

INTERAGENCY CONSULTATION GROUP

October 2, 2019
9:35 to 10:30 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Ms. Sara Tomlinson (BMC).

1. WELCOME AND INTRODUCTIONS

Ms. Tomlinson welcomed members and guests to the meeting. Attendees introduced themselves. All of the members attended through a webinar service.

2. APPROVAL OF THE JULY 2019 MINUTES

The ICG was asked to review the minutes of the July 9th Joint TC/ICG meeting. Mr. Alex Rawls (BRTB) made a motion to approve the minutes. Ms. Alex Brun (MDE) seconded the motion. The motion was approved unanimously.

3. AIR QUALITY PLANNING/TRANSPORTATION PLANNING TIMELINES

Ms. Tomlinson presented a draft timeline displaying important air quality planning and transportation planning milestones and asked for any comments or additions.

FHWA, FTA, and EPA approved the conformity determination of the 2020-2023 TIP and *Maximize2045* long-range transportation plan in July this year. Regulations require that another conformity determination be performed on a plan and TIP by July 2023.

Ms. Regina Aris (BMC) said that the next long-range transportation plan may be scheduled to be approved by the BRTB three years from now, rather than the typical four year cycle. The purpose of this is to better align the development and approval of plans with the election cycle of MPO elected official members. Therefore, it is likely that the schedule for the next plan is to be approved in 2022, and the succeeding plan to be approved in 2026.

The next TIP is scheduled for approval in July 2020. Socio-economic data is tentatively scheduled to be updated to Round 9A in time for the conformity determination in 2020. There will not be a major update to socio-economic data until 2020 census data is collected, available, and assessed. ICG members were asked for their input and feedback on this timeline, either today or by email over the next few weeks.

Members attending the meeting were not aware of when the next EPA motor vehicle emissions model would be released. However, once it is released they are expecting a certain amount of time before a conformity determination using this model would be required.

Discussion followed, centering on the thought that a lot of things are undetermined as far as air quality planning requirements in the future. There is another year left to determine whether the Baltimore region has met the 2015 ozone NAAQS. The monitoring data from the 2019 ozone season is still raw data, and has not yet been verified by EPA. There are several different scenarios that can happen when a NAAQS attainment date occurs: 1) attainment is achieved with the 3 years of data showing that region has reached the NAAQS, 2) a one-year extension could be granted if the last year of data shows attainment, or 3) the region is bumped-up to a higher level of nonattainment, i.e. "marginal" to "moderate" nonattainment. A "moderate" nonattainment designation requires an attainment SIP to be developed, with a new motor vehicle emission budget.

[Handout: Draft Air Quality Planning/Transportation Planning Timeline]

4. METROQUEST: UPDATE FROM MDOT

Ms. Colleen Turner (MDOT) presented information about a newly available tool which was developed using MetroQuest, an online polling software. The tool will allow local governments and MPOs to answer a survey regarding electric vehicle infrastructure, and their interest level for additional infrastructure. It will also allow them to submit locations (drop pins) on an interactive map, of places that would be ideal for new electric vehicle chargers. Respondents can also add locations where they know that chargers exist, that are not already included on the map. The map currently has pinpoints for locations of most existing chargers. Ms. Turner will reach out to BMC staff to assist with communications on this effort with local governments in the Baltimore region. Eventually, MDOT and ZEEVIC would like to develop an electric vehicle infrastructure plan.

5. MEMBER UPDATES

BRTB

Ms. Aris said that the BRTB is moving toward adoption of a new travel demand model, which is activity-based, this is vastly different than the current 4-step model and is much more detailed. Ms. Tomlinson said that there will be a comparison of emissions between the new model and the old model at some point before the new model is proposed for approval by the BRTB.

There were no updates from MDE, MDOT, or FTA Region 3. FHWA MD Division and EPA Region 3 were not in attendance.

6. OTHER BUSINESS

Ms. Tomlinson and Ms. Aris mentioned that the Technical Committee has a new process for developing consultant project ideas, and they are soliciting project ideas from other subcommittees of the BRTB on a rolling basis. ICG members are invited to offer consultant project ideas at ICG meetings. The ideas would then be submitted to the Technical Committee to consider for funding through the UPWP.

The members were asked if they had any other business to discuss. Hearing none, the meeting was adjourned at 10:30 A.M.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment (MDE) – by phone
Alex Rawls – Baltimore Regional Transportation Board (BRTB) – by phone
Colleen Turner – Maryland Department of Transportation (MDOT) – by phone

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)
Virginia Burke - MDOT
Ryan Long – Federal Transit Administration (FTA) Region 3 – by phone
Sara Tomlinson – BMC