

JOINT TECHNICAL COMMITTEE AND INTERAGENCY CONSULTATION GROUP MEETING

July 13, 2021
9:30 to 11:26 A.M.

MINUTES

The meeting was called to order at 9:30 A.M. by Mr. David Cookson.

1. APPROVAL OF JUNE 2021 MINUTES

Mr. Cookson asked for approval of the minutes from the June meeting of the Technical Committee. Mr. Joel Gallihue moved to approve the minutes with Mr. Kwaku Duah seconding the motion. The minutes were unanimously approved. Ms. Nicole Hebert asked for approval of the minutes from the June ICG meeting. Ms. Alex Brun moved for approval and Mr. Alex Rawls motioned the second. The ICG minutes were unanimously approved.

2. NOMINATION OF OFFICERS FOR THE TECHNICAL COMMITTEE IN FY 2022

Mr. Cookson asked for Mr. Dan Janousek to report out for the Nominating Committee. Mr. Janousek shared that the Nominating Committee was comprised of Mr. Cookson, himself and Mr. Duah. The slate of officers offered to the TC is Harford County for Chair and Anne Arundel County for Vice Chair. The election will take place at the next meeting after checking for nominations from the floor.

3. RECOMMENDED ACTION ON RESOLUTION #22-1

Mr. Keith Kucharek presented an overview of the 2022-2025 Transportation Improvement Program. This TIP includes 129 federally funded and regionally significant projects requesting a total of \$4.04 billion – \$2.44 billion in federal funds and \$1.6 billion in matching funds. There are six new projects in the TIP.

The funding split is as follows: MDOT SHA (\$1.51 billion), MDOT MTA (\$1.01 billion), and the Maryland Transportation Authority (\$675 million) are the largest sources of programmed funds by sponsoring agency. Of the nine project categories, highway preservation (32.9%), highway capacity (23.7%), and transit preservation (18%) account for the largest shares of programmed funds. The majority of funding for these project categories tends to be concentrated in only a few projects or project types:

- Highway Preservation: Bridge Repair/Deck Replacement account for 38%, Roadway Resurfacing 32% and Other such as MDOT SHA Safety and Spot Improvements 18%
- Highway Capacity: I-95 Express Toll Lanes Northbound Extension accounts for 67.3%, I-695 from I-70 to MD 43 accounts for 14%
- Transit Preservation: Metro and light rail rolling stock overhauls and replacement, bus and rail preventive maintenance, and metro and light rail system preservation and improvement account for 80.7% of transit preservation funds

MDOT MTA utilizes the public participation process for the TIP to meet the Federal Transit Administration's public participation requirements. The majority of funding for MDOT MTA projects are mainly concentrated in a few FTA fund sources:

- Section 5307C: Capital requests in urbanized areas accounts for 47%
- Section 5337: State of Good Repair accounts for 25%
- Congestion Mitigation and Air Quality (CMAQ) accounts for 22%

Mr. Kucharek provided an overview of new and large projects in the 2022-2025 TIP including a multimodal transportation center in Anne Arundel County, the East-West Bus Corridor in Baltimore City, US 29/Broken Land Parkway in Howard County, MDOT SHA I-695 from I-70 to MD 43, the MDOT MPA Howard Street Tunnel, the MDOT MDTA Baltimore Harbor Tunnel Toll Plaza and the I-95 Express Toll Lanes Northbound.

Ms. Nicole Hebert provided a brief explanation of the air quality conformity determination purpose and process for the 2022-2025 TIP and 2019 Plan. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NO_x) and volatile organic compounds (VOC's) emissions. Projects were modeled for the region as a whole with incorporation of the existing transportation network and proposed TIP and Plan projects for horizon years 2021, 2025, 2035, and 2045. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan.

Ms. Monica Haines Benkhedda shared that the comment period ran from June 8 through July 9. During that time, the BRTB held a public meeting to share information – a recording is online at publicinput.com/h2050.

Comments were submitted from 30 individuals and organizations. A record of comments has been distributed to the TC, ICG and BRTB members and we will be working with members to issue responses to comments.

