

JOINT TECHNICAL COMMITTEE + INTERAGENCY CONSULTATION GROUP

July 5, 2023
9:35 to 10:52 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Mr. Joel Gallihue.

1. APPROVAL OF JUNE TC MINUTES AND MAY ICG MINUTES

Mr. Gallihue asked for approval of the minutes from the June meeting of the Technical Committee. Mr. Patrick McMahon moved to approve the minutes with Ms. Angie Daniel seconding the motion. The minutes were unanimously approved.

Ms. Anna Marshall asked for approval of the minutes from the May meeting of the Interagency Consultation Group. Mr. Alex Rawls moved to approve the minutes with Ms. Sophia Cortazzo seconding the motion. The minutes were unanimously approved.

2. ELECTION OF OFFICERS FOR THE TECHNICAL COMMITTEE TO SERVE IN FY 2024

Mr. Gallihue restated the slate of officers presented in June, consisting of MDOT for chair and Baltimore County for vice chair. Mr. Gallihue thanked the Nominating Committee. Mr. Gallihue asked if there were any nominations from the floor, none were offered. Mr. Steve Cohoon moved approval of the slate of officers, Mr. David Cookson seconded the motion. Mr. Gallihue asked for all in favor to say aye, it was unanimous. In closing, Mr. Gallihue graciously thanked the committee for the opportunity to serve for the past two years.

3. RECOMMENDED ACTION ON RESOLUTION #24-1

Mr. Zach Kaufman introduced the resolution regarding approval of *Resilience 2050*, the 2024-2027 Transportation Improvement Program and the associated air quality conformity determination. Mr. Kaufman began by presenting information on *Resilience 2050: Adapting to the Challenges of Tomorrow*, focusing on key steps in the planning process, improvements to the planning process, financial trends and the public comment period.

The planning process for *Resilience 2050* began more than two years ago. There were a number of key steps in the planning process, each of which was coordinated with the Technical Committee and BRTB, including:

- establishing goals and associated implementation strategies that form the guiding principles for *Resilience 2050*, adopted by the BRTB in November 2021;

- updating and improving the project scoring methodology, adopted by the BRTB in November 2021;
- forecasting what our region might look like in the future through the Cooperative Forecasting Group's Round 10 socioeconomic forecasts of population, households and employment through 2050, adopted by the BRTB in July 2022. *Resilience 2050* also includes discussion of various demographic, growth and transportation-related factors and trends in Chapters 2 and 3;
- considering the financial forecast of local, state and federal revenues anticipated to be available through 2050, adopted by the BRTB in January 2023;
- adoption of federally mandated performance targets;
- submittal of candidate projects by local jurisdictions and state agencies, scoring candidate projects and estimating costs for all candidate projects;
- coordinating with the Technical Committee and BRTB to create a draft preferred alternative of projects;
- conducting analysis of the potential effects of the draft preferred alternative, including air quality conformity, travel demand modeling, Environmental Justice analysis, identification of potential environmental mitigation strategies and identification of projects improving the Strategic Highway Network; and
- public involvement activities held throughout the planning process.

Mr. Kaufman summarized several highlights and improvements associated with the planning process for *Resilience 2050*. These include improvements to the project scoring methodology, a series of eleven white papers released in 2022 and 2023 that broke down key LRTP topics and the addition of a consistent methodology for forecasting local funding in the LRTP. Mr. Kaufman also highlighted the state and federal financial forecast for *Resilience 2050*, noting that the share of funds dedicated to system preservation has increased from 21% in the 2011 LRTP to 30% in *Resilience 2050*. The share of state and federal funds dedicated to expansion has decreased from 26% to 17% over the same time period. If this trend continues, future LRTPs will have smaller shares available for expanding the transportation network.

The final *Resilience 2050* document will include a few updates, including a full layout file of Appendix C (it had previously been available in Word), addition of a table containing the full scope of policy and technical scores to Appendix B and addition of a description of Urban Air Mobility and electric vertical takeoff and landing air taxis per guidance by the Federal Aviation Administration for MPOs.

