

## INTERAGENCY CONSULTATION GROUP

January 4, 2017

Baltimore Metropolitan Council

9:30 to 11:20 A.M.

### MINUTES

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

#### 1. WELCOME AND INTRODUCTIONS

Ms. Tomlinson welcomed members and guests to the meeting. She asked everyone to introduce himself or herself.

#### 2. APPROVAL OF PAST MEETING MINUTES

The minutes of the July 6<sup>th</sup>, 2016 meeting were presented. Mr. Tony McClune (BRTB) made a motion to approve the minutes and Ms. Colleen Turner (MDOT) seconded the motion. The motion was unanimously approved.

#### 3. TRANSPORTATION PLANNING UPDATE

##### ICG Meeting and Conformity Schedule

Ms. Tomlinson discussed the schedule for ICG meetings in 2017, and how they relate to major steps in the conformity determination process. The next meeting will be on April 5<sup>th</sup>. Proposed TIP projects and their exempt/non-exempt status will be discussed. After this, BMC and MDE will perform emissions modeling. By the May 17<sup>th</sup> ICG meeting, the ICG should be prepared to endorse the emissions results to share for the public comment period. The ICG will be asked to recommend the conformity determination for BRTB approval on July 5<sup>th</sup>.

Mr. Brian Hug (MDE) asked whether BMC will continue to estimate emissions covering an entire year. MDE uses this information to gather annual greenhouse gas emissions from transportation. Mr. Charles Baber responded that while the region isn't required to estimate annual PM2.5 emission for conformity, the BMC can still estimate annual CO2 equivalent emissions to assist the State.

***[Handouts: Tentative ICG Meeting Calendar, Draft 2017 Schedule for Conformity of FY 2018-2021 TIP]***

### **Round 8B Socioeconomic Forecasts**

Mr. Shawn Kimberly (BMC) presented information on the Round 8B socioeconomic forecasts. In 2015, Baltimore was 21<sup>st</sup> in population for metropolitan statistical areas (MSA's). It grew somewhat slower than other MSAs; it is 36<sup>th</sup> in terms of growth rate from 2010 through 2015 (among the 53 MSAs with >= 1,000,000 persons).

Local jurisdictions develop their own socioeconomic forecasts. Round 8B forecasts were endorsed by the BRTB on August 23, 2016. When compared to Round 8A (endorsed in 2014), updates to the population, household, and employment forecasts at the regional level are relatively minor (around 1% for each). Forecast updates were made in Baltimore City, Baltimore County, Carroll County, and Howard County. Both Port Covington and Tradepoint Atlantic developments are reflected in the forecasts, in addition to the removal of the Red Line. The Baltimore City forecast reflects slower growth expected in Round 8B, compared with Round 8A. Population estimates for Howard County have been increased. A portion of Queen Anne's County was added to the forecasting process. The Baltimore region portion of Queen Anne's County accounts for 0.8% of the regional population in 2010 and 1.0% in 2040.

Round 9 Development: When two or more jurisdictions are updating their comprehensive plan, or when there is a new master establishment file created, a new socioeconomic forecast round is developed. On November 30, 2017, local jurisdictions need to submit data for the newest socioeconomic forecast round, Round 9. The base year for Round 9 will be 2015 and the forecast will reach out to 2045, to align with the last year of the next long range transportation plan.

### ***[PowerPoint: Round 8B Cooperative Forecast]***

### **Status of Transportation Modeling Enhancements**

Mr. Charles Baber (BMC) presented the latest information in transportation modeling enhancements. There are five initiatives under development at BMC to expand the transportation modeling toolset for the region. They include PopGen 2.0, InSITE, C20, C10, and LO4. PopGen 2.0 and InSITE are BRTB funded activities. New funding from SHRP2 grants is providing for the C20, C10, and LO4 projects.

Mr. Baber discussed the difference between aggregate and disaggregate modeling, and how the InSITE model is a new approach to travel demand model. It is an activity based model. The reason some MPOs are now looking into activity based modeling is because the questions MPOs are being asked are different than they used to be. They are now being asked to account for activity patterns.

The new travel demand modeling approach would start with PopGen, a population synthesizer. PopGen would generate the number of households of each size, for each travel analysis zone (TAZ). It draws records from the Public Use Microdataset. C20 is a long-distance supply chain/ urban freight tour model. The C10 model assigns vehicles in 15 minutes packs with vehicle trajectories. This is aimed at improving simulation capacity in estimated duration and location of delay, travel time estimates by time of day, volume and level of service measurements. It could also potentially improve travel demand management and transportation systems management and operations. The fourth tool, LO4, is a scenario manager that will predict effects of an improvement on reliability.

Mr. Baber discussed potential emissions impacts from all of the modeling changes, based on past emission estimates using the current travel demand model and MOVES. There will likely not be much change in VOC emissions due to the new model. This is due to the fact that only a small portion of VOC emissions from on-road transportation result from vehicle running emissions. Also, vehicle start emission are calculated based upon the number of vehicles, which is determined outside of the travel demand model. Also shown by existing emission estimates: more NOx emissions result from combination long haul trucks, than all of the passenger cars and passenger trucks in the region.

Staff is still learning about the modeling tools. The InSITE model is not yet ready for deployment. The plan is to be ready with InSITE for the conformity determination of the next long range transportation plan, in 2019. The new travel demand model will not be used as part of the conformity determination until this time.

There was some additional discussion about the C20 model and whether its schedule would be adjusted to address several issues.

