

JOINT INTERAGENCY CONSULTATION GROUP & TECHNICAL COMMITTEE MEETING

July 9, 2019
9:32 A.M. to 12:15 P.M.

MDOT Headquarters – Hanover, MD

MINUTES

The meeting was called to order at 9:32 A.M. by Mr. Steve Cohoon. Mr. Cohoon (TC Chair) and Ms. Sara Tomlinson (ICG Chair) welcomed members of both committees and the public.

1. APPROVAL OF THE ICG AND TC MINUTES FROM MAY

Ms. Tomlinson asked for a motion to approve the minutes of the May 1st Interagency Consultation Group meeting. Mr. Alex Rawls motioned to approve the minutes and Ms. Marcia Ways seconded the motion. The ICG minutes were unanimously approved.

Mr. Cohoon asked for a motion to approve the minutes of the May 7th meeting of the Technical Committee. Ms. Martha Arzu McIntosh moved to approve the minutes with Mr. Rashidi Jackson seconding the motion. The TC minutes were unanimously approved.

2. TRANSPORTATION ENERGY USE REDUCTION INITIATIVES

Mr. Mike Jones, Maryland Energy Administration Transportation Program Manager and Coordinator for the Maryland Clean Cities Program, presented information on incentives for energy reduction in the transportation sector. Multiple state agencies in Maryland play a role in promoting the use of more fuel efficient vehicles. MEA provides incentive programs, MDE coordinates the Maryland Clean Cars Program and Zero Emission Vehicle (ZEV) MOU, and MDOT chairs the Zero Emissions Electric Vehicles Infrastructure Council (ZEEVIC) group. All three agencies work on public outreach and education for zero emission vehicles.

Around 20,000 electric vehicles are registered in Maryland, and over 2,000 commercial and residential chargers are installed in the state. The state is recognized by the Electrification Coalition as providing supportive policies and having growing technology adoption rates.

Maryland has a goal of 60,000 EV's by 2020, and 300,000 (Z)EV's by 2025. These goals provide a publicly visible, long term commitment to deploy ZEV's.

Vehicle incentives such as the MD excise tax credit are so popular that the funding pool is depleted soon after it becomes available. There are also infrastructure funding incentives for

alternative fuel infrastructure. Local governments are not eligible to apply, but can still benefit from the program.

The state is working to increase awareness of electric vehicles through polling, ride-and-drives, and a web site: www.marylandev.org.

Ms. Colleen Turner, MDOT, mentioned the MetroQuest program, which will be used by MDOT to survey local contacts to see where they think electric vehicle infrastructure should be located. The program will include mapping to show where existing stations are located.

[PowerPoint: Maryland Energy Administration Efforts and Roles]

3. RECOMMENDED ACTION ON RESOLUTION #20-1

Mr. Jacob Dunkle, Assistant Manager of Capital Programming at MDOT MTA, summarized five amendments to the 2019-2022 TIP. MDOT MTA is requesting to add unobligated Section 5307 and Section 5337 funds from FY 2017 and FY 2018 to FY 2019. These funds are tied to a grant application totaling approximately \$100 million that MDOT MTA is seeking to finalize prior to the close of federal fiscal year 2019.

Mr. Dunkle summarized the projects impacted as well as the proposed funding updates. The projects impacted include:

- Agencywide System Preservation and Improvement (40-1801-64)
- Bus System Preservation and Improvement (40-1803-64)
- MARC Improvements (70-1502-54)
- MARC Rolling Stock Overhauls and Replacement (70-1502-53)
- Metro and Light Rail System Preservation and Improvement (40-1805-64)

Mr. Cohoon asked for a motion from the Technical Committee. Mr. Joel Gallihue made a motion to send Resolution #20-1 to the BRTB as presented and Mr. Jackson seconded the motion with unanimous support from the members. Ms. Tomlinson also asked for a motion from the ICG to approve the proposed conformity categories for the projects. Ms. Turner made a motion indicating that all of the projects are exempt from conformity and Mr. Rawls seconded the motion with unanimous support from the members.

In response to a question about which agencies these transit funds will support, Mr. Dunkle indicated that it was limited to MDOT MTA and not to the locally operated transit systems.

