

INTERAGENCY CONSULTATION GROUP

May 16, 2018
9:30 to 11:00 A.M.

MINUTES

The meeting was called to order at 9:30 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 APRIL 2018 MINUTES

The minutes of the April 4th meeting were presented. Mr. Dan Janousek (MDOT) made a motion to approve the minutes and Ms. Alex Brun (MDE) seconded the motion. The motion was unanimously approved.

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

The draft conformity and the 2019-2022 TIP will be released on May 23rd for a 30-day public review period.

Ms. Tomlinson said that the BMC staff ran the MOVES model, and they have results for emissions from the transportation network in 2020, 2030, and 2040. Emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) were estimated. The budgets that are being used in the “budget test” for conformity are 40.2 tons per summer day of VOC’s and 93.5 tons per summer day of NOx. These budgets are from the 2012 8-hour ozone Reasonable Further Progress (RFP) State Implementation Plan (SIP). These budgets were set to address the 1997 ozone standard. For this conformity determination, both the 1997 and 2008 Ozone NAAQS are being addressed with the same budgets. MDE has confirmed that their estimates match the BMC estimates. The emissions resulting from the transportation network with implementation of TIP and Plan projects, as scheduled, do not result in emissions above the budget.

Mr. Clive Graham (BRTB) motioned to approve the draft conformity results to be released for the Conformity Determination of the 2019-2022 TIP and Amended Plan public comment period. Ms. Brun seconded the motion. The motion was unanimously approved.

Ms. Brun mentioned that part of the text of the draft conformity needs to be changed to reflect the fact that the latest monitored design value for the region is 75, not 76 ppb. The EPA determined that there were two exceptional events due to forest fires in Canada and elsewhere. The region is still currently attaining the 2008 ozone NAAQS.

[Handout: Analysis Results – Conformity Determination of the 2019-2022 TIP and Amended Maximize2040]

4. 2015 OZONE NAAQS

Ms. Tomlinson said that on April 30, 2018, the EPA designated the Baltimore region as “marginal” nonattainment for the new 2015 Ozone NAAQS of 70 ppb. Mr. Greg Becoat (EPA Region III) said that it will likely be 60 days before the designation is effective, and one year after that, conformity will be required to the new standard. Then, 2021 is the anticipated attainment date. The areas required to do conformity are those that are designated nonattainment. EPA Office of Transportation and Air Quality (OTAQ) will provide more guidance, which is expected shortly. Marginal areas do not require an attainment SIP to be developed.

Ms. Tomlinson said that the BRTB needs to know which year is required for testing in conformity regarding this new designation. Mr. Becoat said that guidance on this is being developed.

Ms. Brun asked if there was information on whether the 2008 ozone NAAQS is expected to be revoked. Mr. Becoat could not provide an answer at this time.

5. TRANSPORTATION PERFORMANCE MEASURE – CMAQ EMISSIONS REDUCTION

There was a discussion regarding the communication between MDOT and BMC staff on calculations that MDOT and their consultant conducted to develop targets for the CMAQ emission reduction transportation performance measure (TPM). MDOT’s TPM targets were due for completion this past weekend. BRTB will address this target at their July meeting. The CMAQ emission reduction targets consist of targeted nitrogen oxide (NO_x) and volatile organic compound (VOC) reductions resulting from future CMAQ projects funded in 2-year and 4-year timeframes.

6. OTHER BUSINESS

Court Ruling Vacating Revocation of 1997 Ozone NAAQS

There was additional discussion, following up from discussions at the April ICG meeting on the DC Circuit Court ruling vacating the revocation of the 1997 Ozone NAAQS. Regarding non-orphan areas, Mr. Becoat said that guidance is being developed. For orphan areas, conformity determinations will be required in certain circumstances. Mr. Kwame Arhin (FHWA) asked what budgets Kent and Queen Anne’s counties should use in future conformity determinations, since they are orphan areas. Mr. Becoat said that MDOT is responsible for Kent and Queen Anne’s counties for conformity. They would

have to pass motor vehicle emission budgets that were developed using Mobile 6.2. Ms. Brun asked whether MDE would need to complete a second maintenance plan for Kent County. He responded that there will be further discussions within EPA on this, but that the Clean Air Act does require this.

Carbon Monoxide (CO) Maintenance

In response to a question regarding whether the EPA has sent a letter regarding the end of the CO 20-year maintenance period for the Baltimore region, Mr. Becoat said that EPA does not send letters regarding attainment.

The members were asked if they had any other business to discuss. Hearing none, the meeting was adjourned at 11:30 A.M. The next ICG meeting is a joint meeting with the Technical Committee and is scheduled for July 11th.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment (MDE)
Clive Graham - Baltimore Regional Transportation Board (BRTB) – by phone
Dan Janousek - 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)
Jim Frazier – Michael Baker
Terry Freeland – BMC
Brian Goodson - FHWA
Gary Greening – Michael Baker/ MDOT
Dan Janousek – MDOT
Todd Lang - BMC
Stephen P. Miller – MDOT/SHA
Sara Tomlinson – BMC