

TRANSPORTATION & PUBLIC WORKS COMMITTEE

March 14, 2022

9:30 A.M.

Online Meeting

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. Chris Letnaunchyn opened the meeting; attendees introduced themselves.

2. COMMENTS ON NOTES FROM DECEMBER 13, 2021, MEETING

There were no comments on the minutes.

3. OVERVIEW OF INFRASTRUCTURE INVESTMENT AND JOBS ACT AND PROTECT PROGRAM

Ms. Eileen Singleton said that she is providing links to several overviews of the federal Infrastructure Investment and Jobs Act to make sure the group has seen them. She did not go over the details of the legislation; information is available in the following links:

- [USDOT Overview of IIJA](#)
- White House [Guidebook to the Bipartisan Infrastructure Law for State, Local, Tribal, and Territorial Governments and Other Partners](#)
- BMC Staff Presentation at BRTB Meeting [Competitive Grant Opportunities in IIJA/BIL](#)

She also noted that Mr. Josh Foster from MDOT prepared an overview spreadsheet, attached, to highlight projects related to climate change and resilience; this may also be of interest to the group. Specifics of how to apply to many of these programs have not yet been released.

There are some changes to the Emergency Relief Program (Section 11106) that she highlighted also:

- ER projects can incorporate improvements to mitigate the risk of recurring damage,
- FHWA ER manual will be revised to encourage use of Complete Streets design principles.

Ms. Singleton provided additional details about one of the specific programs in the IIJA, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation

(PROTECT) Program. This program will have \$1.4 billion in competitive grant funds available. She noted that one of the suggested projects in the program is the development of a Resilience Improvement Plan, which could be developed for the region.

For most PROTECT Program projects, federal funds from the PROTECT Program can be used for up to 80 percent of a project. However, 100 percent of federal PROTECT Program funds can be requested for any projects under the Planning Grants subgrant of the PROTECT Program. The Resilience Improvement Plan would fall under the planning grants. In addition, the federal share of funding could increase under certain circumstances, including having a Resilience Improvement Plan and incorporating it in planning work.

Ms. Singleton noted that there have been a couple of meetings with BMC staff to begin to discuss possible regional projects, and there have been initial discussions that it might be beneficial to propose the development of a regional Resilience Improvement Plan. It was noted that some of the work towards the requirements in a Resilience Improvement Plan has been done by local jurisdictions, regional T&PW efforts, and regional food and water resilience planning. Ms. Jeramie Calandro noted that the food and water resilience work that was recently performed to support pandemic operations has resulted in staff having significant knowledge about some of the items that would be included in a Resilience Improvement Plan.

Ms. Singleton prepared a summary of the legislation which she will send out with the minutes.

There were several questions:

- What is the increase in federal funds for projects if there is a Resilience Improvement Plan in place?
 - The federal share can increase by 7% if a Resilience Improvement Plan is in place and the proposed project is prioritized in the Resilience Improvement Plan.
 - The federal share can increase by 3% if the Resilience Improvement Plan has been incorporated into the metropolitan transportation plan or long-range statewide transportation plan.
- If funds are for a project for a local jurisdiction, do the funds go through the state, or can they go directly to locals?
 - It is likely that the state (MDOT SHA) would need to be the fiscal agent to enable access to the funds through the Fiscal Management Information System (FMIS).
- Can a Resilience Improvement Plan developed for the Baltimore region or the state enable a local jurisdiction to receive the increased federal share for a local project?
 - It appears that if a regional or statewide Resilience Improvement Plan has been prepared, a local jurisdiction can benefit from increased federal cost share as long as other conditions are met (project is prioritized in Resilience Improvement Plan and/or project is in long-range transportation plan).

Anne Arundel County has recently started sea level modeling work in the Planning Section.

Howard County is looking to engage public school partners to take advantage of Safe Routes to School grants under the pedestrian infrastructure portion of IIJA.

