

**JOINT MEETING OF THE  
TECHNICAL COMMITTEE AND INTERAGENCY CONSULTATION GROUP**

Wednesday, July 12, 2017  
9:32 to 11:15 A.M.

**MINUTES**

The meeting was called to order at 9:32 A.M. by Ms. Sara Tomlinson. She introduced Ms. Mary Lane from Carroll County, who is co-chairing the meeting today. Members of both committees introduced themselves.

**1. APPROVAL OF JUNE 6, 2017 TECHNICAL COMMITTEE MINUTES**

Ms. Lane directed the Technical Committee members to review the minutes of the June meeting.

Ms. Valorie LaCour made a motion to approve the minutes, and Ms. Martha Arzu-McIntosh seconded. The members voted to approve the minutes as is.

**2. APPROVAL OF MAY 17, 2017 INTERAGENCY CONSULTATION GROUP MINUTES**

Ms. Tomlinson asked the ICG members to review the minutes of the May ICG meeting. Mr. Tony McClune (Harford County/ ICG BRTB representative) motioned to approve the minutes. Ms. Colleen Turner (MDOT) seconded the motion. The minutes were approved unanimously.

**3. ELECTION OF TECHNICAL COMMITTEE OFFICERS**

The TC Nominating Committee offered the slate of the City of Annapolis as Chair and Queen Anne's County as Vice Chair for FY 2018. A motion was made by Ms. Arzu-McIntosh and seconded by Mr. Chris Witt with unanimous support from the members.

**4. RECOMMENDED ACTION OF RESOLUTION #18-1**

Mr. Zach Kaufman gave a brief overview of the FY 2018 – 2021 Transportation Improvement Program (TIP). It includes 133 projects requesting a total of \$3.04 billion – \$2.16 in federal funds and \$.88 billion in matching funds. SHA (\$1.53 billion), MTA - Transit (\$894 million), and Baltimore City (\$279 million) are the largest sources of fund requests by implementing agency. Of the nine project categories,

highway preservation (72) and highway capacity (30) have the largest number of projects. In regards to total funding by project category, the highway preservation (45%), transit (22%), and highway capacity (14%) categories account for approximately 81% of funds programmed. There are 7 projects that are new to the FY 2018-2021 TIP, including 3 Anne Arundel County projects, 2 Carroll County projects, and 1 each from Baltimore City and SHA. A 30-day public review began on May 23, 2017 and ended on June 23, 2017. In addition to one public meeting, a presentation to the Public Advisory Committee, and advertisement on the web and in newspapers, BMC staff developed an interactive project map that allows people to view and search for TIP projects. Several comments were received and the BRTB has responded to those comments.

Ms. Lane asked for a motion. Mr. Alex Rawls made a motion to move Resolution #18-1 to the BRTB as presented and Ms. LaCour seconded the motion with unanimous support from the members.

***[PowerPoint: Baltimore Region FY 2018-2021 Transportation Improvement Program]***

## **5. RECOMMENDED ACTION OF RESOLUTION #18-2**

Ms. Tomlinson introduced Resolution #18-2 to approve the Conformity Determination for the FY 2018-2021 Baltimore Region Transportation Improvement Program and the Amended Plan: *Maximize 2040*. Air quality conformity ensures that federal funding and approvals are given to transportation activities that are consistent with state air quality plans. This process ties together transportation planning and air quality planning. EPA sets National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. For areas that do not meet the NAAQS, conformity determinations are required. Transportation plans, programs, and projects cannot create new violations, increase the frequency or severity of existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently classified as moderate nonattainment for the 2008 8-hour ozone NAAQS. As part of the conformity requirements, the BRTB consults with the Maryland Departments of Environment and Transportation, during the conformity determination process. FHWA, FTA, and EPA are also including in the Interagency Consultation Group (ICG).

Through the regional emissions analysis, and use of transportation and emissions modeling, it was determined that estimated summer weekday emissions of VOC and NOx are below motor vehicle emission budgets determined adequate by EPA.

Ms. Tomlinson asked for a motion from the ICG to recommend BRTB approval of Resolution #18-2. Mr. McClune made a motion and Ms. Alex Brun seconded the motion, which was approved unanimously by the ICG.

