

INTERAGENCY CONSULTATION GROUP

November 1, 2017

9:30 A.M. to 11:30 A.M.

MINUTES

The meeting was called to order at 9:42 A.M. by Ms. Sara Tomlinson (BMC).

1. WELCOME AND INTRODUCTIONS

Ms. Tomlinson welcomed members and guests to the meeting. Everyone introduced themselves.

2. CONFORMITY DETERMINATION OF THE FY 2019-2022 TIP AND AMENDED MAXIMIZE2040

Ms. Tomlinson first discussed the tentative schedule for the upcoming conformity determination of the FY 2019-2022 TIP and Amended Plan. The schedule is to have the TIP and conformity determination be approved by the BRTB at the July 28, 2018 meeting. In January 2018 the ICG will review and approve the methodology and assumptions for the conformity determination and regional emissions analysis. In April, the submitted TIP projects will be reviewed by the ICG for exempt/non-exempt status and regional significance. In May, the ICG will review the results of the regional emissions analysis.

Ms. Tomlinson distributed copies of a draft table for documenting modeling assumptions and input files. Once it is filled out, the table will include input assumptions and/or input file names for travel model inputs (socioeconomic data, highway network, seasonal adjustment, county HPMS adjustments, vehicle mix) and MOVES inputs (i.e. time period link simulated volume and distance, average hourly speed distribution, road type distribution, ramp fraction, VMT fractions, source type population, vehicle age distribution, etc.). Control programs modeled would also be identified. Mr. Tim Shepherd (MDE) will notify other staff in the MDE Mobile Sources Department of this matrix. Members and staff will work by email in November and December to fill out this matrix.

[Handouts: Template Table of Draft Conformity Determination Input Assumptions, Draft 2018 Schedule for Conformity of the FY 2019-2022 TIP]

3. TIP AMENDMENTS

Mr. Zach Kaufman (BMC) presented information on a draft amendment to the 2018-2021 TIP to add the Hawkins Point Bridge over CSX Railroad project. The project involves the complete replacement of a bridge carrying CSX railroad tracks, replacement of 0.53 miles of roadway, added sidewalks, the

addition of a 400-foot turn lane, stormwater management and reforestation. The ICG determined that the amendment is exempt from conformity requirements.

Ms. Tomlinson distributed copies of an outline showing steps in the process to amend a TIP. She provided two sample options for ICG input to the process. The time period for amending a TIP typically takes around 47 working days from final request to BRTB approval. One option would be for the ICG to review and provide feedback on the TIP amendments in the beginning of the process. The other option is for the BMC staff to screen out projects that are likely exempt, and have the ICG review them later in the process. The ICG provided feedback that they would like to provide feedback on projects early in the process.

[Handouts: TIP Sheet for Hawkins Point Bridge over CSX Railroad, Draft Conformity Status of Proposed Amendment, Draft ICG Process Options for Addressing TIP Amendments]

4. TRANSPORTATION PERFORMANCE MEASURES

Ms. Meredith Hill, Regional Coordinator for Performance Measures at the Maryland State Highway Administration, presented information on transportation performance measures. She is working on exploring how the Baltimore region and state will work together to establish goals on national measures. MAP-21 and the FAST Act set up the need for transportation performance measures. There are seventeen national performance measures with the goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. There is an eighteenth measure for greenhouse gases, but FHWA is proposing to repeal it. The performance measures that are relevant to the ICG are the CMAQ performance measures. These include:

- Annual hours of peak-hour excessive delay per capita;
- Percent of non-SOV travel; and,
- On-road mobile source emissions reduction.

The CMAQ performance measures are under the PM3 – System Performance, Freight Movement, and Air Quality Final Rulemaking. The effective date of the final rule was May 20, 2017. Targets for these measures must be set by the state, by May 20, 2018. Targets for the CMAQ performance measures must be set by the MPOs no later than 180 days after the State sets targets. The MPO's long range plan and TIP must reflect the performance measure targets on or after May 20, 2019. In response to a question regarding whether the TIP planned for approval in July 2018 will need to reflect the targets, Ms. Hill said that she will request information from FHWA and respond back to the BMC staff.

The FHWA recently released the Applicability Determination for CMAQ performance measures. BMC staff expressed some concerns regarding the determination that the Baltimore region should address PM2.5 and CO. Ms. Hill said that MDOT will have an internal meeting this week. Questions regarding performance measures and the Applicability Determination should be sent to MDOT, to send to FHWA.