Mr. Kaufman then summarized the main themes from the 100+ comments received during the public comment period for *Resilience 2050*. These include negative sentiment towards the scale of roadway expansion in the draft preferred alternative, both in terms of the number of projects and the amount of expenditures. Many comments also reflect concerns with the implications of roadway expansion for climate change, land use and sprawl, air quality and public health. The comments also reflect positive sentiment towards more transit expansion, increased transit reliability and bicycle and pedestrian infrastructure.

Mr. Kaufman concluded by noting next steps for the LRTP. After the BRTB finalizes comment responses and votes on *Resilience 2050*, it will be transmitted along with the 2024-2027 TIP and conformity determination to federal agencies for review and approval. Over the coming years, the BRTB needs to remain committed to the guiding principles in the plan as specific projects move towards implementation, while keeping in mind that the LRTP is a living document that should remain flexible as conditions change.

Mr. Keith Kucharek presented the Transportation Improvement Program (TIP) portion of Resolution #24-1. The 2024-2027 TIP contains 143 projects, 13 of which are new this year. There are three additional projects that were in previous TIP's but not in last years that now have funding. The total funding in the 2024-2027 TIP is \$4.24 billion with \$2.89 being federal funding and \$1.35 billion in state and local funding.

Funding in the TIP is fairly consistent over the years. Funding over the last four years has ranged from a low of \$4.1 billion in 2022 to a high of \$4.4 billion in 2021.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) has the largest share of funding in the TIP at just over \$1.9 billion. MDOT SHA is followed by MDOT MTA with a little over \$900 million. The Maryland Transportation Authority, which uses exclusively toll revenues funds about \$636 million, followed by \$451 million for locally sponsored projects and \$250 million for Ports projects, most of which is the Howard Street Tunnel.

There are nine funding categories in the TIP. Highway Preservation accounts for nearly 42% of all spending in the TIP. Highway Capacity and Transit Preservation are next at 22% and 19% respectively. Smaller amounts for Ports, Emission Reduction Strategies, and Commuter Rail Preservation account for the remaining funds.

Highway Preservation funds can be further broken down into project types. Bridge and Deck Replacements account for just under 34% of Highway Preservation funds, followed closely by Roadway Resurfacing at 33%. Road Reconstruction and "Other" funds are both around 16% of the Highway Preservation funds, with smaller amounts in Bridge Inspections, Road Resurfacing and Rehabilitation and Facility Rehabilitation.

Similarly, Highway Capacity funds can be broken down into a handful of individual projects. The MdTA's I-95 project between MD 43 and MD 24 in Baltimore and Harford Counties, accounts for nearly 60% of the Highway Capacity funds. Another 12% is allocated towards the I-695 expansion between I-70 and MD 43. Those two projects alone account for over $\frac{3}{4}$ of the Highway Capacity funds.

Transit Preservation, similar to the Highway Capacity funds, can also be broken down into a few large projects. Bus and Rail Preventive Maintenance accounts for 25% of all Transit Preservation funds. Zero Emission Infrastructure allots 22% followed by Metro and Light Rail Rolling Stock at 20%. The Eastern Bus Facility project and Metro and Light Rail System Preservation each cover 11% of the Transit Capacity funds.

MDOT MTA utilizes the public participation process used for the TIP to meet the Federal Transit Administration's public participation requirements. Therefore, the TIP document

provides a breakdown of MDOT MTA Funding by category. Section 5307C, which is used for bus purchases, bus replacements and preventive maintenance accounts for about \$397 million. Section 5337 and CMAQ funds follow with \$284 million and \$182 million respectively.

The TIP tracks 25 federally required performance measures as was laid out in the MAP-21 Legislation and has continued with the FAST Act and IIJA. Performance Measures are tracked for Transit Asset Management, Transit Safety, Highway Safety, Traffic Congestion and others to help improve methods to connect TIP investments with their impact on performance measures and targets.

Mr. Kucharek highlighted several major projects in the 2024-2027 TIP.

- The Multimodal Transportation Center in Parole in Anne Arundel County. This is a \$17 million project that is expected to be complete in 2026.
- The West North Avenue Pedestrian Safety Improvement project in Baltimore City programs \$11 million for ADA upgrades, pedestrian signals, lighting and drainage.
- Howard County is programming funds for the Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery that will construct a 1.5 mile trail as part of the overall 40 mile Patapsco Regional Greenway.
- MDOT SHA has programmed funds for the \$149 million I-795 Dolfield Boulevard Interchange which also includes widening of I-795 from Owings Mills Boulevard to Franklin Boulevard.
- MDOT MPA has included the Masonville Cove Connector Shared Use Path in the 2024-2027 TIP which will provide access to the Masonville Cove Refuge area and connect over 20 miles of existing and planned trails.
- In Carroll and Harford Counties, 18 bridge repair or replacements will improve safety and extend the life of those structures.