Ms. Tomlinson asked for a motion from the TC to recommend BRTB approval of Resolution #18-2. Mr. Rawls made a motion to move Resolution #18-2 to the BRTB as presented and Ms. LaCour seconded the motion with unanimous support from the members.

***[PowerPoint: Conformity Determination of the 2018-2021 TIP and Amended Plan]***

## **6. RECOMMENDED ACTION OF RESOLUTION #18-3**

Mr. Todd Lang gave a brief overview of the Self-Certification of the BRTB, what the BRTB is, along with the Urbanized areas the Board covers. Mr. Lang also reviewed the federal requirements of the transportation planning process and how the Board is meeting those requirements.

Mr. Lang asked for a motion to approve the resolution. Ms. LaCour made a motion to move Resolution #18-3 to the BRTB as presented and Mr. Rawls seconded the motion with unanimous support from the members.

## **7. MARYLAND DEPARTMENT OF THE ENVIRONMENT'S AIR QUALITY MONITORING PROGRAM**

Mr. David Krask (MDE) presented an overview of the State's air quality monitoring program. He discussed the regulatory requirements of monitoring, the design of the monitoring network, near road monitors, and other special projects and studies. Title 40 of the Code of Federal regulation (Parts 50, 53, and 58) addresses air quality monitoring. The air quality-monitoring network is designed in a way to provide data in a timely manner to the public, determine attainment status of the NAAQS, support development of emission control strategies, and support air pollution research studies. Every five years, there is a detailed analysis of the network of air quality monitors.

There are different types of monitoring sites. For example, some sites are located in areas where there is expected to be high concentrations of pollution. Others are located in areas where there is expected to be general background concentration levels. Also, monitors in general have different spatial scales, from microscale (1 – 100 meters), to national and global scale. When designing a monitoring network, one would ideally develop a thorough monitoring cross-section of the state, including high- and low-pollution areas, areas under immediate influence of significant sources, and areas that make up other site types and spatial scales.

There are 27 sites in the 2017 Maryland monitor network, with 20 measuring ozone pollution, 13 measuring PM<sub>2.5</sub>, and 5 measuring NO<sub>2</sub>. There are other pollutants measured as well. PM<sub>2.5</sub> speciation is measured at 3 sites in Maryland, with one of these in the Baltimore region (Essex).

Air quality monitored data has to be legally defensible because it determines whether an area is meeting the NAAQS. Monitored data is available on EPA's website at <http://www.epa.gov/outdoor-air-quality-data>. Fine particulate matter readings tend to be lower in rural areas. Ozone readings tend to be lower in cities, and higher in areas downwind. There is currently an effort to understand land/water interactions of ozone pollution. The monitor at Hart Miller Island is currently the "leading" ozone monitor site.

MDE conducts near road monitoring, with one of the monitors located 20 meters from I-95 South, between MD 32 and MD 216. The average annual daily traffic (AADT) on this segment of roadway is 195,030, with 12,000 of these vehicles being diesel trucks. Additionally diesel trucks idle at this location

at night. There have been no violations of the NAAQS measured at this site, which measures PM<sub>2.5</sub>, CO, and NO<sub>2</sub>.

There is an emerging technology for air quality sensors. These sensors provide an opportunity for research, augmentation of the existing network, and advocacy on air quality. However, some have highly variable data quality. This can result in issues with air quality messaging.

Following the presentation, there was a question and answer session.

***[PowerPoint: Overview of Maryland's Air Monitoring Network]***

**8. MARYLAND STATE HIGHWAY ADMINISTRATION'S NEW ACTIVE TRAFFIC MANAGEMENT STUDY IN THE BALTIMORE REGION**

Mr. Kenya Lucas and Mr. Stephen Miller from Maryland State Highway Administration gave a presentation on SHA's new Active Traffic Management (ATM) study on I-95 from MD 32 to MD 100. This is a corridor with severe recurring peak congestion and it was noted that the area around the MD 175 interchange had extremely high crash rates. SHA looked at "light" ITS solutions with studies calling for "hard running shoulders" (as seen in northern Virginia) and overhead gantries displaying when the shoulders would be open to traffic as well as speed harmonization. The gantries would not only be placed on I-95 but also at the approach to the interchanges on MD 32, MD 175 and MD 100 to give drivers advance notice.