[Handout: Transportation & Public Works Committee Notes for Agenda Items]

4. UASI GRANT APPLICATION GUIDANCE PROCESS

Ms. Singleton provided an update on a proposed UASI project on Enhancing Cybersecurity of Water Treatment and Distribution Systems. There have been discussions with the UAWG Cybersecurity Committee about them co-sponsoring the project. They had a couple of questions about the project:

- How to show project is successful (metrics)?
- What is the minimum and maximum we can use (expected maximum FY 2022 UASI funds to the region: \$4 to \$5 M)?

Also, there was an offer by staff from US DHS Cybersecurity and Infrastructure Security Agency (CISA) to conduct a cyber-resilience review (CRR) that would gather details on current security posture/needs of water systems. The meeting with the CISA representative is scheduled for March 17th.

[Handout: Transportation & Public Works Committee Notes for Agenda Items]

5. CLIMATE CHANGE RESOURCE GUIDE NEXT STEPS

Ms. Singleton requested that T&PW Committee members distribute the *Climate Change Resource Guide* to their colleagues that were interviewed during the project and anyone else that should see it.

Mr. Kris Singleton presented the Guide to the DPW Director and Bureau Chiefs; they asked if anyone has used the Guide.

BMC issued a Request for Proposals for a follow up project to:

1. Develop checklists to operationalize the Climate Change Resource Guide for three of the six DPW/DOT service areas referenced in the Guide (Transportation, Stormwater, and Water). (Note: the service areas included in this project are limited to three to ensure the project budget is sufficient to develop customized and useful products; Proposers can propose including up to three more service areas, if desired.)
2. Develop recommendations for instituting ongoing interjurisdictional coordination on adaptation strategies being discussed, selected, funded, and implemented by the region's public works and transportation departments.

Proposals are due March 17th with the goal of starting the project later this spring.

[Handout: Transportation & Public Works Committee, Notes for Agenda Items]

6. GROUP DISCUSSION

Upcoming Events:

- Fleet Week Planning will begin soon.
- Harford County will be participating in the Peach Bottom Nuclear Plan exercise.

[Handout: Transportation & Public Works Committee, Notes for Agenda Items]

7. COMMITTEE UPDATES

Disaster Debris Planning Task Force: At the March 16th meeting, staff from FEMA will provide a presentation on the updated debris conops.

There was a question about the status of whether local jurisdictions can use get reimbursed if they use a state contract. Ms. Singleton will ask about the status of this question at the Task Force meeting.

Harford County is currently doing a procurement for debris services for another long term contract. Mr. Steve Walsh will keep the group updated on the status of that procurement.

8. OTHER BUSINESS

TEEX Courses: Notice of infrastructure protection certificate program courses. The Threat and Hazard Identification and Risk Assessment and Stakeholder Preparedness Review (THIRA/SPR) course will be held at BMC later in March. If there is interest in any other courses, let Ms. Singleton know.

2022 Meetings – June 13, September 12, December 12

ATTENDEES

Members

Alex Baquie, Anne Arundel Co Dept. of Public Works
John Dulina, Maryland Dept. of Emergency Management
Kimberly Grove, Baltimore City Dept. of Public Works
Bill Johnson, MDOT State Highway Administration, OOM
Chris Letnaunchyn, Carroll Co Dept. of Public Works
Keith Link, Baltimore Co Dept. of Public Works & Transportation
JJ Lynott, MDOT Maryland Transit Administration
Timothy Peck, MDOT State Highway Administration, OTMO
Kristofer Singleton, Howard Co Dept. of Public Works
Steve Walsh, Harford Co Dept. of Public Works
Ron Westervelt, Maryland Transportation Authority, AOC

Staff

Jeramie Calandro, Baltimore Metropolitan Council (BMC)
Blake Fisher, BMC
Dennia Palmer, BMC
Eileen Singleton, BMC
Sara Tomlinson, BMC