

INTERAGENCY CONSULTATION GROUP

February 3, 2016

Baltimore Metropolitan Council

9:40 to 11:15 A.M.

MINUTES

The meeting was called to order at 9:40 A.M. by Ms. Sara Tomlinson (BMC).

1. WELCOME AND INTRODUCTIONS

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

2. APPROVAL OF THE NOVEMBER 2015 MINUTES

The minutes of the November 4th 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. REPORTS OF RECENT MEETINGS

Ms. Regina Aris (BMC) reported on the February 2nd meeting of the Technical Committee. Highlights of the meeting follow:

Technical Committee (TC):

- The TC recommended BRTB approval of Resolution #16-11 for six amendments to the Amended 2016-2019 TIP.
- The TC discussed the FY 2017 UPWP and new focus areas.
- Staff and invited speakers provided presentations on the Maryland Integration Travel Analysis Modeling System (MITAMS) and progress on UPWP items.

4. DISCUSSION OF TIP AMENDMENTS

Mr. Zach Kaufman (BMC) presented information on 6 draft amendments to the Amended 2016-2019 TIP. One of the amendments was requested by SHA and the remaining ones were requested by MTA. The ICG agreed that the following amendments are exempt from conformity requirements:

- US 40 Bridge Replacements over Little & Big Gunpowder Falls
- Ridesharing
- Bus and Rail System Preservation and Improvement
- Bus New Main Shop
- Kirk Bus Facility Replacement - Phase 1 & 2
- MTA Core Bus and Paratransit Vehicle Replacement

A motion to adopt the conformity recommendation for the amendments was made by Mr. Brian Hug (MDE) and seconded by Ms. Turner. The motion was unanimously approved.

[Handouts: Chart with Proposed Conformity Status of March Amendments and TIP Amendment Summary]

5. CONFORMITY DETERMINATION OF THE FY 2017-2020 TIP

Ms. Tomlinson discussed a draft letter describing the methodology and assumptions to be used for the Conformity Determination of the FY 2017-2020 TIP and *Maximize2040*. The testing years are 2017, 2025, 2035, and 2040 and the EPA MOVES 2014 emissions model will be used. These items are staying the same as the most recent conformity determination. A new motor vehicle emissions budget for volatile organic compounds (VOC) and nitrogen oxides (NOx) will be added to the analysis. Mr. Greg Becoat (EPA) mentioned that the Notice of Adequacy Status of the Baltimore 1997 8-Hour Ozone Standard Reasonable Further Progress (RFP) Budgets is currently awaiting completion by the Regional Administrator. The budgets may be effective in March.

The ICG agreed to the letter, with the addition of a comparison to the 2008 RFP Ozone budgets in addition to the proposed 2012 ROP Ozone budgets, due to the timing of the adequacy determination. A motion to approve the methodology letter was made by Mr. McClune and seconded by Ms. Turner. The motion was unanimously approved. Ms. Marcia Ways and Mr. Hug of MDE both requested that an adequate amount of time is provided for MDE's review and running of the MOVES emissions model. BMC confirmed that project submittals are due March 1st and ICG will consider exempt/non-exempt status April 6th.

[Handouts: Draft Conformity Determination Methodology and Assumptions Letter]

6. PRESENTATION ON DRAY TRUCK REPLACEMENT AT THE PORT

Mr. Ted Kluga from the Maryland Environmental Service (MES) presented on the Port of Baltimore Dray Truck Replacement Program. The Maryland Port Administration (MPA) is working to reduce emissions from the Port's diesel engines through a Green Port Initiative, which include dray trucks. There are several thousand dray trucks operating in the vicinity of the Port. Dray trucks are the oldest and often most polluting Class 8 vehicles serving the Port; they typically are not replaced until they no longer run. With the truck replacement program, participating truck owners (either independent owner-operators or fleet owners) are provided with funding towards the purchase of a newer truck with an engine that meets more stringent emission standards. The trucks that are being replaced must be scrapped by drilling holes in the engine block and cutting the chassis in half.

The Port's dray truck replacement program has been in place for several years. Recently 23 trucks were replaced with a \$750,000 EPA grant (completed in 2015). Additionally, 18 trucks were replaced so far with a combination of CMAQ funding, MPA, and MDOT/SHA funding in an ongoing project to replace 22 trucks. For the current DERA project, 25 trucks will be replaced with an EPA grant of \$870,000 awarded to MES on behalf of MPA. This project will begin in spring 2016.

In response to questions regarding the level of interest in participating by truck owners, Mr. Kluga said that there has never been a problem finding enough applicants for the program. There has always been interest by truck owners.

Ms. Ways mentioned that this program has been very good, along with the idle reduction program with the Maryland Energy Administration.

[PowerPoint: Port of Baltimore Dray Truck Replacement Program, Handout: Chart of Replacement Program Statistics]

7. OTHER BUSINESS

Discussion on the Addendum to the FY 2016-2017 UPWP and Emission Reduction Measures

Ms. Tomlinson distributed copies of a survey of ICG voting members to determine what transportation emission reduction measures (TERMS) from the list of measures in the How Far Can We Get? Study should the BRTB consider implementing in the short term. Mr. McClune said that educational programs and household travel demand management should get priority, and he will send the survey response back when it is complete. The other voting members will send the survey to staff when they complete them.

ICG TIP/Plan Amendment Conformity Process

Ms. Turner requested more clarity regarding the ICG's process for addressing proposed TIP or Plan amendments. Staff will add this as an item on the next ICG meeting agenda. Staff will also set up a teleconference for the ICG to address the proposed TIP/Plan Amendment for MD 32: MD 108 to Linden Church Road.

It was mentioned that BMC will be supporting legislation in the Maryland General Assembly, increasing commuter tax benefits.

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 10:50 A.M. The next meeting is scheduled for Wednesday, April 6, 2016 at 9:30 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

Bala Akundi - Baltimore Metropolitan Council (BMC)
Kwame Arhin – Federal Highway Administration (FHWA), Maryland Division
Regina Aris - BMC
Greg Becoat – U.S. Environmental Protection Agency (EPA), Region 3 – by phone
Alex Brun – MDE – by phone
Tyson Byrne – MDOT – by phone
Zach Kaufman - BMC
Ted Kluga – Maryland Environmental Service
Todd Lang - BMC
Sara Tomlinson – BMC
Russ Ulrich - BMC
Marcia Ways – MDE – by phone