

INTERAGENCY CONSULTATION GROUP

August 10, 2022
11:01 – 11:59 A.M.

MINUTES

The meeting was called to order at 11:01 A.M. by Ms. Regina Aris (BMC).

1. WELCOME AND INTRODUCTIONS

Ms. Aris welcomed Interagency Consultation Group (ICG) members and guests to the meeting and led introductions.

2. APPROVAL OF THE JULY 2022 MINUTES

The members were asked to review the minutes of the June 13 ICG meeting. Mr. Alex Rawls (BRTB) made a motion to approve the minutes. Ms. Virginia Burke (MDOT) seconded the motion. The motion was approved unanimously.

3. CONFORMITY DETERMINATION OF MAXIMIZE 2045 AND 2023-2026 TIP

Mr. Keith Kucharek (BMC) presented an overview of the 2023-2026 Transportation Improvement Program (TIP) and Conformity Determination. This TIP includes 131 federally funded and regionally significant projects requesting a total of \$4.25 billion - \$2.59 billion in federal funds and \$1.66 billion in state and local funds.

Funding in the TIP is broken down by agency with MDOT SHA accounting for over \$1.5 billion, MDOT MTA with about \$1.05 billion and the Maryland Transportation Authority (MDTA) accounting for \$714 million. Locally sponsored projects program about \$495 million and Maryland Ports Administration adds about \$449 million.

There are nine funding categories in the TIP. Highway Preservation is the largest category with more than one third of all spending, followed by Highway Capacity at 21% and Transit Preservation at 19%. Other categories including Ports, Emission Reduction and Commuter Rail make up the remainder of funds.

Since Highway Preservation projects tend to be smaller, funds can be further broken down into a few types of projects. Bridge Repair and Deck Replacement account for about 39% of

Highway Preservation funds. Roadway Resurfacing/Rehab is next at 29% followed by “Other” types of Highway Preservation projects at 19%.

Highway Capacity funds can be broken down into individual projects. There are a handful of projects that make up the majority of Highway Capacity funds including MDTA’s I-95 Express Toll Lane project that accounts for nearly 70% of the funds. Expansion of I-695 from I-70 to MD 43 uses 16% of the funds while the MD 175 and MD 32 projects account for 5% and 3% respectively.

Transit Preservation can be broken down into a few specific projects as well. Thirty one percent is for Metro and Light Rail Rolling Stock, 26% is for Bus and Rail Preventive Maintenance, 12% goes towards Metro and Light Rail Improvements, and the Eastern Bus Facility accounts for another 7% of Transit Preservation funds.

MDOT MTA utilizes the public participation process for the TIP to meet the Federal Transit Administration’s public participation requirements. The majority of funding for MDOT MTA projects are mainly concentrated in a few FTA fund sources:

- Section 5307C: Capital requests in urbanized areas accounts for \$484 million
- Section 5337: State of Good Repair accounts for \$286 million
- Congestion Mitigation and Air Quality (CMAQ) accounts for \$217 million

The TIP summarizes the anticipated impact of TIP investments towards the achievement of performance measures and targets. These targets were established in MAP-21 legislation and strengthened in the FAST Act legislation.

Mr. Kucharek provided an overview of new and large projects in the 2023-2026 TIP that are intended to improve air quality, including the RAISE Transit Priority Project (Formerly the East-West Bus Corridor) in Baltimore City, the MDOT MDTA Baltimore Harbor Tunnel Toll Plaza and MDOT MTA’s Eastern Bus Facility Project.

Mr. Kucharek then provided a brief explanation of the purpose for air quality conformity determination and the process for the 2023-2026 TIP and Maximize 2045. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NOx) and volatile organic compounds (VOC’s) emissions. Projects were modeled for the region as a whole with incorporation of the existing transportation network and proposed TIP and Plan projects for horizon years 2022, 2025, 2035, and 2045. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan.

The Public Comment period ran from June 29 through August 1, 2022. BMC posted a recorded presentation on the BMC website as well as holding a virtual public meeting on July 26. As a result of the public comment period, over 38 comments were received, including 19 from the interactive map and 11 from emails and PublicInput. In addition, 55 favorable “likes” were received on the interactive map.

Most of the comments were similar to previous years regarding a reduction in highway expenditures and increased investment in transit and bicycle/pedestrian expenditures. There were several comments that supported several projects.

Ms. Aris asked for a motion from the ICG regarding sending the Conformity Determination of the 2023-2026 TIP and Maximize 2045 to the BRTB with the understanding that there would be an amendment to include responses to comments received during the comment period. Ms. Burke moved to send Resolution #23-2 to the BRTB. Mr. Rawls seconded the motion. The resolution passed unanimously.

[PowerPoint: Overview of the 2023-2026 Transportation Improvement Program & Associated Air Quality Conformity]

4. CMAQ PERFORMANCE PLANNING UPDATE

Ms. Aris provided context for the federal approach to performance based planning and programming. This performance measure is based on the Congestion Mitigation and Air Quality (CMAQ) Program which supports two important goals of the U.S. DOT: improving air quality and relieving congestion. There are three measures relating to CMAQ that are based on the performance of CMAQ-funded projects toward achieving the two main program goals.

