

## **TECHNICAL COMMITTEE**

December 3, 2024  
9:31 to 10:50 A.M.

### **MINUTES**

#### **1. APPROVAL OF NOVEMBER 2024 MINUTES**

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

#### **2. RECOMMENDED ACTION ON RESOLUTION #25-16**

Mr. Tim Briggs presented the recommendations for the Section 5310 Grant Program for FY 2026 and FY 2027. He summarized the program and Baltimore Metropolitan Council's role as the regional governing body for the Baltimore region. BMC received 18 applications in the current cycle across several jurisdictions. Mr. Briggs shared the list of urban area Section 5310 grant requests and summarized the review process; staff recommended that all applications be endorsed.

Mr. Kwaku Duah moved to approve the resolution with Ms. Angelica Daniel seconding the motion. The resolution was unanimously approved.

***[PowerPoint: Section 5310 Grant Program - FY 2026 and FY 2027 Funding: Urban Areas]***

#### **3. RECOMMENDED ACTION ON RESOLUTION #25-17**

Mr. Carl Chamberlin of MDTA presented on the amendment to add a breakout project, the I-95 JFK Memorial Highway – I-695 Ramps project, to the FY 2025-2028 TIP. This project was originally planned, designed, and went through the NEPA process during the planning of Section 100 of the I-95 Express Toll Lanes (ETLs) system. The I-695 Ramps were removed from that project due to budgetary concerns.

The I-95 JFK Memorial Highway – I-695 Ramps will construct at-grade and flyover ramps from both I-695 westbound and I-695 eastbound to northbound I-95 ETL facility. The ramps will provide an ETL connection from I-695 to over 12 miles of northbound ETL. The I-95 JFK Memorial Highway – I-695 Ramps project will continue to be a part of the ETL network while being geographically separate from sections currently under construction. It is scheduled to

open in the fall of 2027, which will coincide with the next section of the I-95 ETL project's opening. The proposed total cost is \$76 million.

Mr. Janousek asked for a motion and a second. Mr. Steve Cohoon offered the motion and Mr. Duah 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: TIP Amendment for I-95 JFK Memorial Highway – I-695 Ramps]***

**4. RECOMMENDED ACTION ON RESOLUTION #25-18**

Ms. Ndemazea Fonkem provided a brief introduction of the amendments to the FY 2025-2028 TIP proposed by MDOT MTA. The Kirk Bus Facility and the Low Floor Light Rail projects were additions to the 2025-2028 TIP. The Metro and Light Rail Rolling Stock Overhaul and Replacement project, the Metro and Light Rail System Preservation and Improvement project, the Small Urban Transit Systems – Capital Assistance project, the Bus and Rail Preventive Maintenance project, and the Martin Airport – All Stations Accessibility Program project amendments shift funds to the correct year of obligation.

The Kirk Bus Facility Replacement – Phase 1 & 2 project has been completed, providing a bus maintenance building and a separate building for overnight bus storage, creating a benefit for the surrounding community. The project appeared in previous TIPs and this addition will allow funds to reflect the correct year of obligation after delays in processing. This amendment obligates \$3.9 million of FY 2020 and 2021 FTA 5307 funds and \$985,000 in state matching funds in FY 2025.

The Metro and Light Rail Rolling Stock Overhaul and Replacement project performs midlife overhaul of light rail vehicles and selective upgrades to address parts obsolescence, improve safety and vehicle performance, and enhance passenger comfort to provide an additional 15 years of service of the light rail vehicle fleet. This amendment obligates \$23.6 million in FY 2020 and 2021 FTA 5307 funds and \$5.9 million in state matching funds in FY 2025. Rolling stock overhaul and replacements are ongoing, and Metro cars are expected to be in service in 2025, with testing occurring on weekends.

