

INTERAGENCY CONSULTATION GROUP

January 4, 2023
9:30 – 10:42 AM

In Person/Hybrid Meeting

MINUTES

The meeting was called to order at 9:30 A.M. by Ms. Anna Marshall (BMC).

1. WELCOME AND INTRODUCTIONS

Ms. Marshall welcomed members and guests to the meeting. Attendees were then asked to introduce themselves. Ms. Marshall informed the guests that the prior minutes from August 10, 2022 were approved via email.

2. CONFORMITY DETERMINATION OF RESILIENCE 2050 AND THE 2024-2027 TIP

Ms. Marshall presented the Draft Methodology and Assumptions Letter as well as the Conformity Analysis Schedule of the FY 2024-2027 Transportation Improvement Program (TIP) and upcoming Long-Range Transportation Plan (LRTP) *Resilience 2050*, giving a brief description of the letter's purpose and highlighting major updates as compared to last year's letter. The Baltimore region is designated as a moderate nonattainment area for the 2015 ozone standard as of October 2022.

Ms. Regina Aris (BMC) asked whether the 2012 Reasonable Further Progress (RFP) budgets will be used again for this conformity determination or if the new Motor Vehicle Emissions Budgets (MVEB) will be used. Ms. Catherine Salarano (MDE) described how the draft Baltimore Moderate Nonattainment Area Ozone State Implementation Plan (SIP) with new MVEBs was submitted to US EPA. Ms. Emily Bull (MDE) explained that the SIP is open for public review until January 31, 2023, and new budgets cannot be used until EPA approves them. Ms. Aris mentioned that at the February 8th meeting, ICG will vote whether the contents of the letter is accurate and can be sent to Federal Partners, noting the tight timeline for determining whether the budgets are approved by US EPA. Mr. Jim Frazier (Michael Baker Inc.) agreed with Ms. Salarano, and mentioned that the EPA has 90 days to do an adequacy determination and once that is finalized, the budgets are determined adequate. The Baltimore region has 2 years to conform to the new budgets.

Discussion continued about the emissions budgets for the next conformity determination. Ms. Bull said that MDE plans to submit the updated SIP to EPA for final review soon after the public

review period closes. Ms. Salarano mentioned that if the EPA has not responded by February 8th, when ICG sends the methodology letter to the Federal Partners, that we may be required to use the 2012 RFP budgets. Mr. Frazier mentioned that this can be further discussed, but said it may be to our advantage to use the new budgets now. Mr. Roger Thunell (MDE) mentioned that there is a lot unknown right now with the changing governor's administration this year. It was recommended that the new MVEBs be used, since the conformity determination process is just beginning.

Ms. Marshall also discussed the testing horizon years. Last year's testing horizon years were 2025, 2035 and 2045, however with the new LRTP ending at 2050, this has to be the final testing horizon year. The methodology for the travel demand model was validated in 2019, which is what will be used for the conformity determination. Ms. Aris asked ICG if the proposed horizon years of 2025, 2035, 2045 and 2050 are reasonable. Ms. Salarano asked if the attainment year, 2023, has to be represented in the horizon years. There was discussion amongst ICG members, and Mr. Frazier said it may be necessary to have a 2023 testing year, which BMC has already done for the revised MVEBs. Mr. Thunell said that since 2017 is the SIP base year, 2023 should be one of the horizon years. Mr. Frazier noted that it is a good idea to use 2023 as a horizon year, that way the requirement is met for future determination processes. BMC staff will discuss this topic further, however ICG agreed that 2023, 2025, 2035, 2045 and 2050 are appropriate for the testing horizon years.

Ms. Marshall continued discussing the methodology letter, going through the criteria and approach section, pointing out that MOVES3 will be used this year, as required. The latest motor vehicle fleet registration data was confirmed to be from 2020, which will be used in the conformity determination. The socioeconomic assumptions are based on the Round 10 regional forecasts, which project to 2050. Ms. Marshall noted that some of the Federal Partners retired or moved to other positions. The FHWA and FTA Region III positions need to be filled and are not known at this time.

Finally, Ms. Marshall walked through the 2024-2027 TIP Production Schedule and the proposed conformity analysis, noting that the draft resolution for the TIP, LRTP and conformity determination will be presented to ICG on July 5, 2023. Ms. Marcia Ways (MDE) said that at least three weeks are needed to get the modeling done to keep it on schedule. Ms. Aris said that ICG will be able to review the projects ahead of time, and keep to the schedule as best as possible.

