

TECHNICAL COMMITTEE

February 4, 2020
9:35 to 10:56 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Mr. David Cookson.

1. APPROVAL OF FEBRUARY 4, 2020 MINUTES

Mr. Cookson asked for approval of the minutes from the January meeting of the Technical Committee. Mr. Joel Gallihue moved to approve the minutes with Mr. Graham Young seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #20-12

Mr. Don Halligan presented Resolution #20-12, a Resolution is to endorse a new Master Agreement governing the Metropolitan Planning Process. Mr. Halligan reminded the Committee of the discussion last month and that this is an update to the existing Agreement. Mr. Cookson asked Mr. Halligan what the general differences are between the current agreement and this new agreement. Mr. Halligan stated that this new Master Agreement enables and describes how the Baltimore Regional Transportation Board (BRTB) to administer the Metropolitan Planning process, establishing a performance based planning program, and include the relatively new partner of Queen Anne's County into the process. In 2016 USDOT issued guidance requiring MPO's to define this effort and update all agreements, memoranda and letters of understanding to reflect the performance based requirements and generally update these documents. There were no other questions and Mr. Cookson asked for a motion from the Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. Joel Gallihue seconding the motion. The Resolution was unanimously approved.

3. PRESENTATION: TRANSPORTATION AND CLIMATE INITIATIVE

Mr. Chris Hoagland (MDE) gave a presentation on the Transportation and Climate Initiative (TCI). TCI is a collaboration of 12 northeastern U.S. states and DC. This collaboration involves the development of a potential regional "cap-and-invest" policy for reducing greenhouse gas emissions from the transportation sector. The policy mirrors the existing Regional Greenhouse Gas Initiative (RGGI), which addressed emissions from power plants.

Under this draft policy, transportation fuel (diesel and gasoline) wholesalers would be required to turn in allowances for tons of CO2 emissions that would be emitted as a result of the eventual combusting of the fuel sold. The number of allowances sold in the TCI region would be limited to the goal level of emissions desired. Fuel wholesalers would be able to purchase allowances through auctions, and would be able to also trade the allowances. Revenue from the allowance auctions would go to the signatory states which would then be used as the states choose, but in particulate to further reduce greenhouse gas (GHG) emissions from transportation. The cost to the wholesalers could likely be passed down to the distributors, retailers, and ultimately the consumer.

Having a declining number of allowances put on the market (at auction), from 2022 to 2032, will presumably result in a declining level of emissions. The TCI jurisdictions are looking at three different options: reducing emissions over the ten year period 20%, 22%, and 25%. An analysis of base level condition shows that expected emission reductions without TCI could equal between 6% and 19%, depending upon oil prices and vehicle standards.

Proceeds from the TCI program in the northeast region of the US could range from \$1.4 billion to \$5.6 billion. Comments on the draft MOU describing the program are due February 28th. Information on TCI is located at www.transportationandclimate.org.

The states and D.C. will decide by the spring whether or not to sign on to the MOU, and the MOU will be finalized. Model rules to implement the program will be developed by this December.

The BRTB has asked the TC to become familiar with the program, and to make the BRTB members aware of comments they might have.

In response to a question about whether additional power plant emissions resulting from a move to electric vehicle use would be accounted for in the GHG reductions, Mr. Hoagland said that the modeling accounted for that, and the RGGI program has already capped emissions from power plants.

Another comment from a member was in regard to whether there was a way to ensure that projects paid for with TCI revenue would go towards emission reducing projects.

Mr. Hoagland also explained how the cost containment process would work. Additional allowances could be released into the marketplace if costs become too high, or some allowance could be held back if costs become too low, and emissions were too high.

[PowerPoint: Transportation & Climate Initiative]

4. PRESENTATION: THE BALTIMORE UASI AND THE NEW PUBLIC SAFETY WORKING GROUP COORDINATOR

Ms. Jeramie Calandro introduced herself as a recent hire at BMC in the role of Public Safety Working Group Coordinator. Ms. Calandro provides support to the Baltimore Urban Area Work Group. As background, the Urban Area Security Initiative (UASI) is a grant program through the

Department of Homeland Security (DHS) Federal Emergency Management Agency (FEMA). The program provides funds to eligible entities to support state, local, tribal, and territorial efforts to prevent terrorism and other catastrophic events.

