

TECHNICAL COMMITTEE

November 13, 2018
9:37 to 10:45 A.M.

MINUTES

The meeting was called to order at 9:37 a.m. by Mr. Steve Cohoon.

1. APPROVAL OF OCTOBER 2, 2018 MINUTES

Mr. Cohoon asked for approval of the minutes from the October meeting of the Technical Committee. Dan Janousek moved to approve the minutes with Mr. Kwaku Duah seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #19-13

Mr. Jacob Dunkle, Maryland Transit Administration (MDOT MTA), introduced details of the proposed TIP amendment to the committee. MDOT MTA is requesting to add federal FTA Section 5339 funds to the 2019-2022 TIP for the Small Urban Transit Systems Capital Assistance project. The ICG has determined that the project qualifies as exempt.

This project is used for capital assistance to small urban locally operated transit systems (LOTS) throughout the region. Developing the TIP for LOTS projects is currently difficult as needs change frequently, resulting in frequent TIP changes. However, MDOT MTA is working on an enhanced asset management protocol with a goal of accurately forecasting LOTS needs for two fiscal years. The TIP amendment at hand resulted from an increased apportionment of federal FTA Section 5339 funds. The amendment increases Section 5339 funds in the amount of \$806,000 along with an increase of \$302,000 in matching funds. These funds will be used for one small cutaway replacement bus in Carroll County, two medium buses and mobile radios in Anne Arundel County, and two heavy duty replacement buses in Howard County.

Mr. Cohoon asked for a motion. Mr. Duah made a motion to move Resolution #19-13 to the BRTB as presented and Mr. David Cookson seconded the motion. After a brief discussion regarding the amount and use of the additional funds, committee members voted unanimously in support of the motion.

[PowerPoint: 2019-2022 TIP Amendment – MTA Capital Assistance for Small Urban Transit Systems]

3. RECOMMENDED ACTION ON RESOLUTION #19-14

In the absence of Ms. Monica Haines Benkhedda, Ms. Regina Aris provided an update on the proposed changes to the PAC Bylaws. In October, the TC reviewed several proposed changes and supported them with one caveat. Participation at the PAC meetings has been low and there are few members from outside of the core area. The TC asked the PAC to consider remote participation as a way to attract more members from the farther reaches of the region and an opportunity to participate without the burden the distance could be having. The PAC did consider the request from the TC and have added the option to participate via GoToMeeting for a portion of the meetings.

Mr. Cohoon asked for a motion. Mr. Duah made a motion to move Resolution #19-14 to the BRTB as presented and Ms. Mary Lane seconded the motion.

4. RECOMMENDED ACTION ON RESOLUTION #19-15

Mr. Cohoon stated that this resolution has been pulled for the time being.

5. PRESENTATION: MARYLAND'S VW MITIGATION PLAN

Mr. Tim Shepherd (MDE) presented information on the Maryland Volkswagen Mitigation Plan. The reduction strategies in the plan target the reduction of nitrogen oxide (NOx) emissions from transportation sources, largely heavy duty vehicles. Maryland was allotted \$75.7 million for these projects. A trust fund was set up through Wilmington Trust to provide funding for the projects. While MDE will receive project applications, Wilmington Trust gives the final approval for project funding. If a local government were to receive funding, the funding would come directly from Wilmington Trust.

The 10-year funding period for the VW Mitigation program began October 2, 2017. Proposals for NOx emission reduction projects are due to MDE by March 1, 2019. Three state agencies: the Maryland Departments of Environment and Transportation, and the Maryland Energy Administration are working together on updates to the mitigation plan based on comments received on the original document. Much of the funding will go towards heavy duty vehicle replacement. In that case, the vehicle must be scrapped. MDE is proposing to use 15% of the funding (maximum allowed) to go towards alternative fuel vehicle infrastructure. MDE is putting together an infrastructure workgroup which will include stakeholders, utilities, and local governments. A lot of electric vehicle charging is at the workplace or at home. MEA is already providing assistance with home charging. Therefore, this plan will have the intent of funding chargers for workplaces, charging hubs, and corridor charging. More information can be found at

<https://mde.maryland.gov/programs/Air/MobileSources/Pages/MarylandVolkswagenMitigationPlan.aspx>.

[PowerPoint: Volkswagen Settlement]

6. UPWP TASKS:

Mr. Terry Freeland gave an update on the status of projects submitted for consideration for *Maximize2045*, the next long-range regional transportation plan. This included a reminder about how much revenue is expected to be available to cover major capital projects for the 2024-2045 time period (\$12.2 billion), compared to how much was expected to be available for a comparable time period (\$15.6 billion) when the current plan was adopted in 2015.