The main themes of comments are similar to last year in that they call for a reduction in highway expenditures and increased investment in transit and bike/pedestrian projects. Climate change and equity was also referenced.

The Greater Washington Partnership had a series of comments including adding more Priority Bus Corridors projects from the Central Maryland Regional Transit Plan; Adding funding for the Baltimore Greenway Trails Network, and identify a next step for the Baltimore Region Transit Governance and Funding Study. Mr. Paul Emmart's comments focus on adding health

impacts to modeling and the prioritizing of projects, adding funding for more bike/pedestrian projects; and consider climate change in TIP analysis.

A coalition of 17 members, including 1199 SEIU United Healthcare Workers, Baltimore MARC Riders, Baltimore Transit Equity Coalition, Bikemore, Central Maryland Transportation Alliance, the Coalition for Smarter Growth, Rails-to-Trails Conservancy, and Disability Rights Maryland, submitted comments on the TIP. They recommend adding funding for project from the Central Maryland Regional Transit Plan and more funding for bike/pedestrian projects, including a concern about directing more resources to ADA accessibility. Transit Choices echoed similar sentiments.

The Baltimore-Washington Transportation Research Group urges rejection of funding for the SCMAGLEV project. It cites equity concerns and suggests funding be redirected to Express MARC Service. Via social media and the TIP interactive map the BRTB received several comments, some of which reiterated the sentiment that there's not enough funding for bike/pedestrian projects and that projects such as the I-695 widening should be replaced with increased rail or trail access.

At the conclusion of the presentation, Mr. Cookson asked for a motion from the TC regarding sending the 2022-2025 TIP to the BRTB. Mr. Duah made a motion to send Resolution #22-1 to the BRTB and Mr. Sam Snead seconded the motion. Mr. Cookson then asked if any members of the public wished to comment. Mr. Janousek commended the BMC staff for their work in putting together the interactive map and the Draft TIP document. He also indicated that MDOT will continue to add discretionary grants to help address some of the public comments that were received. Ms. Hebert then asked for a motion from the ICG regarding sending the Air Quality Conformity Determination to the BRTB. Mr. Tyson Byrne made a motion and Mr. Rawls gave a second. Mr. Cookson asked for a vote on Resolution #22-1, which passed with unanimous support from the members of both committees.

[PowerPoint: The 2022-2025 TIP, Conformity Determination and Public Involvement]

4. RECOMMENDED ACTION ON RESOLUTION #22-2

Mr. Zach Kaufman presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs.

The Metropolitan Planning Rule directs all Transportation Management Areas to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements. Applicable requirements include the Metropolitan Planning Regulations, the Clean Air Act as it relates to air quality conformity, nondiscrimination requirements, involvement of disadvantaged business enterprises, and equal opportunity employment. Self-certification occurs each year concurrent with the submittal of the proposed Transportation Improvement Program to federal agencies.

He also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the newly created Congestion Management

Process Committee, updates to performance-based planning and programming targets, and references to updated transportation planning documents.

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

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

5. RECOMMENDED ACTION ON RESOLUTION #22-3

Ms. Charlene Mingus provided information on the application process for the TA program and the projects recommended for funding.

In the Baltimore region, \$2,180,306 of Transportation Alternatives (or TA) funding is available for FY 2022. Three applications were submitted totaling \$3,018,000 in requests. These applications include; Overlea Transit Hub Waiting Station, So-Glebe Branch Stream Restoration, and York Greenmount Transit Priority Corridor.

In Aberdeen, Bel Air South, and Bel Air North \$211,485 of TA funding is available for FY 2022. Funds are also available from fiscal years 2020 (\$207,386) and 2021 (\$207,386) as no applications were received. A portion of these funds will sunset and BMC is coordinating with partners in the Aberdeen and Bel Air area.

MDOT MTA submitted an application for design of amenities and enhancements to the Overlea Transit Hub waiting station, which is located at US 1/Belair Road at Overlea Avenue in Baltimore City. The proposal is for 0 - 100% design with a total cost of \$500,000, a 20% match of \$100,000 and a TAP funding request of \$400,000. The transit hub serves three bus routes with over 1,000 riders.

