

INTERAGENCY CONSULTATION GROUP

February 5, 2020
9:43 to 10:40 A.M.

MINUTES

The meeting was called to order at 9:43 A.M. by Ms. Sara Tomlinson (BMC).

1. WELCOME AND INTRODUCTIONS

Ms. Tomlinson welcomed members and guests to the meeting.

2. APPROVAL OF THE JANUARY 2020 MINUTES

The ICG was asked to review the minutes of the January 8th ICG meeting. Ms. Alex Brun (MDE) made a motion to approve the minutes. Ms. Colleen Turner (MDOT) seconded the motion. The motion was approved unanimously.

3. CONFORMITY DETERMINATION OF MAXIMIZE 2045 AND THE 2021-2024 TIP

Ms. Tomlinson discussed a draft methodology and assumptions letter for the upcoming conformity determination of the 2021-2024 TIP, and the 2019 Plan. The ICG reviewed the letter at the previous meeting, and left it open for any changes over the past month. It was determined that no changes were needed to the letter. At the prior meeting, some of the membership requested that information be added to a separate document which includes a table of modeling inputs. They asked that information be added on previous year assumptions.

Staff added information on regional emissions modeling input assumptions for two previous conformity determinations. Modeling will now use the Round 9A socio-economic data; Round 9 was used for the past two conformity analyses. The highway networks tested will include the years 2021, 2025, 2035, and 2045; the previous two analyses tested the years 2020, 2030, 2040, and 2045. This conformity analysis and the prior analysis used the 2017 inputs for source type population and vehicle age distribution, i.e. vehicle fleet data. In 2018, inputs from 2014 were used. Fuel formulation data and temperature and humidity data were also updated last year from 2014 data to 2017 data. Ms. Brun said that every three years this type of data is updated in line with National Emission Inventory requirements.

The deadline for jurisdictions to submit projects for the next TIP has not yet passed, so staff cannot determine whether there are major changes to transportation projects in the emissions modeling. However, as discussed at the last ICG meeting, improvements to the Howard Street

Tunnel to allow double-stacked trains is anticipated. It is not expected to impact on-road emissions. Mr. Dan Janousek (MDOT) mentioned an I-95 southbound shoulder-running project that will be submitted.

Ms. Tomlinson asked for a motion to approve the methodology and assumptions letter to send to the federal agencies. Mr. Alex Rawls (BRTB) motioned for approval, and Ms. Brun seconded the motion, which was approved unanimously.

[Handout: Input Assumptions, Methodology Letter for the Conformity Determination of the 2021-2024 TIP and Plan; Table of Inputs for the Conformity Determination Including Previous Years]

4. PRESENTATION: DRAFT MARYLAND GHG PLAN

Ms. Turner presented information on Maryland's Draft Greenhouse Gas Plan, which was released in October 2019. The plan is available on MDE's web site at [https://mde.maryland.gov/programs/Air/ClimateChange/Pages/2019-Greenhouse-Gas-Emissions-Reduction-Act-\(GGRA\)--Draft-Plan.aspx](https://mde.maryland.gov/programs/Air/ClimateChange/Pages/2019-Greenhouse-Gas-Emissions-Reduction-Act-(GGRA)--Draft-Plan.aspx).

MDOT modeled emissions from the transportation sector using the EPA's MOVES emissions model. MDE is using a new modeling tool, Pathways. It models interactions between different source sectors.

Maryland is in good shape to reach the goal of reducing greenhouse gas (GHG) emissions below 2006 levels by 40% by 2030. Once 2020 National Emission Inventory (NEI) data is received, the State will be able to determine whether the 2020 goal of a 25% reduction was reached.

State agencies, including MDE and MDOT, will be working on finalizing the plan. MDOT staff will update the transportation model inputs to reflect newer transportation plans. In the draft plan, there are "on-the-books" projects, and there are emerging and innovative projects. This second set of projects is not funded.

Following the presentation on the draft GHG plan, meeting attendees had several questions regarding the draft Transportation and Climate Initiative (TCI) program, for reducing emissions from transportation. A discussion followed the update. Several questions were asked including whether the TCI team had considered using future revenue from allowance sales to fund mega-regional projects such as Amtrak's Northeast Regional Rail project. Ms. Turner said that it would be up to the states on how to spend the revenue, but anyone is welcome to submit comments on the draft TCI MOU.

Ms. Turner was asked whether MDOT has explored the cost of adaption to climate change for the transportation sector in Maryland. She mentioned Ms. Sandy Hertz as the new contact for climate change adaptation at MDOT.

Everyone will be made aware of which states have decided to sign on to the TCI MOU by Spring of this year.

5. MEMBER UPDATES

BRTB

The Technical Committee has recommended to the BRTB to approve the updated budget and new tasks the FY 2021 UPWP.

MDOT

At the request of the BRTB, there will training in the fall on how to submit a stand-out Priority Letter to MDOT. MDOT SHA will also be presenting information on the process used by MDOT SHA to move large projects through the development pipeline.

EPA Region 3, FHWA, and FTA were not in attendance.

6. OTHER BUSINESS

The members were asked if they had any other business to discuss. Hearing none, the meeting was adjourned at 10:40 A.M.

ATTENDANCE

Members

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

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)
Dan Janousek - MDOT
Sara Tomlinson – BMC