decision which set new national standards for ground-level ozone. Staff will coordinate with MDE to determine the impact of these new standards on the air quality attainment status of the region. Staff will also be working with MDE to determine the impact of the use of the MOVES model on the region's ability to demonstrate conformity.

As in previous years, BMC staff will continue to support the bi-regional Clean Air Partners program and the various work activities associated with Clean Commute Month. These programs strive to educate the public on air pollution and its effects. The most visible Clean Air Partners activity is the "Air Quality Action Days" program. When the Maryland Department of the Environment's daily air quality forecast indicates a Code Orange or Code Red day, Clean Air Partners provides information to program participants and the media. Through these announcements, people in the Baltimore region are advised about voluntary actions they can take to both help reduce pollution and protect their health. During FY 2012, BMC will continue to support the program through individually targeted outreach to major employers in the region, participation in Clean Air Partners committees, development of the annual work program, and organization of both inter- and intra-regional conferences. Additional activities include continued educational outreach to school-aged children, organization of Air Quality Action Days conferences, creation of new outreach material, and assistance with survey activities.

BMC staff will continue support of Clean Commute Month, working with public and private stakeholders to maximize opportunities throughout the region to promote alternatives to driving alone to work. Outreach opportunities such as local festivals, special events, and Bike to Work Day allow staff the chance to meet with thousands of

people throughout the region at the time when both VMT and pollution levels begin to rise. Originally, Clean Commute Month activities were confined to the month of May. However, the current initiative has events taking place from late April through late September, coinciding with the region's ozone season.

Staff will continue to attend meetings and events to examine recent developments in alternatively fueled vehicles (AFVs) and their impacts on reducing air pollution.

Staff will continue to disseminate information on these environmental topics to the MPO and to interested stakeholders, both public and private sector. The primary mechanism for this communication is an e-newsletter entitled Environmental News Brief started in October, 2000. This newsletter is distributed periodically throughout the year to a membership of approximately 600 people. The e-newsletter is geared toward a general audience with additional resources on topics where applicable. It highlights recent news regarding transportation-related environmental issues, primarily air quality, affecting the Baltimore region.

With a State law addressing climate change, and the potential for federal climate change legislation, staff will continue to evaluate the level of contribution of the region's transportation sector to greenhouse gas (GHG) emissions and educate the Board on how to address potential new requirements as they occur. Staff will continue to explore modeling capabilities needed to evaluate the emission reduction capacity of various GHG reduction measures. Staff will continue coordination with MDOT on the State's implementation plan for the transportation and land use measures in the Maryland Climate Action Plan. According to the Maryland Greenhouse Gas Reduction Act of 2009, the implementation plan is due to the governor by the end of 2012.

Pending funding availability, staff will assist the BRTB with implementation of a fourth competitive selection process for Congestion Mitigation and Air Quality Improvement projects in the Baltimore region. In FY 2007, the Maryland Department of Transportation agreed to give the BRTB authority to select \$1 million worth of CMAQ projects in FY 2008 and another \$1 million in FY 2009. MDOT agreed to authorize \$800,000 worth of

CMAQ projects in FY 2011. Staff will track the progress of these projects, along with assisting MDOT in creation of the annual CMAQ report for Maryland.

FY 2012 PERFORMANCE OBJECTIVES:

1. Convene meetings and support activities of the Interagency Consultation Group.
2. Address options and available strategies and associated policy requirements in the development of the conformity analysis for Plan It 2035 and the 2012-2015 TIP as well as the 2013-2016 TIP.
3. Coordinate with State air quality and transportation agencies on SIPs and comment on mobile source/transportation system issues and impacts.
4. Enhance public education through additional outreach opportunities, including distribution of the “Environmental News Brief” e-newsletter.
5. Provide regional support for Clean Air Partners and Clean Commute Month.
6. Provide staff support for the FY 2012 BRTB CMAQ competitive selection process. (Pending funding availability.)

PRODUCTS/MILESTONES	SCHEDULE
Support ICG meetings	Approx. Bi-Monthly
Monitor new air quality initiatives, policies, and guidance	Throughout Fiscal Year
Distribute <i>Environmental News Brief</i> e-newsletter	Periodically
Coordinate air quality action days outreach for Baltimore metropolitan area	Throughout Fiscal Year
Coordinate cooperative media campaign in Baltimore Media market	Throughout Fiscal Year
Provide staff support and planning for the FY 2012 BRTB CMAQ competitive selection process (Pending funding availability)	2 nd or 3 rd Quarter

PARTICIPANTS: Baltimore Metropolitan Council, BRTB members, and various private, non-profit, and advocacy groups.

