

## **INTERAGENCY CONSULTATION GROUP**

April 18, 2017

Baltimore Metropolitan Council

11:00 A.M. to 12:30 P.M.

### **MINUTES**

The meeting was called to order at 11:00 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 January 4<sup>th</sup>, 2017 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. CONFORMITY DETERMINATION OF THE FY 2018-2021 TIP AND AMENDED MAXIMIZE2040**

Ms. Tomlinson said that four lists of draft projects for the FY 2018-2021 TIP were distributed to ICG members. These lists contain project names, descriptions, TIP project year, and year of operations, along with a draft staff assessment of whether or not the project is exempt from conformity requirements.

The ICG agreed to the non-exempt/exempt status of all of the projects as listed on the handouts, with the addition that the Hanover Road Corridor Improvement Project is exempt from conformity requirements.

There was discussion specifically related to the Mountain Road Corridor Revitalization Phase I and MD 214 at MD 468 Intersection Improvement projects. These projects are not federally funded, but the FHWA Maryland Division recommended they be included in the TIP. The ICG confirmed that these projects are exempt from conformity requirements. In response to a question, BMC staff confirmed that the Bear Run Road Bridge of Bear Branch project will not be adding additional lanes.

***[Handouts: Draft List of Projects in the 2018-2021 TIP (Non-exempt MDOT Projects; Exempt MDOT Projects; Non-exempt Local Projects; Exempt Local Projects)]***

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

##### **MDE Update on the Maryland Greenhouse Gas Reduction Act Planning Activities**

Mr. Brian Hug (MDE) provided an update on the Maryland Greenhouse Gas Reduction Act. This act was originally adopted in 2009. The original law required Maryland to develop and implement a plan to reduce greenhouse gas emissions 25% by 2020. A comprehensive multi-state, multi-agency plan to reduce GHG emissions with over 150 initiatives was developed. These initiatives include both market-based and regulatory approaches. They expect a net benefit of about \$2.5 to \$3.5 billion in economic output to the Maryland economy, as a result of the plan. The State is currently on a glide path to reach their reduction goal by 2020. Mr. Hug listed the top ten strategies and programs providing GHG reductions. Out of the 10 programs listed, three are transportation-related: 1) Maryland Clean Cars Program, 2) Public transportation initiatives, and 3) Corporate Average Fuel Economy (CAFE) standards.

This law was reauthorized in 2016 with a new goal of a 40% reduction in greenhouse gas emissions from 2006 levels, by 2030. The law sunsets in 2022 unless the Maryland General Assembly reauthorizes it at that time. Mr. Hug mentioned increased efforts in the transportation sector as one of several emerging issues that should be built into ongoing and future planning and analyses.

There is new attention being paid to methane emissions in the State, as part of reducing GHG emissions. While the Governor has banned fracking in the state, there are other sources of methane emissions such as landfills.

A draft of the “40% by 2030” plan is due at the end of 2018. Fleet turnover and more energy efficient homes should help in that plan.

There was a brief discussion on the Volkswagen settlement and the State’s efforts related to climate adaptation planning. Mr. Tim Shepherd (MDE) said that right now MDE is the lead for the Volkswagen settlement. Some money should be available to the State through the trust in late summer.

Ms. Turner said that the Maryland State Highway Administration (SHA) is working with the Maryland Emergency Management Agency (MEMA) on climate change adaptation planning. FEMA just awarded MEMA money to study non-coastal evacuation planning.

Mr. Kwame Arhin (FHWA) mentioned the National Performance Management Measure for the National Highway System, addressing greenhouse gas emissions. If it becomes law, states and MPOs must set targets. The review of the final performance measure is expected to be complete by May 20<sup>th</sup>.

***[PowerPoint: Maryland Climate Action, Maryland Department of the Environment]***

### **MDE Overview of Electric Vehicle Promotional Activities**

Mr. Shepherd provided an overview of the Workplace Charging Workshops being held in two locations in Maryland, to promote electric vehicles and charging infrastructure. The first event was held in Rockville on April 13<sup>th</sup>. The second event will be held on April 19<sup>th</sup> at the Hyatt Regency Inner Harbor. The event is free and lunch will be provided. Both workplace charging events are a joint effort of MDE, MDOT, and the Maryland Energy Administration, to promote the benefits to employers of providing workplace charging stations to employees and customers. There will be information on the different types of vehicle chargers available, in addition to information on federal and state incentives for purchasing electric vehicles and their charging stations. Maryland would also like to promote charging stations to property managers. There will be a “ride and drive” opportunity.

In addition to these two events, there will be a dealership outreach initiative. Mr. Shepherd also mentioned a new bill in the Maryland General Assembly to extend tax rebates for the purchase of electric vehicles. Currently, the program is over-subscribed for this year. The maximum rebate for an electric vehicle is \$3,000.

### **5. OTHER BUSINESS**

Ms. Turner asked MDE for a presentation on the Ozone Maintenance SIP at the May ICG meeting.

Mr. Terry Freeland (BMC) said that the BRTB and staff are beginning the next long range planning process. The projected approval date for the next long range transportation plan is July 2019. The intent is to have a TIP and Plan approved at the same BRTB meeting.

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 12:30 P.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)  
Greg Becoat – U.S. Environmental Protection Agency (EPA Region 3) – by phone  
Alex Brun – MDE  
Terry Freeland - BMC  
Zach Kaufman - BMC  
Tim Shepherd - MDE  
Sara Tomlinson – BMC