

## **INTERAGENCY CONSULTATION GROUP**

January 6, 2021  
9:32 to 10:24 A.M.

Meeting held through webinar/telephone service only.  
Call-in information was available to the public.

### **MINUTES**

The meeting was called to order at 9:32 A.M. by Ms. Sara Tomlinson (BMC).

#### **1. WELCOME AND INTRODUCTIONS**

Ms. Tomlinson welcomed members and guests to the meeting. Attendees were then asked to introduce themselves.

#### **2. APPROVAL OF THE AUGUST 2020 MINUTES**

The ICG was asked to review the minutes of the August 4<sup>th</sup>, 2020, ICG meeting. Ms. Alex Brun (MDE) made a motion to approve the minutes. Ms. Virginia Burke (MDOT) seconded the motion. The motion was approved unanimously.

#### **3. PRESENTATION: INITIATIVE TO SIMULATE INDIVIDUAL TRAVEL EVENTS**

Mr. Charles Baber (BMC) gave a presentation describing the Initiative to Simulate Individual Travel Events (InSITE) model. In this presentation, the differences between the trip-based model currently in use by BMC, Model 44 c, versus the activity based InSITE model were described. Many metropolitan planning organizations are moving to the use of activity based models from the traditional 4-step travel demand model. Activity-based modeling is a disaggregate model while the traditional 4-step travel demand model is an aggregate model. The activity-based model, models the travel activity of a person, rather than a household, which is closer to reflection of real life.

The InSITE model was developed to update outdated aspects of Model 44 c. InSITE modeling components, validation, and application were also reviewed. The InSITE model uses the same input data such as highway and transit network as the BMC's current model. Documentation of model validation has been developed. Approval of the InSITE model will be requested at the February BRTB meeting.

Mr. Baber presented the results of an analysis of emission projections estimated using both the current travel demand model and the InSITE model. The new model results in increased light duty vehicles miles traveled (VMT) and less heavy duty truck VMT. As a result of the reduced heavy duty truck VMT, NOx emission projected will likely be lower.

After the presentation, attendees were invited to ask questions. Ms. Regina Aris (BMC) asked for a comparison of how long it takes to run InSITE versus Model 44 c. Mr. Baber explained that Model 44 c takes 24 hours to run, whereas InSITE takes four days. Attendees were invited to reach out to Mr. Baber if any further questions come up after the meeting. Ms. Tomlinson asked whether InSITE would be used for the upcoming 2022-2025 TIP conformity analysis, to which Mr. Baber replied yes, so long as a transition to using InSITE instead of Model 44 c is approved at the next BRTB meeting.

***[Presentation: InSITE - Initiative to Simulate Individual Travel Events]***

#### **4. CONFORMITY DETERMINATION OF MAXIMIZE2045 AND THE 2022-2025 TIP**

Ms. Tomlinson presented the Draft 2021 Schedule for Conformity of the FY 2022-2025 TIP. Mr. Kwame Arhin (DOT) requested that a line indicating when the methodology and assumptions letter will be sent to federal agencies. Ms. Tomlinson expressed that line would be added.

Ms. Tomlinson presented the Draft Methodology and Assumptions Letter, 2022-2025 TIP Production Schedule, and Conformity Analysis Schedule, explaining that the major update is setting the initial testing year to 2022. The Travel Demand Modeling section will be updated as needed. Otherwise, the 8-hour ozone RFP SIP budgets and NAAQS attainment status remain unchanged. Ms. Tomlinson explained that the conformity analysis of Maximize2045 and the 2022-2025 TIP will begin with the submission of this letter and will be completed using MOVES Model 2014a. Attendees were reminded that the next conformity analysis validation year will need to be updated next year. It was also mentioned that the ICG Technical Working Group will meet virtually as needed regarding the modeling approach details and inputs prior to completing the modeling for this year's air quality conformity analysis.

When attendees were invited to ask questions Ms. Burke inquired why the Draft Methodology and Assumptions Letter does not propose using the newest MOVES Model 3. It was explained that MOVES Model 3 will not be used for this year's conformity analysis as the Notice of Availability has not yet been published in the Federal Register, and once it is there will likely be a two year grace period before MOVES Model 3 is required. It was noted that 2020 was an inventory year for the National Emissions Inventory (NEI). Vehicle population and other data included in the inventory for 2017 will be used for this year's conformity analysis, but once issued the 2020 inventory will likely be available to be used for next year's conformity analysis.

## **5. MEMBER UPDATES**

BRTB, MDOT, FTA Region 3, FHWA Maryland Division, EPA Region 3, and MDE did not have any updates.

## **6. OTHER BUSINESS**

Ms. Tomlinson noted that for inclusion with the upcoming conformity determination BMC is managing a database of projects which reduce emissions, from which tracking spreadsheets will be shared in the spring of 2021. Updates on any current or upcoming projects will be requested from local jurisdictions and MDOT modal agencies.

Mr. Zach Kaufman (BMC) presented a proposed TIP amendment involving Howard County bridge repairs and deck replacements which do not add capacity, but adjust financial commitments. Ms. Tomlinson requested a motion to confirm that this TIP amendment is exempt from conformity requirements. Mr. Daniel Janousek (MDOT) motioned and Mr. Alex Rawls (BRTB) seconded.

Ms. Aris introduced two new BMC staff members, Ms. Nicole Hebert (BMC) and Mr. Keith Kucharek (BMC). Ms. Hebert is the point of contact moving forward regarding conformity and air quality planning. Mr. Kucharek is the point of contact moving forward regarding TIP development.

It was confirmed that the next ICG meeting will be February 3 at 9:30 A.M.

The members were asked if they had any other business to discuss. Hearing none, the meeting was adjourned at 10:24 A.M.

## **ATTENDANCE**

### ***Members***

Kwame Arhin – Federal Highway Administration (FHWA) – Maryland Division  
Alex Brun – Maryland Department of the Environment (MDE)  
Virginia Burke – Maryland Department of Transportation (MDOT)  
Alex Rawls – Baltimore Regional Transportation Board (BRTB)

### ***Staff and Guests***

Regina Aris – Baltimore Metropolitan Council (BMC)  
Charles Baber – BMC  
Lindsay Donnellon, FHWA, MD Division  
Nicole Hebert – BMC  
Dan Janousek – MDOT  
Zachary Kaufman – BMC

Keith Kucharek – BMC  
Sara Tomlinson – BMC  
Brian Ulrich – Anne Arundel County  
Marcia Ways – MDE