The project is in the planning and development stage, and SHA hopes to complete work by July 2018. There are two concepts being considered. In Group 1, hard running shoulders would be utilized at MD 175 and MD 100 and in Group 2 this would start farther south at MD 32. Costs are currently being evaluated between the two alternatives.

Technical Committee members asked several questions. The first being is if it were fair to say that bottlenecks and crashes were caused by the short distances between interchanges. Mr. Lucas replied that drivers on the approach to I-95, especially eastbound on MD 175, preemptively move left early, causing sideswipes and rear-end crashes.

Mr. David Cookson from Howard County asked about the expected benefits of this project. Mr. Miller replied that theoretically the expectation is a 33% reduction in crashes at the MD 175 interchange and expected improvement from a level of service F to a C, potentially. These benefits will most likely be in the short term from 2025-2030. There is expected development, especially in the MD 175 corridor of Howard County, which may eventually overwhelm the technology.

**9. MARYLAND DEPARTMENT OF TRANSPORTATION'S UPDATE ON TRANSPORTATION DEMAND MANAGEMENT STRATEGIES AND PROGRAMS**

Mr. Witt shared MDOT's plans for a more robust Transportation Demand Management (TDM) program for the state, to compare with the program operating in DC.

- Geographic area: strategies will concentrate on regions outside the DC region, which is well served by Commuter Connections, and will be centered on the Baltimore region.
- Goal: the program will support and promote alternatives to single-occupancy vehicle travel, including: Ridesharing/Shared Mobility, Guaranteed Ride Home, Parking Management, Park-and-Ride, Transit, Integrated Corridor Management, Non-Motorized Facilities, Employer/Employee Services, and Alternative Work Schedules Incentives
- Provider: MDOT will contract with ICF to bring together entities currently providing TDM services, including state Rideshare Coordinators and the MTA. Surveys (both new and existing) will be used to gauge use of and motivation to use TDM, and to identify best practices.
- MDOT Action Plan: launch enhanced website, execute targeted training and education, and market the program.
- Next Steps: Opportunities Assessment - Summer 2017; Survey of Businesses, Workers, and Residents - Summer 2017; and Performance Measures - Fall 2017.

Mr. Witt requests that all present share contact information for employers, agencies and interested parties. He also welcomes ideas and suggestions.

Ms. LaCour asked for a specific strategy, which Mr. Witt said is not yet finalized. Ms. LaCour also suggested that MDOT take advantage of the BRTB's ability to bring together people within the jurisdictions to learn and use methods for data disbursement using mapping and data layers, similar to the coordination used in the recent regional bike map project.

## **10. OTHER BUSINESS**

Mr. Todd Lang handed our material for the upcoming T2 classes.

## **ATTENDANCE**

### ***Technical Committee Members***

Martha Arzu-McIntosh – Anne Arundel County Department of Planning and Zoning  
Alex Brun – Maryland Department of the Environment (MDE)  
Ken Choi– Maryland Department of Planning (MDP)  
Steve Cohoon – Queen Anne’s County Department of Public Works  
Emery Hines – Baltimore County Department of Public Works  
Valorie LaCour – Baltimore City Department of Transportation  
Mary Lane – Carroll County Department of Planning  
Alex Rawls – Harford County Department of Planning & Zoning  
Chris Witt – Maryland Department of Transportation (MDOT)  
Ted Yurek – State Highway Administration (SHA)

### ***ICG Members***

Alex Brun – MDE (also listed above)  
Tony McClune - Harford County  
Colleen Turner - MDOT

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

Charles Baber – Baltimore Metropolitan Council (BMC)  
Greg Becoat – Environmental Protection Agency (EPA) Region 3 (by phone)  
Robert Berger – BMC  
Steve Charles - MDOT  
Blake Fisher – BMC  
Derek Gunn - SHA  
Victor Henry - BMC  
Zach Kaufman – BMC  
Sanghyeon Ko - BMC  
David Krask - MDE  
Shawn Kimberly – BMC  
Kenya Lucas - SHA  
Todd Lang – BMC  
Stephen Miller - SHA  
Mikenzhie Smith - SHA  
Rebecca Smith - BMC  
Ed Stylc - BMC  
William Tardy - SHA  
Sara Tomlinson - BMC