[Presentation: 2019-2022 TIP Amendments; Handout: July 2019 TIP Amendment Summary]

4. RECOMMENDATION ACTION ON RESOLUTION #20-2

Mr. Zach Kaufman presented an overview of the 2020-2023 Transportation Improvement Program (TIP). This TIP includes 137 projects requesting a total of \$3.66 billion – \$2.28 billion in federal funds and \$1.38 billion in matching funds. There are twenty-one new projects in the TIP. Baltimore City has added a number of highway preservation projects focused primarily on roadway rehabilitation/reconstruction and bridge repairs/replacements. Other new projects

include bridge replacements in Baltimore and Harford Counties, exploration of Bus Rapid Transit in Howard County (primarily focused on the U.S. 29 corridor), and a BUILD grant that will fund berth improvements at the Seagirt Marine Terminal. Mr. Kaufman also summarized minor changes made to three projects in the draft 2020-2023 TIP that will be incorporated into the final document. These changes include minor funding adjustments to two projects and removal of the DC-to-Baltimore Loop project from the TIP.

The funding split follows: MDOT SHA (\$1.68 billion), MDOT MTA - Transit (\$815 million), and the Maryland Transportation Authority (\$573 million) are the largest sources of programmed funds by sponsoring agency. Of the eleven project categories, highway preservation (32.1%), highway capacity (30.0%), and transit preservation (16.0%) account for the largest shares of programmed funds. Mr. Kaufman also summarized funding by project phase and fund source.

A public review began on May 9 and ended on June 18. Public involvement activities included eight public meetings, one in each jurisdiction in addition to an online webinar. Public involvement activities were publicized through ads in local papers, postcards, online, Spotify, e-newsletters, and social media. In addition, BMC staff developed an interactive project map that allows people to view and search for TIP projects. A range of comments were received and complete responses to the comments will be shared with the committee shortly.

Mr. Cohoon asked for a motion and if there was any discussion from the members. Members of the committee and BMC staff briefly discussed the removal of the DC-to-Baltimore Loop project from the TIP. Mr. Kwaku Duah made a motion to send Resolution #20-2 to the BRTB as presented and Mr. Jackson seconded the motion with unanimous support from the members.

[PowerPoint: Baltimore Region 2020-2023 Transportation Improvement Program]

5. RECOMMENDATION ACTION ON RESOLUTION #20-3

Mr. Terry Freeland presented information on Maximize2045: A Performance-Based Transportation Plan. This included a review of the 2+-year process of developing the plan, including:

- establishing updated goals and strategies to reflect changes in federal policies and the potential effects of emerging technologies
- adopting Round 8A population and employment forecasts from the Cooperative Forecast Group
- refining and adopting project evaluation criteria
- adopting MDOT's financial forecast
- working closely with MDOT to set regional performance targets
- working with jurisdictions and state the modal agencies during the process of project submittal and evaluation
- establishing the fiscally constrained Preferred Alternative set of investments for system operations, system preservation, and major capital projects

- conducting analyses of the Preferred Alternative: air quality conformity, travel demand modeling, and Environmental Justice modeling
- working with the jurisdictions and state modal agencies to conduct public outreach activities and responding to public comments (summarized earlier by Mr. Kaufman in his presentation on the FY 2020-2023 TIP).

Mr. Freeland summarized the public comments on the draft plan. He then noted the few changes to the plan from the draft to a final version. These include a change in termini for the MD 31 project in Carroll County (which does not affect fiscal constraint) and the removal of specific mention of the Loop project. Mr. Gallihue recommended that the chapter on emerging technologies include a brief general discussion about the technologies proposed in the Loop project in lieu of specifically mentioning the project.

Mr. Freeland also reminded committee members about the relative decrease in funds available for major capital projects compared to previous plans. Another point of emphasis involved ways in which the process of developing the regional long-range transportation plan has improved. Improvements include a more comprehensive discussion of future trends and emerging technologies, greater emphasis on regional performance measures and targets (supported by an improved process of coordination between MDOT and BMC staff), and a stronger process for analyzing potential effects of projects on Environmental Justice populations (with additional accessibility and mobility measures).

Mr. Freeland concluded by noting that the BRTB needs to remain committed to the principles and projects in the plan while retaining the ability to be flexible as future conditions, priorities, and funding sources and levels change.

Mr. Janousek moved to recommend approval of the resolution, and Mr. Jackson seconded the motion. In keeping with his previous comment, Mr. Gallihue proposed that approval of the resolution be contingent on BMC staff revising the chapter on emerging technologies to include a brief general discussion about the technologies proposed in the Loop project instead of specifically mentioning the project. Mr. Gallihue then moved to accept this provision, and Ms. Arzu-McIntosh seconded the motion. The committee voted unanimously to recommend approval of the amended resolution.

