

INTERAGENCY CONSULTATION GROUP

January 8, 2020
9:35 to 10:30 A.M.

MINUTES

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

1. WELCOME AND INTRODUCTIONS

Ms. Aris welcomed members and guests to the meeting. Attendees, both in-person and by phone, introduced themselves.

2. APPROVAL OF THE OCTOBER 2019 MINUTES

The ICG was asked to review the minutes of the October 29nd ICG meeting. Ms. Colleen Turner (MDOT) made a motion to approve the minutes. Mr. Alex Rawls (BRTB) seconded the motion. The motion was approved unanimously.

3. CONFORMITY DETERMINATION OF THE 2021-2024 TIP AND PLAN

Ms. Aris discussed a draft methodology and assumptions letters for the upcoming conformity determination of the 2021-2024 TIP, and the 2019 Plan. The testing years for the conformity determination will be 2021, 2025, 2035, and 2045. Ms. Sara Tomlinson (BMC) confirmed that this is a change from last year's horizon years of: 2020, 2030, 2040, and 2045.

The Baltimore region is designated as a "moderate" nonattainment area for the 2008 8-hour ozone standard and a "marginal" nonattainment area for the 2015 ozone standard. The current conformity process uses the 2012 Reasonable Further Progress (RFP) budgets. Conformity is demonstrated if emissions levels from approved transportation plans and programs are less than emissions budgets established in the 2012 RFP SIP.

As mentioned at a previous meeting, socio-economic data is scheduled to be updated to Round 9A in time for modeling for the conformity determination. The ICG will use MOVES2014a to model the emissions resulting from the transportation network in the region.

BMC staff will run the travel demand model, which uses a traditional 4-step process. If the newer activity-based model is ready, this model will be run in parallel.

Ms. Turner mentioned that modeling by the Metropolitan Washington Council of Governments showed an effect in the level of sulfur in fuel on increases in emissions. Emissions of fuel sulfur are regulated by EPA's Tier 3 Gasoline Sulfur Regulations. Ms. Marcia Ways (MDE) said that the change is expected to be temporary due to use of fuel sulfur credits by fuel refiners. It may temporarily affect NOx, VOC, and greenhouse gas emissions. Data used in the model is based upon real-world data, which may only cause an increase in the 2021 analysis year.

There was a question about whether there will be a lot of change to the projects that are in the TIP. Ms. Aris responded that the TIP projects have not yet been submitted to the database by the project sponsors. Mr. Tyson Byrne (MDOT) replied that in the draft CTP the only new major project is the Howard Street Tunnel. This is not anticipated to have an impact on transportation emissions.

There was a brief discussion around the value of a study on the likely reduction in long-distance truck trips that will be displaced by double-stack train service to the Port of Baltimore once the tunnel is updated.

Ms. Aris asked for feedback on the draft methodology and assumptions letter. ICG members will be asked to approve this letter at their February meeting.

[Handout: Draft Input Assumptions, Methodology Letter for the Conformity Determination of the 2021-2024 TIP and Plan, and Number of Exceedance Days Under the 2015 Ozone Standard – Baltimore Region]

4. MEMBER UPDATES

BRTB

Mr. Rawls provided an update on work of the BRTB. There is a BRTB retreat scheduled for this Friday at the CATT Lab in College Park. During this meeting, members of the BRTB and the Technical Committee will review tasks to include in the FY 2021 UPWP. He also mentioned that subcommittees of the BRTB, including the ICG, are being asked whether there is a staff task or consultant task they would like to have done, these ideas should be transmitted to the Technical Committee for consideration.

Based on the earlier discussion, one of the members suggested that a task could be to evaluate the changes in truck traffic and emissions that would result from the double stacking of train cars through the Howard Street tunnel.

MDE

Baltimore region: The Edgewood monitor shows a draft design value for 2019 of 75 ppb. There will be another ozone season of monitor data before it is determined whether the region reached attainment by the attainment date. If the region does not make attainment, and the 4th highest monitored value for the three year period is 70 ppb or below, MDE can request an extension.

Outside the Baltimore region: The Queen Anne's County limited ozone maintenance plan for 1997 ozone NAAQS was approved by EPA. There are no new mobile emissions budgets in this plan. If a conformity determination is needed, there would be a qualitative analysis required.

MDOT

At the next ICG meeting, there will be a presentation on the draft Maryland GHG Reduction Plan. MDE holds responsibility for finalizing the Plan, but MDOT works closely with them on the transportation aspects. There have been public meetings to solicit comments.

There was brief mention of the Transportation Climate Initiative (TCI) to cap GHG emissions from transportation. The regional (multi-state) cap will generate revenue that will be reinvested.

Related to a previous presentation topic, Ms. Turner said that she would provide the MPO with a list of contacts that were sent the MetroQuest survey on electric vehicle charging. The survey is open through March.

FHWA Maryland Division

Mr. Kwame Arhin stated that FHWA will be asking about emerging technologies during this year's MPO certification process. The certification will take place on April 22 and 23, with a public meeting on the evening of April 22.

FHWA will be interested in the strategies that are being done to address ozone pollution in the Baltimore region, particularly related to the Edgewood monitor.

FTA Region

There were no updates from FTA Region 3.

EPA Region 3 was not in attendance.

5. OTHER BUSINESS

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

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Kwame Arhin – Federal Highway Administration (FHWA) MD Division

Regina Aris - Baltimore Metropolitan Council (BMC)

Tyson Byrne - MDOT

Dan Janousek - MDOT

Ryan Long – Federal Transit Administration (FTA) Region 3 – by phone

Sara Tomlinson – BMC – by phone

Marcia Ways – MDE – by phone