BUDGET: **\$255,000**

BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM

FHWA Share –	\$130,560
FTA Share –	\$ 73,440
MDOT Share –	\$ 25,500
Local Share –	\$ 25,500

PROJECT: ENVIRONMENTAL MITIGATION

PURPOSE: To continue coordination with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation as part of the long-range transportation planning process. To evaluate the environmental performance measures as part of the LRTP.

As a result of SAFETEA-LU, the Metropolitan Transportation Planning Rule was changed to include a requirement that MPO's consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during development of a long-range transportation plan. To do this, MPO's must compare transportation plans with available state conservation plans or maps and inventories of natural and historic resources. These comparisons help to inform a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, which must be included in long range transportation plans. This discussion is developed in consultation with federal and state wildlife and regulatory agencies.

In FY 2012, staff will evaluate feedback from the stakeholder forum held in FY 2011 which included local, state, and federal agencies dealing with natural and historical resource plans and inventories in the region. The purpose of this forum was to determine how to further integrate these plans and inventories into the long range transportation planning process. Feedback from the FY 2011 forum will likely continue to inform *Plan It 2035*. In FY 2012, staff will continue to evaluate environmental resource indicators/performance measurements as part of the LRTP.

EPA issued the final Total Maximum Daily Load (TMDL) for the Chesapeake Bay in December 2010. Staff will continue to research how the Chesapeake Bay TMDL and related Maryland Watershed Implementation Plan will address stormwater pollution from onroad transportation.

FY 2012 PERFORMANCE OBJECTIVES:

1. Coordinate with state and local natural and historical resource agencies and SHA to explore opportunities for integrating natural and historical resource plans and inventories into the long range transportation planning process. Evaluate opportunities for integrating feedback from the FY 2011 Forum.
2. Update web site mapping of transportation projects with environmental and historical resources, as necessary.
3. Evaluate environmental resource indicators/performance measurements as part of the regional planning process.
4. Evaluate affects of 2010 Chesapeake Bay TMDL and Maryland WIP on regional planning.

PRODUCTS/MILESTONES	SCHEDULE
Evaluate opportunities for integrating feedback from the stakeholder forum on linking resource planning to transportation planning	1 st & 2 nd Quarters
Evaluate environmental resource indicators/performance measurements as part of the regional planning process	1 st & 2 nd Quarters
Update web site mapping of transportation projects and resources	1 st & 2 nd Quarters
Research highway stormwater runoff inclusion in the 2010 Chesapeake Bay TMDL	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland State Highway Administration, member jurisdictions and other agencies as identified.

BUDGET: **\$40,000**

FHWA Share – \$20,480
 FTA Share – \$11,520
 MDOT Share – \$ 4,000
 Local Share – \$ 4,000

PROJECT: AIR QUALITY CONFORMITY ANALYSIS

PURPOSE: To conduct a technical and public policy analysis of emissions associated with the TIP and long range plan. To work with state agencies, local jurisdictions, and private stakeholders to develop a coordinated program of emission reduction strategies as an effective means of meeting the National Ambient Air Quality Standards (NAAQS) and reducing traffic congestion.

Transportation plans and programs are required by federal law (Clean Air Act) to demonstrate that mobile source emissions generated in designated horizon years are less than or equal to the motor vehicle emission budgets established in the State Implementation Plan (SIP). These emission budgets are set for criteria air pollutants for which the region has been designated “nonattainment.” The BRTB is required to show that implementation of the Plan or TIP will not delay timely attainment of the NAAQS in the Baltimore region.

In FY 2012, conformity analyses of the 2012-2015 and 2013-2016 TIPs, and *Plan It 2035*, will use the applicable U.S. Environmental Protection Agency (EPA) emissions model to estimate emissions of fine particulate matter, 8-hour ozone, and carbon monoxide for conformity determination under the PM2.5 NAAQS, the 8-hour ozone NAAQS, and the carbon monoxide NAAQS. Working through the Interagency Consultation Group (ICG) process and its members, staff will conduct these conformity determinations using methodologies for 8-hour ozone, fine particulate matter, and carbon monoxide, which have been approved by EPA.

EPA has released the Motor Vehicle Emission Simulator (MOVES), which is replacing the Mobile 6.2 motor vehicle emissions model. Staff will continue to test the use of the MOVES model for regional emissions analysis. This includes the evaluation of a revised modeling methodology. The methodology interfaces the region’s travel demand model with the MOVES model. This interface will be a large part of the technical methodology used in future conformity determinations. On March 2, 2010, EPA established a two-year grace period before the MOVES2010 emissions model is required to be used in new regional emissions analyses for transportation conformity determinations.