Ms. Tomlinson presented an overview of the conformity determination of the 2020-2023 TIP and *Maximize2045*. The purpose of transportation conformity is to tie together transportation planning and air quality planning. She also shared an MDE graph that shows how monitored ozone levels in the air have decreased since 2000, in the Baltimore region.

For an MPO's Plan and TIP to conformity to the state's air quality plan (SIP), the emissions estimated to result from the addition of the Plan and TIP projects to the existing transportation network cannot be higher than the motor vehicle emission budget set by MDE.

The major steps of the conformity determination process for the ICG included:

- Agreeing on methodology and assumptions (model years, emission model version, pollutants to be assessed, SIP budget test approach, etc.)

- Determining whether TIP and Plan projects are exempt/non-exempt/regionally significant
- MDE and BMC staff run the emissions model
- Documentation of conformity process
- Agreeing to public release of emissions model results
- Recommending BRTB approval of conformity determination.

MDE and BMC staff ran the EPA's emission model, which resulted in emissions below the SIP budget. Ms. Tomlinson asked whether there was a motion to recommend BRTB approval of the conformity determination.

Mr. Alex Rawls motioned to recommend BRTB approval of the Conformity Determination of the 2020-2023 TIP and Maximize 2045. Ms. Marcia Ways seconded the motion. The motion was approved unanimously.

[PowerPoints: Maximize2045 and Air Quality Conformity, Handout: MDE Good News Ozone Graph]

6. RECOMMENDATION ACTION ON RESOLUTION #20-4

Mr. Freeland presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs. He also noted that the self-certification has been updated to reflect activities undertaken during the past year as well as the ways in which the process has been strengthened.

Mr. Janousek moved to recommend approval of the resolution, and Mr. Gallihue seconded the motion. The committee voted unanimously to recommend approval of the amended resolution.

[PowerPoint: Self-Certification of the Regional Transportation Planning Process]

7. RECOMMENDATION ACTION ON RESOLUTION #20-5

Ms. Regina Aris briefed the members on the TA program and about the three applications that were submitted for consideration. Several BMC staff met with MDOT SHA to discuss technical aspects of the applications and then made a site visit to clarify one of the applications. Upon consideration of available funding and eligibility, BMC staff recommended the Broadneck Peninsula Trail to move forward.

Mr. Cohoon asked for a motion and if there was any discussion from the members. Ms. Martha Arzu McIntosh made a motion to send Resolution #20-5 to the BRTB as presented and Mr. Duah seconded the motion with unanimous support from the members.

[PowerPoint: Transportation Alternatives Applications]

8. DISCUSSION OF RESPONSE TO PUBLIC COMMENTS ON THE TIP / MAXIMIZE2045 / CONFORMITY DETERMINATION

Ms. Aris distributed a resolution from the Public Advisory Committee on Maximize2045 as well as some random comments by individual members. A document was also distributed that included all of the comments (some abbreviated) as well as some initial responses. Ms. Aris stressed the need for members of the committees to assist BMC staff with responses. A draft cover letter, to be signed by the Chair if the BRTB, was also circulated for comment. The goal is to complete all responses in a substantive way and send out by Tuesday, July 15.

[PowerPoint: Public Involvement Process for the TIP/Maximize2035/Conformity, Handout: Draft Matrix of Public Comments and PAC Resolution]

9. VOTE FOR TECHNICAL COMMITTEE OFFICERS FOR FY 2020

Mr. Cohoon asked Mr. Dan Janousek, a member of the Nominating Committee, to give a report. Mr. Janousek stated that the Nominating Committee offered the following slate of officers for FY 2020: Howard County for Chair and Harford County for Vice Chair. Mr. Cohoon asked if there were any nominations from the floor, none were received.

Mr. Cohoon asked for a motion and if there was any discussion from the members. Ms. Arzu McIntosh made a motion to approve the slate of officers as presented and Mr. Jackson seconded the motion with unanimous support from the members. Mr. Cohoon welcomed the incoming officers and members of the TC thanked Mr. Cohoon for outstanding leadership during his term.

10. OTHER BUSINESS

Mr. Bala Akundi informed members of a pedestrian safety and bus service design workshop that was being held later today (July 9th) at the Impact Hub. It features Mr. Tom Hewitt, Director of Service Development, MDOT MTA and is sponsored by the Washington DC Section of the Institute of Transportation Engineers (WDCSITE), American Planning Association (APA) Maryland Chapter and Young Transportation Professionals (YPT) Baltimore. Flyers for the workshop were distributed.