The proposed improvement include:

- Safety improvements at the US 1/Belair Road at Overlea Avenue intersection
- Installation of passenger amenities that could include real time information signs
- Create ADA compliant access improvements, at two currently non-compliant bus stops
- Improve lighting and upgrade historic waiting station structure
- Install a restroom for bus operators

This project is not recommended for funding.

Ann Arundel County submitted an application for final design and construction of phases B & C of restoration of the So-Glebe Branch stream. The sections of the stream submitted for funding extend 2,819 linear feet from Colony Crossing to MD 214 in Edgewater, MD. The proposal is for completion of design and construction as 60% design has been completed. With a total cost of almost \$3,960,000, a 40% match of \$1,272,600, and a TAP funding request of \$1,818,000.

The overarching project goal is to protect County and State infrastructure, as well as create and enhance stream, floodplain, and forested wetland habitats. Restoring this section of the Glebe Branch stream to resemble a pre-development, integrated stream and wetland ecosystem will:

- Improve water quality
- Reduce impacts due to roadway runoff and instream velocity
- Abate erosion that undermines the safety of the roads
- Stabilize the existing channel and outfall
- Meet clean water goals

This project is recommended for full funding.

MDOT MTA submitted an application for design of improvements to the York Greenmount transit priority corridor, which extends eight miles from downtown Baltimore to downtown Towson along York Road to Greenmount Avenue. The proposal is for 0 - 100% design with a total cost of \$1,000,000, a 20% match of \$200,000 and a TAP funding request of \$800,000.

The proposed improvements could include:

- Expanding the existing Transit Signal Priority infrastructure into Baltimore County
- Studying the possibility of dedicated bus lanes
- Recommending locations for improved pedestrian safety connections such as; additional crosswalks, intersection curb extensions, leading pedestrian intervals, and ADA upgrades

This project is not recommended for funding.

Mr. Graham Young inquired about the project selection process. Ms. Regina Aris and Ms. Mingus identified several of the issues that the team had concerns with related to both projects.

Mr. Zach Chissell was unable to speak due to technical issues. Ms. Aris will follow up with him.

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

[PowerPoint: Transportation Program Applications]

6. PRESENTATION: AIR QUALITY UPDATE

Mr. Randy Mosier, Chief of the Maryland Department of the Environment Air Quality Regulations Division, provided an overarching update on Maryland's air quality progress. A refresher on problematic pollutants, progress in reducing emissions of these pollutants in Maryland, state and federal programs which contributed to this progress, and MDE priorities moving forward were discussed. In the past 30 years Maryland has seen dramatic improvement in air quality with significant reductions in ozone, particulate matter, nitrogen

dioxide, and sulfur dioxide emissions. Mobile source air toxics emissions have decreased significantly as well. The one remaining pollutant Maryland still has nonattainment areas for is ozone. Progress has been driven by a variety of efforts. The most impactful transportation related efforts have been the 2007 Clean Cars Program and Federal Tier 2 and 3 tailpipe standards. Transportation related priorities moving forward include the Medium & Heavy-Duty ZEV MOU, the Transportation and Climate Initiative, electric vehicles, anti-tampering measures, and modernization of the Vehicle Emission Inspection Program.

[PowerPoint: MDE Air Quality Update]

7. PRESENTATION: MDOT SHA TRUCK PARKING ANALYSIS TOOL

Dr. Nicole Katsikides, Texas A & M Transportation Institute, presenting on behalf of MDOT-SHA, provided background on the need for truck parking, some of the local challenges being faced by truck drivers and ways in which MDOT is using real-time data to analyze truck bottlenecks and where trucks are parking overnight. Most people don't realize trucks essentially bring everything that is on store shelves or to their doorstep – and the drivers who bring all of these goods need rest – which is mandated by federal law. There isn't enough truck parking throughout the U.S, and in Maryland, I-95 is a particularly challenging freeway for overnight truck parking. Lack of truck parking sometimes means trucks are parked in places constituents do not like (residential areas). Increases in delivery, e-commerce create increased need for delivery parking/stopping.

