

INTERAGENCY CONSULTATION GROUP

April 4, 2018
9:35 to 11:25 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. Everyone introduced themselves.

2. APPROVAL OF THE FEBRUARY 2018 MINUTES

The minutes of the February 1st meeting were presented. Ms. Colleen Turner (MDOT) made a motion to approve the minutes and Mr. Clive Graham (BRTB) seconded the motion. The motion was unanimously approved.

3. CONFORMITY DETERMINATION OF THE FY 2019-2022 TIP AND AMENDED *MAXIMIZE2040*

Ms. Tomlinson shared a draft list of submitted projects for the FY 2019-2022 TIP. The lists were emailed to members prior to the meeting. Staff has listed proposed exempt/non-exempt status for the projects. Projects that are both non-exempt and regionally significant will need to be included in the regional emissions modeling for the conformity determination. She mentioned the projects that are new to the TIP, which are listed below:

- Mid-Atlantic Multimodal Transportation Hub (exempt – not increasing roadway capacity)
- SCMAGLEV (exempt – study phase)
- Capital Project Delivery Services for Baltimore City (exempt)
- US 29/ Broken Land Parkway Interchange and North South Connector Road (non-exempt).

Mr. Zach Kauffman (BMC) described a project that is being added to the list of proposed projects: the US 29/ Broken Land Parkway Interchange and North South Connector Road in Howard County. The project will add around 1.3 miles of new lanes on ramps and new roadways. The ICG unanimously approved the exempt and non-exempt status of projects as proposed. Staff will follow up with members on the roadway classification of the North-South connector.

In the next month, BMC staff will use these decisions to update the modeled transportation network appropriately, and use the MOVES2014 model to estimate on-road mobile source emissions.

[Handouts: Draft List of Projects for the FY 2019-2022 TIP]

4. DISCUSSION OF PROPOSED LOOP PROJECT

Ms. Regina Aris (BMC) said that MDOT is being asked to lead the NEPA process for The Boring Company's Loop project. This privately funded project consists of a set of parallel twin tunnels running from Washington, DC to Baltimore. It would run, a good part of the way, underneath the Baltimore Washington Parkway. Passengers would be transported on autonomous electric skates. Mr. Tyson Byrne (MDOT) said that SHA is taking the lead in assembling and submitting the NEPA document. The NEPA document is required because approvals will be required from the US Army Corps of Engineers and the National Park Service due to crossing under navigable waters of the US and NPS property. Since federal approvals are required, a NEPA document is required. As a result, FHWA is requiring the project to be in the TIP and long-range transportation plan. The NEPA document approval is scheduled for June 2018.

The Loop project is not on the list of proposed TIP projects. However, there was a discussion about whether the Loop would be included in transportation conformity. Because it is intercity rail, in the case of the Loop project, MDOT is saying that the project should not be included in transportation conformity. MDOT would conduct a general conformity analysis for the Loop project. Mr. Byrne said that the ICG does not need to make a decision on the Loop project. Mr. Kwame Arhin (FHWA) said that it is up to the BRTB and its committees to make a decision on the Loop project. The project has to be in the long-range transportation plan. There has to be a reason if the Loop is not in conformity. There are supposed to be no air quality emissions above ground because all emissions are below ground.

[Handouts: Printout from www.boringcompany.com/eastcoast]

5. MDE PRESENTATION: A PATH FORWARD FOR REDUCING OZONE

Mr. Randy Mosier (MDE) gave a presentation on both the history and current status of air quality in Maryland, as well as the science behind it. Seeing the reduction in pollution, Maryland is getting more bang for the buck for NO_x reductions and sometimes VOC reductions because of the changing science in the atmosphere. In 2017, there were 17 days over the 2015 ozone NAAQS in the Baltimore region. In 2016, there were 26 days. Reductions in ozone pollution is mainly the result of high end technology in power plants from the NO_x SIP call, affecting power plants in the mid-West. Reductions have also resulted from the Tier 2 vehicle standards.

There have also been reductions in fine particulate matter pollution, mainly resulting from lower sulfur dioxide emissions. There was a large investment in selective catalytic reduction equipment (SCR) for power plants in the Midwest in 2003 and 2004.

There has been a lot less pollution from Virginia in the night-time low level jet stream, than there had been in the past.