3. PRESENTATION: SIP UPDATES

Ms. Salarano (MDE) gave a presentation with an overview about air quality conformity and the NAAQS, as well as about the draft Baltimore Moderate Nonattainment Area Ozone SIP. SIPs explain how the State is going to attain or maintain federal standards for criteria pollutants. Baltimore is in moderate nonattainment for ozone. On October 7, the EPA bumped up the area from marginal to moderate, setting the new attainment date to August 3, 2024. The State is required to demonstrate attainment by the end of the last full ozone season prior to the listed

attainment date, which is August 2023. There is a list of control measures called RACM (Reasonably Available Control Measures). The Baltimore region does not have any RACMs that can advance the attainment date. The Mobile Budgets have been modeled and run using MOVES3 for 2023, 2025, 2035 and 2045. If the Baltimore region does not attain the budgets, MDE is required to include contingency measures. Ms. Aris explained that the LRTP has funds set aside, about \$250 million, for emission friendly projects, and hopefully there is some activity that can help us get to attainment, such as the Carbon Reduction Program which is coordinated through MDOT.

[PowerPoint: Baltimore Ozone SIP Update]

4. PRESENTATION: MARYLAND COMMISSION ON CLIMATE CHANGE (MCCC)

Ms. Kim Pezza (MDE) presented on the Maryland Climate Change Commission (MCCC) Recommendations for Climate Action and the Climate Solutions Now Act (CSNA) of 2022. In the transportation sector recommendations of the annual report, there is a target to have 75% of new Light Duty Vehicles to be Zero Emission Vehicles (ZEV) and plug-in hybrids by 2030 in Maryland. There is also funding for Electric Vehicle (EV) charging infrastructure. Ms. Pezza also provided information on the CSNA. The main goal is to reduce greenhouse gas (GHG) emissions by 60% by 2031. The CSNA also requires the purchasing of electric school buses as funding becomes available after 2025, and that 100% of passenger cars in the State fleet be ZEV by 2031. Ms. Aris asked about energy demand of EVs and whether utility companies are involved in the coordination process. Mr. Christopher Beck (MDE) explained that MDE and Maryland Energy Administration (MEA) are working with utilities, because the CSNA calls for the Public Service Commission (PSC) to work with these state agencies to help facilitate grid expansion and help Maryland meet the energy demand.

[PowerPoint: MDE Climate Change Update]

5. MEMBER UPDATES

ICG members were given the opportunity to provide updates.

- **BRTB** - Mr. Alex Rawls reported that the BRTB met on December 22 to approve nine 2023-2026 TIP amendments, all of which were exempt from air quality conformity requirements. The draft preferred alternative for the LRTP was shared with Technical Committee, and the proposed environmental projects will be mapped with a range of environmental features and shared at an interagency review meeting hosted by MDOT State Highway Administration (MDOT SHA). There is also a \$250 million set aside for emission friendly projects in the LRTP. BMC, on behalf of BRTB, has been coordinating with MDOT on the carbon reduction program (CRP).
- **MDE** has no additional updates at this time.

- **MDOT** has no updates at this time.
- **FHWA** was not able to attend the meeting.
- **FTA** Not able to attend the meeting.
- **EPA** Region 3 was not able to attend the meeting.

5. OTHER BUSINESS

There were no other updates under this item.

Ms. Marshall asked for a motion to close the meeting. Ms. Salarano (MDE) made a motion to end the meeting, and Mr. Rawls (BRTB) seconded the motion. It was confirmed that the next ICG meeting will be a virtual meeting on February 8th at 9:30 A.M. The meeting was adjourned at 10:42 A.M.

ATTENDANCE

Members

Catherine Salarano – Maryland Department of the Environment (MDE)
Sophia Cortazzo – Maryland Department of Transportation (MDOT)
Alex Rawls – Baltimore Regional Transportation Board (BRTB)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Anna Marshall – BMC
Todd Lang – BMC
Jim Frazier – Michael Baker Inc.
Emily Bull – MDE
Dan Janousek – MDOT
Zachary Kaufman – BMC
Keith Kucharek – BMC
Brian Ulrich – Anne Arundel County, Technical Committee Vice Chair
Marcia Ways – MDE
Roger Thunell – MDE
Christopher Beck – MDE
Kim Pezza – MDE
Mohamed Khan – MDE