***[PowerPoint: Status of Transportation Modeling Enhancements]***

#### **4. STATUS OF AIR QUALITY PLANNING**

##### **MDE Update**

Mr. Hug provided an overview of the agency's work on air quality planning related to transportation. MDE and MDOT worked together on a document called *Charging a Path Forward*. Also, the 2008 8-hour Ozone Maintenance SIP is still being considered, but is not imminent. They have had other priorities and work on it has not occurred for several months. MDE will pursue the SIP within six months. They want to wait and see how the new administration will deal with the 2015 Ozone NAAQS designations.

Mr. Hug presented information on MDE's options for 2015 ozone nonattainment designation recommendations shared with the Governor's office. The first option was to combine the Baltimore and Metropolitan Washington, D.C. into one nonattainment area. The second option was to keep the current nonattainment boundaries in place, with the Baltimore region being separate from Metropolitan Washington, D.C. The Governor's office has not made a decision to date on what recommendation to send to the U.S. EPA. The U.S. EPA will make its recommendation for nonattainment areas in fall 2017. The Baltimore region will be a nonattainment area. EPA determines whether an area is attainment or nonattainment; then is classifies nonattainment areas as "marginal", "moderate", "serious", or "severe". If a region is classified as "marginal," MDE will not need to develop a state implementation plan for the NAAQS. They would share an inventory that shows that ozone emissions are decreasing.

Mr. McClune suggested that the recommendations for ozone nonattainment area designations be presented by MDE to the BRTB at their January meeting. Mr. Todd Lang (BMC) asked for a letter to the BRTB to describe the impacts of a combined nonattainment area. Mr. Hug said that he would not be able to develop a document due to lack of time.

### **2015 Ozone NAAQS Implementation Rule**

Mr. Greg Becoat (EPA Region 3) presented information on the proposed 2015 Ozone National Ambient Air Quality Standard (NAAQS) Implementation Rule. This rule, published on December 13, 2016, proposed a methodology for determining classifications of nonattainment area, and it describes state implementation plan (SIP) requirements.

With the proposed 2015 Implementation Rule, many aspects of 2008 Ozone NAAQS implementation rule will be retained, such as the classification method. As a result, Baltimore will most likely be classified as “marginal” nonattainment for ozone. The revised 8-hour ozone NAAQS was promulgated in October 2015. The NAAQS was set at a level of 0.070 parts per million (ppm). The Baltimore region currently has a design value of 0.73 ppm, based on data from monitors in the region, over the past three years.

Also with the proposed 2015 Implementation Rule, there are two options to revoke the 2008 Ozone NAAQS:

- 1) Revoke the 2008 ozone NAAQS for all areas and purposes one year after designations for the 2015 NAAQS are effective.
- 2) Revoke the 2008 ozone NAAQS only in areas designated attainment for the 2008 ozone NAAQS at the time of its revocation, and later for areas upon redesignation to attainment for the 2008 or 2015 NAAQS.

The 2008 Ozone NAAQS will be revoked no sooner than one year after the 2015 Ozone NAAQS effective date. Ozone designations will be issued by EPA on October 17, 2017. There will be a year following the effective date of the designations for nonattainment areas to perform conformity for the new NAAQS. The new EPA administration could decide to delay designations to October 2018, if they determine new information is necessary.

The public hearing date is January 12<sup>th</sup> in Washington, D.C. The comment period has been extended into February.

In response to a question regarding a hypothetical situation in which a SIP budget was submitted for a NAAQS after the NAAQS had been revoked, he said that in the past, the EPA has approved SIPs in some situations such as this. Mr. Becoat can be contact by email with further questions from the ICG members.

## **5. CONFORMITY DETERMINATION OF THE FY 2018-2021 TIP AND AMENDED MAXIMIZE2040**

Ms. Tomlinson presented a draft letter describing the methodology and assumptions to be used for the Conformity Determination of the 2018-2021 TIP and Amended Plan. The BRTB is no longer required to conduct conformity for the 1997 annual PM2.5 NAAQS. As of October 24, 2016, the 1997 annual PM2.5 NAAQS is revoked for areas that have attained the NAAQS. In December 2014, the EPA finalized its decision to redesignate the Baltimore region attainment for the 1997 annual PM2.5 NAAQS. Therefore, conformity will only be used to address the 2008 Ozone NAAQS, and the emissions estimated will include summer daily NOx and VOC. The years being tested will include 2020, 2030, and 2040. The year 2040 will address the requirement to test the last year of the region's long range transportation plan. The years 2020 and 2030 will address the requirement to have testing years so that no more than a ten-year period exists between the testing years for conformity. The MOVES 2014 model will be used for this conformity determination.

ICG members did not have any questions or comments at the meeting. Members were asked to provide any feedback within the next week, unless more time is requested.

***[Handout: Draft Conformity Determination Methodology Letter for the 2018-2021 TIP and Amended Plan]***

## **6. OTHER BUSINESS**

Ms. Tomlinson asked if any of the members had any other business to discuss. Hearing none, she asked for the meeting to adjourn. The meeting adjourned at 11:20 A.M.

## **ATTENDANCE**

### ***Members***

Colleen Turner - Maryland Department of Transportation (MDOT)  
Brian Hug – Maryland Department of the Environment (MDE) – by phone  
Anthony McClune - Baltimore Regional Transportation Board (BRTB)

### ***Staff and Guests***

Kwame Arhin - Federal Highway Administration (FHWA)  
Regina Aris - Baltimore Metropolitan Council (BMC)  
Charles Baber - BMC  
Greg Becoat – U.S. Environmental Protection Agency (EPA Region 3) – by phone  
Alex Brun – MDE – by phone  
Lindsay Donnellon – FHWA  
Shawn Kimberly - BMC  
Todd Lang - BMC  
Sara Tomlinson – BMC

Marcia Ways – MDE – by phone