

## TECHNICAL COMMITTEE

November 6, 2024  
9:30 to 10:10 A.M.

### MINUTES

#### 1. APPROVAL OF OCTOBER 2024 MINUTES

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

*Due to the shorter timeframe for this Technical Committee meeting, all TIP amendments were presented first and then questions and a vote were held at the end.*

#### 2. RECOMMENDED ACTION ON RESOLUTION #25-10

Mr. Albert Guiney Engel presented projects from the Maryland Transit Administration, the RAISE Transit Priority project, the Patapsco Avenue Pedestrian/Bicycle Bridge, and Cloud-Based Signal Priority, and. Mr. Guiney Engel explained the nature of the three amendments was to shift funds to the proper year of obligation from federal grants.

The RAISE Transit project proposes enhancements to the CityLink Blue and CityLink Orange lines to include transit priority elements, accessibility improvements, and customer amenities. The project is being funded through RAISE funds, with the amendment shifting \$22 million in federal funds and \$32.4 million in state and local matches from FY 2024 to FY 2025. The project is expected to finish design in early CY 2025 and then enter procurement, permitting, and the grant agreement with the Federal Transit Administration.

The Patapsco Avenue Pedestrian/Bicycle Bridge project proposes the construction of a bridge to provide a safe and direct connection from the Cherry Hill neighborhood of Baltimore City to the Patapsco Avenue Light Rail Station. The project was previously awarded \$624,000 in Transportation Alternatives funds in FY 2020 which the amendment shifts to FY 2025. The project was also given \$5 million in congressionally designated funds in FY 2024, and the amendment will shift these funds to FY 2026. Design of the bridge is currently underway.

The Cloud-Based Signal Priority project will install cloud-based transit signal priority (TSP) solutions along 90 intersections on four high frequency bus lines, improving the current TSP system, and increasing bus speeds and reliability. The project was awarded \$1.276 million in SMART funds for FY 2025. The project is underway, with implementation occurring in FY 2025 and a final report due in FY 2026.

In regards to the Cloud-Based Signal Priority, MDOT MTA was asked to identify the four bus lines on which the TSP systems will be installed, and about coordination with Baltimore City or Baltimore County. Mr. Guiney Engel answered that MDOT MTA is coordinating with Baltimore City's Traffic Engineering Group and their IT Group, and that the four bus routes include: Red, Green, Brown, and Lime bus lines, all within Baltimore City. Mr. Guiney-Engel clarified that Baltimore City currently has a TSP system and this project is updating the technology to allow more flexibility and responsiveness to the transit system.

Mr. David Cookson from Howard County presented the US 29 Bus Rapid Transit Stations project. The project will construct raised bus stop platforms on Maple Lawn Boulevard, Johns Hopkins Road, and the Mall in Columbia within Howard County to provide level boarding and ADA accessible bicycle and pedestrian access. The project was granted \$750,000 in Community Project Funding with a local match of \$629,000. The project is already in design, and has a one-year construction period for completion in FY 2026.

***[PowerPoint: 2025-2028 TIP Amendment: MTA TIP Amendments and 2025-2028 TIP Amendment: US 29 Bus Rapid Transit Stations]***

### **3. RECOMMENDED ACTION ON RESOLUTION #25-11**

Ms. Ndemazea Fonkem presented this amendment on behalf of the Maryland Port Administration. The Fairfield Masonville Stormwater Management Project – Phase 1 proposes improvements to the existing drain system as well as a system to capture and convey surface runoff and increase storm drain capacity. The project is adding \$3.6 million in PROTECT formula funds with a \$900,000 state match for construction in FY 2026 and 2027.

***[PowerPoint: 2025-2028 TIP Amendment: Fairfield Masonville Stormwater Management – Phase 1]***

### **4. RECOMMENDED ACTION ON RESOLUTION #25-12**

This project was folded into Resolution #25-10 and was presented by Mr. Guiney Engel under agenda item number 2.

### **5. RECOMMENDED ACTION ON RESOLUTION #25-13**

Mr. Brian Ulrich presented the Vision Zero Pedestrian and Bicycle Count Program project in Anne Arundel County. This project will aid the county in the implementation of their Vision Zero plan adopted in 2022, with the purchase of permanent and portable units to count pedestrians and bicyclists at intersections of trail crossings and high vehicular traffic. The permanent counters will be at key trail crossings, including the B&A Trail at Robinson Road and the WB&A Train at Piney Orchard Parkway. The county hopes to purchase three permanent counters and three portable counters. The project was granted \$67,500 in Highway Safety Improvement Program funds with a \$7,500 local match for procurement in FY 2025. Installation is slated for Spring 2025.

***[PowerPoint: 2025-2028 TIP Amendment: Vision Zero Pedestrian and Bicycle Count Program]***

**6. RECOMMENDED ACTION ON RESOLUTION #25-14**

Mr. Larry Twele presented the Maryland Equitable Charging Infrastructure Partnership (MECIP) project. The Maryland Clean Energy Center was awarded funds through the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, both through the Community and Corridor project application cycles. The MECIP is made up of statewide public and private partners working to bring ready-to-deploy equitable charging infrastructure to Maryland. The partnership includes six private companies, three counties, two cities, the University of Maryland, and the IBEW Local 24.