Status of FY 2020 UPWP – Mr. Don Halligan reminded members that the FY 2020 fiscal year has begun and that their FY 2019 4th quarter reports are due. He mentioned that the FY 2020 UPWP Contracts are in the process of being finalized.

Next meeting reminder: August 6 at MDOT in Richard Trainor Room

[Handouts: Pedestrian Safety and Bus Service Design, Approval letter from FHWA to MDOT of all UPWPs in Maryland]

Mr. Cohoon asked for a motion to close the July meeting of the ICG and TC. Mr. Duah motioned to close the meeting at 11:38 a.m. with Mr. Jackson seconding the motion. The motion was approved.

CLOSED SESSION

Mr. Cohoon asked for a motion to open a closed session of the Technical Committee in order to discuss proposed RFPs. Mr. Gallihue made a motion to open the closed session and Ms. McIntosh seconded the motion at 11:38 a.m.

Mr. Akundi provided an overview of the Request for Proposals for Regional Traffic Impact Study (TIS) Guidelines and Pedestrian Safety at Roundabouts. The project is included as a task in the FY 2020 UPWP. The TIS task will include a review of current traffic impact study guidelines of local and state agencies, review new research and best practices for improved impact studies that include multi-modal impacts and specifically focus on current use of level of service criteria, and provide suggested regional best practice improvements for Traffic Impact Studies. Staff from local jurisdictions will play an active role in the review of current guidelines and in the development of potential improvements or changes.

The second task is to analyze available data to characterize safety concerns for pedestrians in traffic roundabouts and to identify crash trends and develop recommendations for improving the design of roundabouts and increasing safety for non-motorists. The proposed project will be beneficial as more roundabouts are installed throughout the Baltimore region and data collection becomes more detailed. It is estimated that pedestrians represent close to one-quarter of all traffic fatalities in Maryland, so evaluating and considering their safety is imperative to any infrastructure improvement.

Mr. Cohoon asked for a motion and if there was any discussion from the members. Mr. Duah made a motion to release an RFP for this activity as presented and Mr. Gallihue seconded the motion with unanimous support from the members. The RFP will be released by late July with a potential contract signed by September.

[PowerPoint: Request for Proposals for Regional Traffic Impact Study Guidelines and Pedestrian Safety at Roundabouts]

Mr. Halligan provided an overview of the Request for Proposals for Development Review Practices for Changing Mobility. The project is included as a task in the FY 2020 UPWP. A draft RFP has been prepared. The effort will interview local development review staff and obtain insight into how the review process considers (or does not consider) mobility options, how it considers or measures the impacts and potential of new mobility options and identify potential improvements to the processes. It will document current activities, outline requirements of new mobility companies for curb/sidewalk space and direct and other associated site impacts, and identify best practices of peer regions/local governments permit/Use review & comment techniques for local jurisdictional plan reviewer staff.

Mr. Cohoon asked for a motion and if there was any discussion from the members. Mr. Gallihue made a motion to release an RFP for this activity as presented and Mr. Janousek seconded the motion with unanimous support from the members.

[PowerPoint: Request for Proposals: Development Review Practices for Changing Mobility]

Mr. Cohoon asked for a motion to close the closed session of the TC. Mr. Duah made a motion to close the session after discussion of two RFPs. Ms. McIntosh seconded the motion to close the session. The session ended at 12:12 p.m.

ATTENDANCE

ICG Members

Kwame Arhin, Federal Highway Administration (FHWA) Maryland Division
Alex Rawls, Harford County (BRTB member)
Colleen Turner, Maryland Department of Transportation (MDOT)
Marcia Ways, Maryland Department of the Environment (MDE)

TC Members

Steve Cohoon – Queen Anne’s County Department of Public Works
Angelica Daniel – Baltimore County Department of Public Works
Kwaku Duah – Annapolis Department of Transportation
Jacob Dunkle (for Zach Chissell) – Maryland Transit Administration (MDOT MTA)
Joel Gallihue, Harford County Department of Planning and Zoning
Rashidi Jackson (for David Cookson) – Howard County Office of Transportation
Dan Janousek – Maryland Department of Transportation (MDOT)
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Stephen Miller – State Highway Administration (MDOT SHA)
Marcia Ways – Maryland Department of the Environment

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris – BMC
Lara Bachman - MDOT MTA
Terry Freeland - BMC
Don Halligan – BMC
Mike Jones - MEA
Zach Kaufman – BMC
Sara Tomlinson – BMC