- MDOT has several resources available for state and local planners to use. They are:
- MDOT's Statewide Truck Parking Study
- Truck Parking Data Application
- Truck Parking Portal
- Emergency Truck Parking Options – for operational/law enforcement awareness
- Property availability information
- MDOT's new INRIX Trips Truck Waypoint data

Dr. Katsikides displayed some of these tools to highlight locations where trucks were parking throughout the state in the short and long-terms. The [truck parking application](#) can be found online in an ARC GIS format.

MDOT also recently purchased two years of INRIX trip data that can provide origin and destination analytics (ability to understand key origins and destinations, as well as stopping points along the way) and to look granularly at truck parking and bottlenecks around key freight generators to help improve logistics. MDOT is currently working on a truck parking widget - a web-based tool that allows for quarterly updates of truck parking use and demand information. This will provide a visual of truck parking capacity and truck parking demand clusters. She displayed several examples of how this data can be displayed.

[PowerPoint: Truck Parking Analysis Tools]

8. OTHER BUSINESS

Ms. Aris noted that both the September and October TC meetings will need to be moved to a new date due to conflicts with Rosh Hashanah and AMPO. Please expect to receive an email from Ms. Deibel to help select the new dates.

Mr. Cookson asked for a motion to close the TC/ICG meeting. Mr. Duah made a motion which Mr. Janousek seconded. The meeting ended at 11:15.

CLOSED SESSION

Mr. Cookson asked for a motion to open a Closed Session of the Technical Committee in order to discuss proposed RFPs. Mr. Duah made a motion to open the Closed Session and Mr. Janousek seconded the motion at 11:16 a.m.

Mr. Bala Akundi provided the scope of work for this FY 2022 UPWP task for which an RFP is currently under development. This is a follow-up from the FY 2020 UPWP study titled Traffic Impact Study (TIS) guidelines and best practices. The consultant team that completed that study recommended changing the name of this type of work to Transportation Impact Study (TIS) to include multi-modal aspects such as walking, bicycling and transit. At the request of Technical Committee members, this next phase of the study will seek to include metrics other than level of service (LOS) that better convey the impacts of proposed development such as delay and travel time reliability. It would also seek to develop recommendations to make safety a key consideration of TISs and requiring them to be coordinated with local Strategic Highway Safety Plans (SHSPs).

Most TISs focus on impacts of just one proposed development in isolation. This next phase of the study will try to incorporate the impacts of multiple proposed developments within a certain radius that all feed into the same highway network. Potential products could include developing a template of proposed recommendations that can be used by the state and local jurisdictions in revising their TIS guidelines and APFO requirements.

The RFP will be released in late July or early August with consultant selection in September and start of work in October. The study will be completed by June 2022. Technical Committee members were in agreement with the study scope and agreed to move forward with the study.

Mr. Cookson asked for a motion to close the Closed Session of the TC. Mr. Duah made a motion to close the session after discussion of one proposed RFP. Mr. Janousek seconded the motion to close the session. The Closed Session ended at 11:26 a.m.

ATTENDANCE

TC and ICG Members

Alex Brun – Maryland Department of the Environment

Cindy Burch - BMC

Tyson Byrne (for Virginia Burke) MDOT

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
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
Stephen Miller – Maryland State Highway Administration (MDOT SHA)
Alex Rawls – Harford County
Lisa Sirota – MDOT SHA
Sam Snead – Baltimore County Department of Public Works & Transportation
Ramond Robinson (for Brian Ulrich) – Anne Arundel County Office of Transportation (OOT)
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris - BMC
Rebecca Deibel - BMC
Monica Haines Benkhedda - BMC
Nicole Hebert – BMC
Nicole Katsikides – Texas A&M Transportation Institute
Zach Kaufman - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Ryan Long – FTA – Region III
Charlene Mingus, BMC
Randy Mosier - MDE
Eric Norton - CMTA
Brian Ryder – BMC
Catherine Salarano - MDE