The Metro and Light Rail System Preservation and Improvement project rehabilitates Light Rail and Metro facilities, track, equipment, and other fundamental infrastructure. Specific projects covered include Light Rail South End Rehabilitation, Light Rail central business district cable replacement, and replacement of the passerelle at the Rodgers Metro Station. This amendment obligates \$31.8 million in FY 2020 and 2021 FTA 5307 funds, \$4.7 million in FY 2022 FTA 5337 funds and \$9.1 million in state matching funds in FY 2025.

The Small Urban Transit Systems – Capital Assistance project assists small urban transit systems in the region to purchase vehicles, equipment, and facilities. This amendment obligates \$2.7 million in FTA 5339 funds and \$674,000 in state and local match funds for

procurement in FY 2025. The amendment also revises the project description to include Baltimore County and Baltimore City in the list of small urban transit systems.

The Bus and Rail Preventive Maintenance project provides preventive maintenance to the bus, Light Rail, and Metro system to improve safety, reliability, and passenger comfort. This amendment obligates \$24.7 in FY 2023 and 2024 of FTA 5337 funding, \$13.4 million in FTA 5307 funding, and \$9.5 million in state matching funds in FY 2025. For these projects, MDOT MTA has pre-award authority.

The Martin State Airport – All Stations Accessibility Program project will develop a plan for the future renovation of the Martin State Airport station on the Penn commuter rail line to make it safer and fully accessible. MDOT MTA was awarded the All Stations Accessibility Program (ASAP) federal discretionary grant funding for design, which is underway and anticipated to be complete in the Summer of 2027. This amendment obligates \$3.6 million in ASAP funds and \$901,000 in state matching funds in FY 2025.

The Low Floor Light Rail project is a new project and an addition to the 2025-2028 TIP. MDOT MTA was awarded the Rail Vehicle Replacement federal discretionary grant to replace the fleet of aged Light Rail vehicles and provide significant improvements to the Cromwell and North Avenue maintenance facilities, as well as upgrade 33 Light Rail stations. Other needed improvements such as traction substations, positive train control, and signaling upgrades are included in this grant. This amendment will add \$213.6 million in FTA Rail Vehicle Replacement grant funding, \$5.2 million in FTA 5307 funds, \$9.7 million in FTA 5337 funds, and \$57.2 million in state matching funds in FY 2025, 2026, and 2027.

Mr. Janousek asked for a motion and a second. Mr. Duah offered the motion and Mr. Cohoon 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: Seven TIP Amendment MDOT MTA]***

## **5. PRESENTATION: ELECTRIC VEHICLE (EV) COMMUNITY CHARGING HUBS FOR MULTI-UNIT DWELLINGS**

Ms. Abby Morgan and Ms. Kaitlyn Schaffer from Kittelson and Associates presented an overview of the EV Community Charging Hubs UPWP project, that wraps up at the end of December. Ms. Morgan announced the Study Team, and the steering committee members, who were integral in the completion of the project. The project came about because of the increase in demand for Electric Vehicles, as well as the federal funding and other incentives for electric vehicle charging infrastructure and EV purchases. The focus of this project was how our local jurisdictions can prepare for and implement EV charging infrastructure in high density residential areas, or for people who do not have access to private driveway or garage charging infrastructure. People who live in these areas may benefit from a community charging hub, which are designated locations near high-density employment center for multi-

family housing where community members can reliably charge their EVs and access additional transportation options.

There are 5 fact sheets available on the BMC Website available to share with elected officials, colleagues, and community members about EV Charging. There is also a planning guide which provides more detail and recommendations on how to implement EV chargers in high-density residential areas. The team also reviewed case studies and other existing resources that are available as hyperlinks in the planning guide.

Ms. Morgan and Ms. Schaffer opened the floor to questions, and Mr. Steve Cohoon, Queen Anne's County, commented on how useful and digestible the fact sheets are, and they are good for sharing with people. Mr. Luis McDonald, a subconsultant for the project, mentioned his work with veterans and workforce development in the EV field.