Ms. Anna Marshall gave an overview about the air quality conformity determination process. The purpose of the air quality conformity analysis is to ensure the LRTP and TIP, as part of Resilience 2050 do not worsen air quality in the region or delay the attainment of National Ambient Air Quality Standards (NAAQS) as set by EPA. It is required that estimated emissions from the proposed projects as a whole do not exceed the motor vehicle emissions budgets in the state air quality implementation plan, or SIP.

Currently the Baltimore region is in nonattainment for the 2015 ozone standards. As a result, in the regional emissions analysis the precursors of ozone, nitrogen oxides (NOx) and volatile organic compounds (VOCs) were modeled for on-road vehicles including cars, trucks, buses, motorcycles, and idling trucks. Five horizon years, 2023, 2025, 2035, 2045 and 2050, were modeled with the existing transportation network and proposed TIP and plan projects. For both pollutants in all analyzed years, emissions estimates measured well below the SIP budgets.

Finally, Ms. Marshall shared a slide showing a summary of the conformity analysis process in coordination with reviewing agencies. At this meeting, ICG and the Technical Committee voted to recommend approval of the conformity document. Prior to this step, coordination with ICG and MDE confirmed the methodology and conformity exemption status of each project. BMC

and MDE independently ran the modeling analysis, and both came up with the same results, leading ICG to approve the regional emissions analysis results for public review.

Mr. Kaufman concluded the presentation by summarizing the public comment period for the three documents, held from May 17 – June 20. The comment period included promotion across 13 print, radio and digital outlets, with a potential reach of 1 million impressions through paid promotion. The comment period also included additional impressions through BMC and BRTB member jurisdiction social media accounts as well as earned media in WBAL, WYPR, Maryland Matters and other outlets.

Meetings for the public comment period included a recorded presentation on the BMC website along with one virtual and seven in-person public meetings. Mr. Kaufman again highlighted that more than 100 comments were received from 173 participants via email and the PublicInput platform, along with the main themes from those comments. There were many thoughtful comments that showed deep engagement with the documents, which was great to see and reflects the purpose of public involvement.

Ms. Aris added that all comments and questions have been distributed to staff, the Technical Committee and the BRTB and that we are working to finalize responses. Various local jurisdictions and state agencies are working on individual comment responses. BMC anticipates distributing the full list of all comments and draft responses to committee members sometime this week. At that point, committee members will have a few days to review and suggest edits to comments. BMC will provide the full list of responses to commenters sometime next week, prior to the BRTB vote scheduled for July 25, 2023.

Mr. Gallihue moved to recommend approval of the resolution, and Mr. David Cookson seconded the motion. During discussion, Mr. Gallihue encouraged members to consider comments and their responses regarding negative perceptions associated with roadway projects. Mr. Steve Cohoon noted the diversity of regional geography and that the LRTP has to strike a balance between the needs of rural and urban areas. Mr. Brian Ulrich said that highway widening in Anne Arundel County is often focused on filling in gaps in capacity where the number of lanes on existing roadways changes, resulting in congestion. After brief additional discussion on finalizing comment responses, the Technical Committee and ICG voted on the resolution. The Technical Committee and ICG members voted unanimously to recommend approval of the resolution.

[PowerPoint: Overview of Resilience 2050, the 2024 – 2027 Transportation Improvement Program and the Associated Air Quality Conformity Determination]

4. RECOMMENDED ACTION ON RESOLUTION #24-2

Ms. Regina Aris 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.

Ms. Aris also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the first year of the Transportation CORE, activities approved as part of Resilience 2050, a series of performance measures approved, approval of the Limited English Proficiency Plan and approval of the Public Participation Plan.

