

INTERAGENCY CONSULTATION GROUP (ICG)

**Wednesday, November 9, 2005
Baltimore Metropolitan Council
8:30 A.M.**

ATTENDANCE

Members

Regina Aris, Baltimore Metropolitan Council (BMC)
Charles Baber, BMC
Gene Bandy, BMC
Harvey S. Bloom, BMC
Patrick Fleming, Maryland Department of Transportation (MDOT)
Diane Franks, Maryland Department of the Environment (MDE)
Pete Gutwald, Baltimore Regional Transportation Board (BRTB)
Martin Kotsch, U.S. Environmental Protection Agency (EPA) Region III
Gail McFadden-Roberts, Federal Transit Administration (FTA) (by telephone)
Tim Shepherd, MDE
Howard Simons, MDOT
Sara Tomlinson, BMC
Russ Ulrich, BMC
Jim Wilkinson, MDE

Public

Edward Cohen, Transit Riders Action Council
Kevin Racine, Citizen

WELCOME & INTRODUCTIONS: The Chair, Ms. Regina Aris (BMC), called the meeting to order at 8:35 A.M.

APPROVAL OF OCTOBER 12, 2005 MINUTES: Ms. Aris requested comments on the minutes of the October 12, 2005 ICG meeting. Mr. Patrick Fleming (MDOT) moved to approve the minutes. Mr. Pete Gutwald (BRTB) seconded the motion, which passed unanimously.

REPORTS OF RECENT MEETINGS

Technical Committee

Mr. Gene Bandy reported on the November 1, 2005 meeting of the Technical Committee. Highlights of the meeting are as follows:

- Mr. Fleming (MDOT) discussed the MDOT tour meetings as well as the new federal transportation legislation, SAFETEA-LU.
- BMC staff briefed the committee on the federal rulemaking process.

- BMC staff discussed the state of the practice in metropolitan area travel forecasting.
- Mr. Bandy discussed the FY 2007 UPWP projects and schedule.

Baltimore Regional Transportation Board

Mr. Pete Gutwald (BRTB) reported on the October 25, 2005 meeting of the Baltimore Regional Transportation Board (BRTB). Highlights of the BRTB meeting are as follows:

- The action item (approval of selected alternates for MD 3 north of US 50 to south of MD 32) was postponed.
- BMC staff briefed the committee on the federal rulemaking process.
- BMC staff discussed the state of the practice in metropolitan area travel forecasting.
- BMC staff provided an overview of the PM2.5 conformity process.
- Mr. Hines suggested that the BRTB may want to take action on the recent Amtrak announcement.

APPROVAL OF RESOLUTION FOR CONFORMITY DETERMINATION OF THE 2004 PLAN AND THE 2006-2010 TIP FOR FINE PARTICULATE MATTER

Ms. Sara Tomlinson (BMC) distributed copies of the Resolution for Conformity Determination of the 2004 Plan and the 2006-2010 TIP for Fine Particulate Matter. Ms. Aris asked for approval of the resolution, pending any public comments. She asked for discussion on the resolution.

Mr. Howard Simons (MDOT) stated that the last “whereas” of the resolution on the first page should mention which interim emissions test was used for the conformity analysis. It was decided that this would be added, and the name of the pollutants would be spelled out rather than abbreviated. It was also decided that the resolution would not say that the EPA “approved” the methodology, since they do not have the authority to do this.

Mr. Gutwald motioned to approve the resolution as amended. Ms. Diane Franks (MDE) seconded the motion. The motion was approved unanimously. Ms. Tomlinson agreed to e-mail ICG members the amended resolution. The resolution will also be reviewed by the Technical Committee on December 6th and be up for approval by the BRTB at their meeting on December 13, 2005.