***[PowerPoint: Electric Vehicle Community Charging Hubs for Multi-Unit Dwellings]***

**6. UPWP UPDATES**

- **Discussion of the FY 2026 – 2027 UPWP**

Mr. Todd Lang began by reviewing the schedule for the upcoming UPWP cycle. Of note, the Technical Committee will consider releasing the UPWP for public comment at the February 4<sup>th</sup> meeting. Staff have had conversations with several members.

So far the most interest is related to the new prioritization process for MDOT, may develop an on-call to support feasibility studies. Mr. Lang continued by describing another potential seven new topics, ranging from project management training to model results summaries. This was followed by consideration of continuing three ongoing type tasks, TLC grants, LOTS skills and the AMPO Transportation Planning Institute.

The ask is to review these projects and provide feedback at the January meeting. In the meantime, please reach out with any new ideas.

***[PowerPoint: FY 2026 UPWP - Potential Focus Areas]***

- **Scenario Planning for the Long-Range Transportation Plan (LRTP)**

Mr. Zach Kaufman provided an update on the LRTP Scenario Planning project. The project will explore the potential impacts of uncertain future conditions related to transportation investments and policy decisions, demographic changes, housing, technological change, environmental impacts, and the economy. Results will be used to identify strategies and policies that work well across multiple scenarios to inform the 2027 LRTP.

Mr. Kaufman provided a brief overview of the analytical framework for the project. VisionEval is an open-source strategic modeling tool designed to evaluate many alternative futures and policies. The project team will identify several scenarios related to each of the primary categories and use VisionEval to run every combination of scenarios across the categories. The project team will then identify the most promising scenarios meriting more in-depth analysis with the activity-based travel demand model.

The contract for the project was awarded to ICF, with a kickoff meeting in September. A peer agency scan to identify scenario planning best practices is underway. The project team also launched a survey on November 19 to gather input on scenario categories, variables, and performance measures for the project. There were nearly 500 responses as of the morning of December 3. Mr. Kaufman asked members to share the survey.

The January 2025 Technical Committee meeting will include a presentation on recommended scenario categories, variables and performance measures, followed by model runs and analysis in late January and scenario workshops in February.

***[PowerPoint: LRTP Scenario Planning Update]***

## **7. OTHER BUSINESS**

There was no other business to discuss.

## **ATTENDANCE**

### ***Members***

Sean Burnett (for Stu Sirota) – Baltimore City Department of Transportation  
David Cookson – Howard County Office of Transportation (OOT)  
Angelica Daniel – Baltimore County Department of Public Works & Transportation  
Kwaku Duah – Annapolis Department of Transportation  
Albert Guiney Engel – MDOT Maryland Transit Administration (MDOT MTA)  
Brooks Phelps – Maryland Department of Planning  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Tavon Hawkins & Ben Allen – MDOT State Highway Administration (MDOT SHA)  
Catherine Salarano – Maryland Department of the Environment  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

### ***Staff and Guests***

Regina Aris - Baltimore Metropolitan Council (BMC)  
Charles Baber - BMC  
Monica Haines Benkhedda - BMC  
Tim Briggs - BMC  
Cindy Burch - BMC  
Carl Chamberlin – Maryland Transportation Authority  
Ndemazea Fonkem - BMC  
E Gheibi – MDOT SHA  
Victor Henry - BMC  
Zach Kaufman - BMC  
Keith Kucharek - BMC  
Todd Lang – BMC  
Fred Lippert – MDOT MTA  
Anna Marshall - BMC

Luis McDonald – Auto Flex  
Matt Miller – Insight Transportation Consulting  
Charlene Mingus – BMC  
Abby Morgan – Kittelson & Assoc.  
Jordan Mueller – MDOT SHA  
Md. Mokhlesur Rahman - BMC  
KJ Reynolds – Transit Fleet Consulting Services, Inc.  
Jamie Richardson – MDOT MTA  
Brian Ryder - BMC  
Kaitlyn Schaffer - Kittelson & Assoc.  
Eileen Singleton – BMC  
Mariam Sultan – BMC