Mr. Gallihue asked for a motion and a second. Mr. Gallihue moved to recommend approval of the resolution, and Ms. Angie Daniel seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Self Certification of the Regional Transportation Planning Process]

5. RECOMMENDED ACTION ON RESOLUTION #24-3

This action item has been deferred until the August meeting.

6. MDE PRESENTATION: 2022 CLEAN AIR PROGRESS REPORT

Ms. Kelsey Sisko (MDE) presented the 2022 Clean Air Progress Report, which is about the air monitoring status and progress in 2022. In 2022, Maryland recorded the fewest number of bad ozone days ever in a year, with only 3 exceedance days. The secretary of MDE said that for the first time ever, Maryland is measuring levels of air pollution that meet all ambient air quality standards. This is very exciting, especially for the Baltimore region which is currently in nonattainment for the 2015 ozone standard.

Ms. Sisko also shared updates on regulations and policies that have helped improve Maryland's air quality, as well as ones on the horizon. There are new regulations addressing building energy performance standards, electric vehicles, and Municipal Solid Waste Landfills, for example.

[PowerPoint: Air Quality Progress 2022]

7. UPWP UPDATES

Maryland Travel Survey: Travel by Paratransit – Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), specifically, a Study of Travel by Paratransit in the Baltimore region. The analysis used Baltimore region, rather than jurisdictional, data.

Age group: The largest shares of paratransit riders by age group are those 65 years old or older (38.0%) and 18-44 years old (31.6%). A smaller share of paratransit riders are 45-64 years old (30.4%). There were no paratransit riders among any other age groups.

Household Income: The largest share of paratransit riders by household Income are middle income riders, \$25,000 to \$34,999 (28.7%), the next largest shares are those with household incomes less than \$15,000 (23.9%) and \$15,000 to \$24,999 (16.1%). Smaller shares of paratransit riders are represented by those with household incomes \$35,000 to \$49,999 (15.8%) and \$50,000 to \$74,999 (8.4%). A still smaller share of paratransit riders are those with household Income incomes \$75,000 to \$99,999 (7.1%). Mr. Berger noted that there are no paratransit riders among those with household Income incomes \$100,00 to \$149,999 (0.0%) and \$150,00 or more (0.0%).

Race & Ethnicity: Looking at race & ethnicity the largest share of paratransit riders are African Americans, Blacks (61.3%). The next largest shares of paratransit riders are Whites (32.7%) and Multi-racial (6.0%). No paratransit riders were found in the following groups: Hispanic, Asian, American Indian/Alaskan Native (0.0%), or Native Hawaiian or Pacific Islander.

Trip Purpose: The largest share of paratransit trips are for personal business and other tasks (58.6%), the second largest share of paratransit trips are for shopping and meals (17.2%), the third largest share of paratransit trips are for Work (10%), the fourth largest share of paratransit trips are for School (8.9%), and the fifth largest share of paratransit trips are for social recreation (5.3%).

[PowerPoint: Travel by Paratransit]

8. OTHER BUSINESS

The next meeting will be virtual and held on August 1, 2023.

Mr. Janousek asked for a motion to close the TC meeting. Mr. David Cookson made a motion which Mr. Sirota seconded. The meeting adjourned at 10:52 A.M.

ATTENDANCE

TC + ICG Members

Steve Cohoon – Queen Anne’s County Department of Public Works

David Cookson – Howard County Office of Transportation

Sophia Cortazzo – Maryland Department of Transportation (MDOT)

Angelica Daniel – Baltimore County Department of Public Works & Transportation

Kwaku Duah – Annapolis Department of Transportation

Joel Gallihue – Harford County Department of Planning

Dan Janousek – MDOT

Tina James – Maryland Department of Planning

Patrick McMahon – Maryland Transit Administration (MDOT MTA)

Alex Rawls – BRTB

Stu Sirota – Baltimore City Department of Transportation

Kelsey Sisko (for Catherine Salarano) – Maryland Department of the Environment

Clare Stewart – Carroll County Department of Planning

Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)

Charles Baber - BMC

Robert Berger - BMC

Rebecca Deibel - BMC

Will Felt – Strong Towns Baltimore

Victor Henry - BMC

Zach Kaufman - BMC

Keith Kucharek - BMC

Todd Lang – BMC

Anna Marshall - BMC

Charlene Mingus - BMC

Shane Sarver - BMC