The Baltimore UASI structure has Baltimore City as the permanent Chair since they are the core city. Representatives from each jurisdiction comprise the Baltimore Urban Area Security Work Group (UAWG). The Executive Board of the UAWG consists of the Directors of each jurisdiction's emergency management agency. Regional planning efforts are executed by Committees that focus on specific mission areas such as Law Enforcement, Specialist Operations, Transportation and Public Works etc.

Recently, the UASI won a Regional Catastrophic Preparedness Grant (RCPGP), which is a three-year program. Ten grants nationwide were awarded, each working to create a product specific to their area but also capable of presenting their work on a national scale. The Baltimore UASI project will focus on the Logistics and Supply Chain Management (Food and Water).

[PowerPoint: Urban Area Security Initiative]

5. UPWP ACTIVITIES

- **Overview of Regional Evacuation Activities**

Ms. Eileen Singleton provided an update on regional evacuation activities. On behalf of the region, the Transportation & Public Works Committee has been the lead for most of the regional evacuation planning activities. Past activities have included resource documents and exercises. Funding for some of these activities has come from the Urban Area Security Initiative grant. Various evacuation strengths and areas for improvement have been identified through the regional activities.

The region recently held two evacuation workshops to make sure all stakeholders know what resources and plans each have, discuss concerns, and address areas needing improvement. The T&PW Committee will work closely with the UAWG Emergency Management Committee and MEMA on the action items from the workshops.

Also, BMC will contract with the UMD CATT Lab to add the evacuation routes by scenario and the traffic control point diagrams to RITIS. This work will begin soon.

There was a comment about the similarity between the CMP work identifying congested locations and the need to identify segments that would be bottlenecks during an evacuation, and that this would be particularly helpful to have for areas where there are no alternate routes. There was a suggestion to develop a map of corridors with no alternate routes.

There was a comment about the need to educate the public about evacuation. Ms. Singleton said that the public should be educated on where to get information about evacuation rather than on specific routes since those vary based on the emergency. She noted that MEMA has recently developed a [Know Your Zone](#) education campaign for coastal areas. Mr. Kwaku Duah

mentioned that Annapolis has released an app called [Prepare Me Annapolis](#) that sends alerts and essential information to the public.

[PowerPoint: Evacuation Planning Update]

• **Draft FY 2021 UPWP Review For Public Release**

Mr. Todd Lang reviewed the four key financial tables that will be included in the Addendum to the FY 2020-2021 UPWP. Mr. Lang reviewed the new planning tasks that were agreed upon at the Retreat and where members agreed to participate. A 30-day public review period is set to begin on February 11 and extend through March 12. A virtual public meeting will be held on February 19 at noon. That meeting will be recorded and posted to the website.

Mr. Cookson asked for any additional questions/concerns. Hearing none he asked if the TC members were prepared to support release of the document. Consensus was reached and the process will move forward.

6. OTHER BUSINESS

- Mr. Lang mentioned a presentation by BMC at the January BRTB meeting on transportation legislation in the Maryland General Assembly session that is being tracked. The presentation is available online under the January BRTB materials.
- Mr. Lang indicated that he and Mr. Halligan had met with Dr. Mansoureh Jeihani, the new Director for the National Transportation Center (NTC) at Morgan State University (MSU). Dr. Jeihani is excited at the possibilities of collaboration with the BRTB and subcommittees. At the facility there is a Driving Simulator that could be the basis for a summer TC meeting at MSU.
- The 2nd Quarter Invoices and Progress Reports are now due. Mr. Lang reiterated that a submission to MDOT for reimbursement is contingent on all members submitting information.
- Mr. Terry Freeland shared that the Census was going to be holding a briefing on Differential Privacy. A summary of the information could be shared at the next TC meeting by Mr. Shawn Kimberly.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment (MDE)
Zach Chissell – Maryland Transit Administration (MDOT MTA)
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne’s County Department of Public Works
David Cookson – Howard County Office of Transportation
Angelica Daniel – Baltimore County Department of Public Works
Kwaku Duah – Annapolis Department of Transportation

Joel Gallihue – Harford County Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Stephen Miller – State Highway Administration (MDOT SHA)
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore metropolitan Council (BMC)
Regina Aris – BMC
Charles Baber – BMC
Jeramie Calandro - BMC
Terry Freeland - BMC
Don Halligan – BMC
Chris Hoagland - MDE
Shawn Kimberly - BMC
Todd Lang - BMC
Eileen Singleton - BMC
Sara Tomlinson - BMC