The year 2016 had the lowest power plant emissions on record (2017 data not included).

Upcoming actions to be aware of include a CSAPR update, Tier 3 vehicle and fuel standards, and efforts to have power plants run their existing SCR equipment.

Ms. Turner said the ICG Technical Work Group should review any changes needed to modeling due to any change in vehicle standards. She said that MDOT completed a review of Travel Demand Management efforts in the state and there will be a presentation to the BRTB later in April.

Mr. Graham said that Howard County has a draft travel demand management program for downtown Columbia. There will likely be a public meeting in early June.

[Presentation: A Path Forward for Reducing Ozone in Maryland and the Mid-Atlantic States, Driving Policy with Science]

6. OTHER BUSINESS

Transportation Performance Measure – CMAQ Emissions Measure

Ms. Tomlinson said that at the Technical Committee meeting on April 3, there was a presentation from MDOT and SHA on three CMAQ-related transportation performance measures. MDOT was asked to give a brief overview of the portion of the presentation related to the emissions measure to ICG. Ms. Turner provided information on the emissions reduction measure, which is directly related to the emissions reduced by projects using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in the TIP. Both the State and the MPO are required to develop 2-year and 4-year targets for this performance measure. The 2-year targets address Fiscal Year 2018 and 2019 projects, and the 4-year targets address projects in Fiscal Years 2018 through 2021. MDOT's state targets are required to be complete by May 20, 2018. The MPO must set targets for this measure 180 days after the state sets targets, which would then be November 16th.

MDOT reports CMAQ-funded projects in an online database called the CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/). MDOT staff looked back at CMAQ-funded projects from 2014 to 2017, and discovered that they needed to update information from the projects. Currently they are working with FHWA to be able to reflect the corrected information in the online database.

MDOT staff developed a memo describing the methods for developing the CMAQ emissions performance targets. This draft memo was shared with MPOs and will be shared with applicable federal agencies in the near future.

Ms. Turner shared the draft targets for the Baltimore region as well as the State. The Baltimore region targets are much larger than the reduction in the rest of the state, due to the funding that is spent in this region on MTA bus replacements. Bus replacements tend to achieve much larger reductions than

other projects. Ms. Aris asked whether the BRTB would receive some sort of assurance that money would continue to be spent in the region on bus replacements, if the target were to be set at this level.

The CHART program and the Guaranteed Ride Home programs are included in the statewide target, but because they have a multi-region affect, they are not included in the regional target. Park-and-ride lots and roundabouts are included in the Baltimore region target.

Court Ruling Vacating Revocation of 1997 Ozone NAAQS

Ms. Turner mentioned the DC Circuit Court ruling vacating the revocation of the 1997 Ozone NAAQS. Mr. Greg Becoat (EPA Region 3) said that EPA is currently looking into the effects that this decision will cause and is determining how to move forward. Originally, under the Final 2008 Ozone Implementation Rule, areas that did not meet the 1997 ozone NAAQS or that were maintaining the NAAQS, but did meet the 2008 ozone NAAQS, did not have to do conformity for ozone. The EPA was sued, and the petitioners argued that the revocation of transportation conformity in orphan nonattainment areas violates anti-backsliding requirements. The court ruled that these areas now have to do conformity again. Ms. Tomlinson asked whether this affects any other NAAQS. Mr. Becoat said that it just affect the 1997 ozone NAAQS revocation.

The members were asked if they had any other business to discuss. Hearing none, the meeting was adjourned at 11:25 A.M. The next ICG meeting is scheduled for May 16th.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment (MDE)
Clive Graham - Baltimore Regional Transportation Board (BRTB)
Colleen Turner - Maryland Department of Transportation (MDOT)

Staff and Guests

Kwame Arhin – Federal Highway Administration, Maryland Division (FHWA)
Regina Aris - Baltimore Metropolitan Council (BMC)
Greg Becoat – EPA Region 3 (by phone)
Tyson Byrne - MDOT
Jim Frazier – Michael Baker
Terry Freeland – BMC
Gary Greening – Michael Baker/ MDOT
Dan Janousek - MDOT
Zach Kauffman - BMC
Randy Mosier – MDE
Sara Tomlinson – BMC