The goals of the CFI program are to supplement private sector investment, as the MECIP brings \$9.692 million in private sector investment; compliment existing federal programs such as NEVI; facilitate broad public access to charging in order to accelerate adoption of zero emissions vehicles; implement Justice40 objectives by building chargers in Low-to-Moderate income areas in rural and urban Maryland; and to reduce greenhouse gas and vehicle-related emissions.

Fifty eight sites will be constructed throughout Maryland while providing a workforce development opportunity for IBEW journeypersons and apprentices to become certified in electric vehicle charger installations. The MECIP has partnered with the UMD Build America Center to track and measure the efficacy of the program with specific metrics on fuel use, greenhouse gas emissions, and other pollutants such as carbon monoxide and ozone.

In the Baltimore region, 15 sites will be constructed. Six sites will be in Baltimore City, four sites will be in Baltimore County, one site will be in Carroll County, three sites will be in Harford County, and one site will be in Howard County. The region's project cost will be \$4.836 million with \$3.457 million from the CFI grant award and \$1.379 million in private sector matching funds, all designated for construction in FY 2025.

***[PowerPoint: 2025-2028 TIP Amendment: Maryland Equitable Charging Infrastructure Partnership (MECIP)]***

Following the presentation of the proposed TIP amendments, Mr. Janousek asked for a motion to approve Resolutions #25-10, #25-11, #25-12, #25-13, and #25-14 and a second. Mr. Cohoon offered the motion and Mr. Kwaku Duah made the second. No further questions on the resolutions were offered by members of the committee or the public. All resolutions were passed via unanimous consent.

**7. RECOMMENDED ACTION ON RESOLUTION #25-15**

Mr. Todd Lang began the discussion with the purpose for the action. A resolution is needed in order to amend the FY 2025 UPWP to carry over funding for tasks that were not completed in FY 2024, or earlier. For consultant or subarea tasks that were not completed, the remaining

funds need to be moved to the FY 2025 UPWP in order for reimbursement to occur. Invoices are required to reflect activities in the current work program.

In the first section Mr. Lang described the 19 BMC-led consultant tasks that are being recommended to move into FY 2025. Mr. Lang briefly described many of the projects. A fair amount of funding is remaining from the RTP corridor studies, possibly this money could be part of new planning at MTA. Many of the projects are well underway and will conclude within a few months. The total of funds remaining on June 30, 2024 is \$3,791,698.96.

The next group of projects are grouped by jurisdiction and include those known as Subarea Tasks that are led by individual jurisdictions as well as BMC-led tasks that have funding for local support. Mr. Lang also briefly described a few of the projects. The total of funds remaining on June 30, 2024 is \$861,052.22. Local members need to verify these amounts are correct and will line up with quarterly billing. If any differences show up please reach out to BMC staff.

Mr. Janousek asked for a motion and a second. Mr. Cookson offered the motion and Ms. Angie Daniel made the second.

Mr. Janousek asked if members of the committee had any questions, there were none. Following that Mr. Janousek asked for any questions or comments from the public, there were none.

***[PowerPoint: FY 2024 Carryover into the FY 2025 UPWP]***

## **8. OTHER BUSINESS**

Ms. Aris indicated that information to prepare for the upcoming UPWP would be sent shortly to members. This will help us begin to identify Focus Areas for FY 2026.

Mr. Janousek asked for a motion to close the meeting. Mr. Sam Kahl made a motion and Ms. Daniel seconded the motion. The meeting ended at 10:10, in advance of the Congestion Management Committee.

## **ATTENDANCE**

### ***Members***

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 & Transportation  
Kwaku Duah – Annapolis Department of Transportation  
Albert Guiney Engel – MDOT Maryland Transit Administration (MDOT MTA)  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Tavon Hawkins – MDOT State Highway Administration (MDOT SHA)  
Tiffany Fossett (for Clare Stewart) – Carroll County Department of Planning  
Sam Kahl – Harford County Department of Public Works

Catherine Salarano – Maryland Department of the Environment  
Brett Thorne (for Stu Sirota) – Baltimore City Department of Transportation  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

***Staff and Guests***

Regina Aris - Baltimore Metropolitan Council (BMC)

Monica Haines Benkhedda - BMC

Tim Briggs - BMC

Cindy Burch - BMC

Rebecca Deibel - BMC

Ndemazea Fonkem - BMC

Victor Henry - BMC

Zach Kaufman - BMC

Keith Kucharek - BMC

Todd Lang – BMC

Anna Marshall - BMC

Daniel Paschall – East Coast Greenway Alliance

Md. Mokhlesur Rahman - BMC

Jamie Richardson – MDOT MTA

Brian Ryder - BMC

Eileen Singleton – BMC

Marium Sultan – BMC

Larry Twele – Eastport Partners

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