Conformity determination processes that begin after this grace period will require the use of the MOVES model.

As part of the conformity process, staff will review local Capital Improvement Programs for individual measures and projects that could collectively achieve measurable emission reduction effects. Emission reduction strategies will be assessed for inclusion in the conformity determination, whether solely for informational purposes or for emission reduction credits.

FY 2012 PERFORMANCE OBJECTIVES:

1. Finalize report documenting the conformity analysis of the 2012-2015 TIP and *Plan It 2035*. This includes evaluation of the travel demand model for conformity horizon years.
2. Continue to develop and evaluate a revised Baltimore region mobile emission modeling methodology, interfacing the region's travel demand model with EPA's new MOVES model.
3. Begin the conformity analysis of the 2013-2016 TIP. This includes evaluation of the travel demand model for conformity horizon years.
4. Perform and document conformity procedures and results of any amendments involving major capacity improvements.
5. Provide technical assistance to MDE as necessary.

BALTIMORE REGION UPWP
FY 2012 UNIFIED PLANNING WORK PROGRAM

PRODUCTS/MILESTONES	SCHEDULE
Finalize report documenting conformity of 2012-2015 TIP and <i>Plan It 2035</i>	1 st and 2 nd Quarters
Prepare report documenting new emissions modeling methodology	2 nd Quarter
Begin conformity analysis of the 2013-2016 TIP	3 rd & 4 th Quarters
Prepare technical memorandum on Plan and TIP amendments, if needed	Throughout Fiscal Year
Provide ongoing technical and policy support for the BRTB, ICG, and other parties interested in emission and congestion reduction measures	Throughout Fiscal Year

PARTICIPANTS: Baltimore Metropolitan Council, local jurisdictions, MDOT, MDE, and interested stakeholders

BUDGET: **\$80,000**

FHWA Share – \$40,960
 FTA Share – \$23,040
 MDOT Share – \$ 8,000
 Local Share – \$ 8,000

SPECIAL PROJECTS
FUNDED OUTSIDE THE FY 2012 UPWP

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PROJECT: TELEWORKBALTIMORE.COM

PURPOSE: To assist both public and private sector employers in the Baltimore region in establishing viable teleworking programs.

Continuing a long relationship with the Maryland Department of Transportation in efforts to encourage and support teleworking by area businesses, MDOT has a contract with BMC to conduct a teleworking awareness program for the Baltimore region.

The two agencies have launched a successor to the Telework Partnership with Employers (TPE) called ***TeleworkBaltimore.com***. The premise of the program is simple: direct employers in the Baltimore region to a branded web site - ***TeleworkBaltimore.com***, where they are able to download materials needed to launch telework programs within their organizations. Before gaining access to the information, employers are asked to register with BMC for tracking purposes. In addition to the telework materials, registered businesses are able to ask questions as needs may arise. BMC assumes the primary role in responding to telework inquiries with the back-up assistance of a telework consultant retained by the Council. Registered participants will also receive periodic updates on topics related to teleworking. BMC is responsible for surveying registered participants. BMC also takes the lead role in marketing the program, with MDOT's guidance and assistance.

Since the program's launch in December 2009, 55 organizations and individuals have registered. Currently, there are three active telework programs that are direct results of ***Teleworkbaltimore.com*** efforts, and two more are pending. As of April 2011, just over \$47,000 remains and MDOT has renewed its agreement with BMC through March 2012.

Efforts will continue to focus on recruiting employers, through individual employer visits and outreach seminars. BMC will also promote telework with ads in business publications and through its Clean Commute Month initiative. BMC staff will visit interested employers to help develop individualized pilot teleworking programs suitable

to their employment sites. Employers will be asked to evaluate their programs at the end of the pilot. Information gathered through these evaluations will be used to encourage additional employers to participate or to develop ways to overcome any problems that may be identified. BMC will submit a final report to MDOT upon completion of the project.

FY 2012 PERFORMANCE OBJECTIVES:

1. Increase awareness of and interest in teleworking in the Baltimore region.
2. Encourage large and small Baltimore region employers to start or expand teleworking programs.

PRODUCTS/MILESTONES	SCHEDULE
Maintain, update, and promote TeleworkBaltimore.com web site	Throughout Fiscal Year
Manage work of telework consultant	Throughout Fiscal Year
Coordinate program activities with MDOT	Throughout Fiscal Year

PARTICIPANTS: BMC, MDOT, Consultant

BUDGET: \$47,000 (April 2011 – March 2012)

FHWA Share –	0
FTA Share –	0
MDOT Share –	\$47,000
Local Share –	0