He also gave a breakdown of projects by mode, project type, and whether or not the project is in the current plan. Jurisdictions and agencies submitted 82 projects for consideration (with another project to be submitted by SHA as soon as possible). These include 43 projects that are in the current plan and 39 that are not in the current plan. The 82 projects include 67 roadway and bridge projects, 14 transit projects, and 1 Complete Streets project focused on pedestrian and bicycle improvements. Mr. Freeland noted that Anne Arundel County and Queen Anne's County had both submitted a project related to a new Chesapeake Bay Bridge and that the counties have agreed that this project should be included in the illustrative project list for *Maximize2045*.

Mr. Freeland reported that SHA is still developing cost estimates for some of the projects and that SHA staff will be contacting the jurisdictions for additional scope details as needed. Upon receipt of all current year cost estimates, BMC staff will apply an inflation factor to arrive at year-of-expenditure cost estimates for each project. For this plan, as with previous plans, this factor will be the same as the one identified in MDOT's financial forecast for future system preservation projects. Following Mr. Freeland's presentation, Mr. Shiva Shrestha of SHA gave additional details on the information SHA needs for some projects.

Mr. Freeland concluded by reminding members that, once scoring is complete and all year-of-expenditure cost estimates are in place, BMC staff will lead a work session in which members will discuss project scores and regional priorities. This will lead to the adoption of a preferred alternative.

[PowerPoint: Maximize2045 Project Submittals, Handout: List of Proposed Projects]

Ms. Sara Tomlinson shared a summary of MDOT-SHA projects that have gone to the Interagency Review meetings. As part of the MPO's congestion management process, BMC staff participate in SHA-hosted interagency review meetings. At these meetings, project managers, environmental managers, and consultants present information on major transportation projects in the state that are going through the NEPA or PEL process. Participants in these meetings include resource agencies such as MDE, US Fish and Wildlife Service, US EPA, National Park Service, US Army Corp of Engineers, Maryland DNR, and MDP, as well as the MPO.

The I-70/I-695 Interchange Design Project and the I-695: I-70 to MD 43 projects have not yet begun the NEPA process. They are design/build projects. The next long range transportation plan submitted projects list incorporates projects on the summary list, in whole or in part. Other projects listed on the summary sheets are either completed, have had a finding of no significant impact (FONSI) and are on hold, have had a planning and environmental linkages

(PEL) study completed, have had NEPA completed, are in design/construction, or have already been constructed. This list of projects, and their status should be useful as a preferred alternative for the next Plan is developed.

Ms. Aris mentioned that the congestion management process requires that MPO's that are nonattainment for ozone, such as the BRTB, are required to address major projects to see that alternatives other than capacity enhancements are considered during the planning process.

[Handout: (MDOT SHA) IAR Project Summary as of September 2018]

7. OTHER BUSINESS

- Mr. Zach Kaufman distributed the draft schedule for the 2020-2023 TIP and discussed key dates with the members.

[Handout: Timeline for Assembly and Approval of the 2020-2023 TIP]

- Mr. Cohoon mentioned that at the October BRTB meeting, members had a lot of questions and uncertainty regarding the two resolutions. While some resolutions are more involved than others, Mr. Cohoon urged members to brief their BRTB member on the background and issues as discussed at the TC. Should any member have questions or need assistance with such a briefing please feel free to contact the BMC.

ATTENDANCE

Members

Tim Shepherd – (for Alex Brun), Maryland Department of the Environment

Zach Chissell – Maryland Transit Administration (MDOT MTA)

Ken Choi – Maryland Department of Planning

Steve Cohoon – Queen Anne's County Department of Public Works

Kwaku Duah – City of Annapolis Department of Transportation

David Cookson – Howard County Department of Planning & Zoning

Angelica Daniel – Baltimore County Department of Public Works

Dan Janousek – Maryland Department of Transportation (MDOT)

Mary Lane - Carroll County Department of Planning

Stephen Miller – State Highway Administration (MDOT SHA)

Members Not Present:

Anne Arundel County

Baltimore City

Harford County

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)

Robert Berger - BMC

Cynthia Burch – BMC

Blake Fisher - BMC

Terry Freeland - BMC

Don Halligan - BMC

Zach Kaufman - BMC

Todd Lang – BMC

Tara Penders – MDOT SHA

Shiva Shrestha – MDOT SHA

Rebecca Smith – BMC

Sara Tomlinson – BMC

Mikah Zaslow—Baltimore City Department of Transportation