The resolution contains two reports, one summarizing the performance during the first 4-year cycle of 2018-2021. The second establishes targets for the 2022-2025 cycle. The presentation used historical trends and data to project targets for two traffic congestion measures, peak hour excessive delay as well as non-SOV travel. These two measures were established for both the Baltimore and Aberdeen urbanized areas. There is one on-road mobile source emissions measure that is provided for the entire MPO.

Both reports identify the projects that are most responsible for meeting the target, or proposed to meet the targets. Top performers are bus replacement, battery electric bus purchases, ridesharing, and guaranteed ride home. Upon BRTB approval of the 2-year and 4-year targets, these two reports will be sent to MDOT and appended to a statewide report for submission to FHWA.

Mr. Rawls made a motion to approve the CMAQ performance targets. Ms. Burke seconded the motion. The motion was approved unanimously. Mr. Dan Janousek (MDOT) commented that the PowerPoint was very good at conveying all of the information on the topic.

[Presentation: Proposed CMAQ Performance Targets]

5. OZONE SIP PLANNING UPDATE

Mr. Roger Thunell (MDE) provided a recap of the planning process for the State Implementation Plan (SIP) which is due January 1, 2023. MDE is currently working with the University of Maryland (UMD) on Attainment Modeling, using 2016 data for the Base Year model run, and hopes to receive approval for this method from the US EPA. UMD modeling incorporates data from air quality monitors covering an area from west of the Mississippi River to the East Coast.

Preliminary modeling results show the Washington DC region and Baltimore region in attainment in 2023, and Cecil County (in the Philadelphia/NJ/DE/MD region) may be very close to attainment in 2023 (on the cusp of 69 / 70 parts per billion). QA/QC is now in progress to compare preliminary results to EPA modeling and to modeling done by New York for the Ozone Transport Commission (OTC).

Rate of progress analysis is still underway. The Transportation Reasonably Available Control Measures (RACM) analysis is almost complete. Analysis of stationary and area sources are being done by MDE staff. MDE plans to send a draft SIP to EPA by the end of August, and will share the draft with the ICG.

MDE is seeking guidance from EPA on various technical questions.

Separate from the process to create the SIP, attainment must be demonstrated with the data collected from air quality monitors over each ozone season. MDE can't file for re-designation until the monitor values show attainment with the National Ambient Air Quality Standards (NAAQS).

6. MEMBER UPDATES

ICG members were given the opportunity to provide updates.

- **BRTB** - The BRTB and BMC are looking into the Federal Register notice for a new performance measure. FHWA issued the NPRM (notice of proposed rulemaking) on July 15 for assessing performance of the national highway system - greenhouse gas emissions measure. Comments are due October 13, 2022.

Currently staff are participating in an AMPO work group on this topic and are meeting tomorrow with partners from the National Capital Region to discuss further.

- **EPA** – Mr. Greg Becoat announced that a letter regarding the draft TIP and Air Quality Conformity Determination was sent to MDOT.
- **FHWA** – Dr. Kwame Arhin piggy-backed on the information that Mr. Rawls shared on the NPRM for a GHG measure. Dr. Arhin shared that a FHWA webinar on the proposed rule would be offered on August 23 and again on August 24.
- **MDOT** – Ms. Burke discussed FHWA's recent designation of 4 new Alternative Fuel Corridors (AFCs) in response to MDOT's nomination under Round 6. The 4 new AFCs are MD200/Intercounty Connector as a 'Pending' Electric Vehicle AFC, and 3 'Pending' Hydrogen Fuel AFCs – I-95, I-695, and I-495. .

Also, MDOT has submitted the Plan for NEVI Formula Funding Deployment (NEVI plan) to USDOT and DOE.

- **MDE and FTA** did not have any updates.

7. OTHER BUSINESS

This is the last scheduled meeting for 2022. Members were encouraged to notify Ms. Aris if topics of interest arises that would warrant a fall meeting. Additionally, Ms. Aris asked members to consider sharing ideas for the upcoming 2024-2025 UPWP related to air quality.

ATTENDANCE

Members

Kwame Arhin – Federal Highway Administration (FHWA) – Maryland Division
Greg Becoat – US Environmental Protection Agency – Region III
Virginia Burke – Maryland Department of Transportation (MDOT)
Ryan Long – Federal Transit Administration – Region III
Alex Rawls – Baltimore Regional Transportation Board (BRTB)
Roger Thunell – Maryland Department of the Environment (MDE)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Emily Bull – MDE
Dan Janousek - MDOT
Mohammed Khan - MDE
Keith Kucharek – BMC
Todd Lang - BMC
Brian Ulrich – Anne Arundel County, Technical Committee Vice Chair
Marcia Ways – MDE