[Handouts: FHWA Transportation Performance Management Sheets for Non-Single Occupancy Vehicle Travel Measure and Peak Hour Excessive Delay Measure. PowerPoint: Transportation Performance Management]

5. OTHER BUSINESS

- Long Range Transportation Plan - Mr. Terry Freeland gave a status update on the development of the next regional transportation plan. This plan's title is *Maximize2045: A Performance-Based Transportation Plan*. Plan development will encompass: adopting regional goals and strategies (completed), setting performance measures targets in coordination with MDOT (in process), developing population and employment forecasts in coordination with the Cooperative Forecast Group (in process), developing the financial forecast in coordination with MDOT (in process), adopting project evaluation criteria, evaluating candidate projects, and modeling and testing a preferred alternative. In addition, the Technical Committee may decide to conduct some form of scenario planning. The due date for adoption of *Maximize2045* is July 2019.
- Air Quality Update - Ms. Alex Brun (MDE) provided an update on air quality monitoring data for the 2017 ozone season. The Baltimore region has a design value of 76 parts per billion (ppb), which is over the 75 ppb ozone standard set in 2008. This level of 76 ppb was calculated for the Edgewood, MD monitor. Also, in August, the US EPA said they would move forward with the 2015 Ozone NAAQS, but they have not established a timeline for when this will happen. The implementation rule for the 2015 Ozone NAAQS has not yet been finalized. The method for revoking the 2008 Ozone NAAQS has not yet been established.
- Volkswagen Settlement - Mr. Tim Shepherd (MDE) gave an update on the VW Mitigation Plan. From 2009 through 2015, Volkswagen sold 2.0 and 3.0 liter diesel-powered vehicles equipped with illegal "defeat devices." Due to these defeat devices, these vehicles emitted ten to 40 times above the standard for nitrogen oxides. As part of the settlement, VW is required to spend a total of \$2.7 billion on emission reduction strategies and programs in the U.S. States are eligible to receive funds through a settlement agreement. The funds they will receive are based upon the number of illegal diesel vehicles that were sold in the state. Approximately 16,357 illegal 2.0 and 3.0 liter diesel vehicles were sold in Maryland. The State is eligible to receive \$75.7 million; and has up to ten years to spend the funds. VW set up a trust fund to fund projects that reduce NOx emissions from the transportation sector. Maryland has selected MDE as the beneficiary lead agency for Maryland. As such, MDE will develop a work plan to outline how the funds will be spent in the State.

The VW Mitigation Trust became effective on October 2, 2017. A Trust Mitigation Work Plan, outlining how the funds will be used, must be submitted 30 days prior to funds being requested. Eligible projects include diesel repowering or replacement with scrappage, light duty zero emissions vehicle supply equipment, and ocean going vessel shore power. Up to 15% of total funds going to the state can be spent on light duty electric vehicle infrastructure.

MDE is working with other state agencies to identify potential projects eligible for funding. MDE will also work with other eligible entities (local governments, private businesses, and communities,

etc.) to develop potential projects. There will be a comment period on the Draft Mitigation Plan before the Plan is submitted to the Trustee.

Under another part of the settlement, Volkswagen must invest \$2 billion in electric vehicle infrastructure and brand neutral outreach. \$1.2 billion of this will be allocated outside of California over the next ten years. The Washington, DC. region was highlighted in the first round of selection, to have installation of electric vehicle chargers.

[PowerPoint: Volkswagen Settlement]

- Transportation and Air Quality Planning Timeline - Ms. Tomlinson said that BMC staff is updating their transportation and air quality planning timeline that they use to determine upcoming milestones related to air quality conformity and SIP planning. She asked for input from ICG members on the timeline. Many of the planning milestones for the future related to air quality are placeholders, since it is unknown when and how they will occur. One of the members said that the most immediate issue is what will result from the region not meeting the 2008 ozone NAAQS.

[Handout: Draft Transportation and Air Quality Planning Timeline]

The members were asked if they had any other business to discuss. Hearing none, the meeting was adjourned at 11:30 A.M.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment (MDE)
Anthony McClune - Baltimore Regional Transportation Board (BRTB)
Colleen Turner - Maryland Department of Transportation (MDOT)

Staff and Guests

Kwame Arhin - Federal Highway Administration (FHWA) Maryland Division
Regina Aris - Baltimore Metropolitan Council (BMC)
Terry Freeland – BMC
Victor Henry - BMC
Meredith Hill – Maryland State Highway Administration (SHA)
Zach Kaufman – BMC
Tim Shepherd – MDE
Ryan Long – Federal Transit Administration (FTA) Region 3 – (by phone)
Sara Tomlinson – BMC