[HANDOUT – Resolution #06-10: Approval of the Conformity Determination of the 2004 Plan and 2006-2010 TIP: Fine Particulate Matter]

DIESEL RETROFIT TECHNOLOGIES

Ms. Franks distributed a handout showing pie charts for the Baltimore nonattainment area, for contributors to primary (rather than precursor) PM 2.5 emissions. The first pie chart showed that the area source is relatively large for primary PM 2.5 emissions. The second pie chart had the mobile source categories broken out. Road dust from unpaved roads contributes to one percent of the mobile source primary PM 2.5 emissions, so we might consider paving of unpaved roads as an emission control measure, even though

the contribution is relatively small. The chart showed that 54% of the primary contribution for mobile sources is from road dust on all roads.

Mr. Tim Shepherd (MDE) discussed some of Maryland's diesel retrofit projects. One reason for diesel retrofits is to control pollution from the existing fleet, which is not covered by new federal standards. Mr. Shepherd discussed a number of different diesel retrofit technologies, including diesel oxidation catalysts, ultra low sulfur diesel fuel, closed crankcase ventilation filtration systems, and engine reflash. He also mentioned the EPA grant that MDE received, to retrofit front-end loaders used at Baltimore City landfills.

Mr. Shepherd responded to a question regarding particulate traps by saying that particulate traps can give large PM reductions; however, the cost is relatively large.

A list of MDE retrofit projects was presented. It was mentioned that a big hurdle in implementing retrofit projects is to get the local players interested in participating. MDE is trying to get more private fleets involved with retrofit projects. Mr. Bloom (BMC) asked whether the BMC should recommend action to get the private sector involved in diesel retrofits.

Mr. Simons mentioned that the Maryland Environmental Service is completing their Phase 3 study on emission reduction strategies for the Port of Baltimore. He also said that the truck stop electrification project on O'Donnell Street is up and running, while the project in Jessup is on hold.

Mr. Kotsch (EPA) said that guidance will be coming out on how to take emission reduction credits on off-road and diesel retrofit projects, at the end of the year.

Ms. Franks agreed to make a similar participation to the BRTB members at their upcoming retreat in December with an emphasis on grant opportunities that would be attractive to local governments.

[HANDOUT – Pie charts: Baltimore nonattainment area primary PM 2.5 emission sources; State of Maryland Retrofit Projects]

LONG TERM ASSUMPTIONS TABLE

Mr. Charles Baber (BMC) distributed copies of the long term assumptions chart. For the next conformity determination, there will be updates to the socio-economic data, registration data, and vehicle miles of travel (VMT) mix. The household survey data will be added to the model. It is important to get the updates done now to have by next June for the 8-hour ozone SIP budget. Also, the American Community Survey will be added around summer 2007.

Mr. Bandy asked at what point the new travel model will be brought in.

Ms. Franks mentioned that the Phase 2 ozone guidance has not come out yet.

The idea of using 2006 registration data for the 8-hour ozone SIP was brought up, but was not decided upon.

Everyone agreed that the ICG would accept this long term assumptions table as a working document.

[HANDOUT – DRAFT, Long Term Air Quality Transportation Assumptions/Inputs, November 2005]

OTHER BUSINESS

A list of future ICG meeting dates for 2006 was distributed. Ms. Aris mentioned the National Clean Diesel Campaign Policy Leaders Summit on December 7-8, in Washington, D.C. She also mentioned the MDE Air Quality Conference on Control Options, on December 16.

Mr. Bloom suggested a possible future general informational meeting between the BRTB and EPA Region III. Ms. Franks agreed to talk with Makeba Morris at EPA Region III, to find out the logistics of setting this kind of meeting up.

It was also mentioned that the MTA was holding public meetings regarding the Red Line, with alternatives displayed to the public.

[HANDOUT – Policy Leaders Summit, Event Homepage Printout; Interagency Consultation Group, Tentative Meeting Dates for 2006]

Ms. Aris asked if any of the members had any other business to discuss; hearing none, she asked for the meeting to adjourn. The meeting concluded at 10:15 A.M. The next meeting will be on Wednesday, December 14, 2005.