

JOINT ICG AND TECHNICAL COMMITTEE MEETING

August 4, 2020
9:32 to 11:46 A.M.

MINUTES

The meeting was called to order at 9:32 A.M. by Mr. David Cookson in a virtual GoToMeeting format.

1. APPROVAL OF JULY TECHNICAL COMMITTEE AND MAY INTERAGENCY CONSULTATION GROUP MINUTES

Mr. Cookson asked for approval of the minutes from the July 7, 2020 meeting of the Technical Committee. Mr. Dan Janousek moved to approve the TC minutes with Ms. Mary Lane seconding the motion. A roll call vote was taken and the TC minutes were unanimously approved.

Ms. Sara Tomlinson asked for approval of the minutes from the May 17, 2020 meeting of the Interagency Consultation Group. Ms. Marcia Ways of the Maryland Department of the Environment requested that the reference to the 2035 model year be changed to 2045. Mr. Alex Rawls moved to approve the revised ICG minutes with Mr. Janousek seconding the motion. A roll call vote was taken and the ICG minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #21-2

Ms. Sheila Mahoney returned to present BMC recommendations for FY 2021 Transportation Alternatives Program (TAP) grant funding. BMC reviewed applications for four projects in the region, then met with MDOT SHA and FHWA on June 29 to discuss. The group had questions for the applicants that remained outstanding at the July Technical Committee meeting and have since received responses.

2021 TAP funding for allocation in the region totals \$2,138,046. Four applications were submitted for a total of \$4,583,994 in requests.

The projects submitted include the following:

- Anne Arundel County South Shore Trail Phase II (Odenton): Construction of a 2-mile x 10-foot paved/boardwalk multi-use trail to provide a recreational/transportation facility to connect residential areas with schools, shopping, employment areas, and the Odenton MARC station

- MDOT Maryland Transit Administration Transit Priority Initiative: Bel Air Road (Baltimore City): 0-100% design of bus bulb curb extensions along 2.4-mile corridor to enhance pedestrian safety and accessibility at bus stops in high crash corridor
- MDOT Maryland Transit Administration Transit Priority Initiative: Garrison Boulevard (Baltimore City): 0-100% design of bus bulb curb extensions along 3.7-mile corridor to enhance pedestrian safety and accessibility at bus stops in high crash corridor
- MDOT MTA Patapsco Pedestrian and Bicycle Connection (Baltimore City): 10-100% design for Phase 1 of a separate ped/bike bridge and path over Patapsco Ave to provide a safer connection from the Cherry Hill neighborhood to the Patapsco Light Rail Station

BMC recommends that the entire allocation for the region be awarded to the Anne Arundel County South Shore Trail Phase II for the construction of 2 miles of multi-use trail from Annapolis Road to Bonheur Drive (2 miles).

- Total Cost: \$4,400,381
- Requested: \$2,199,994
- Anne Arundel County Match: \$2,200,387 (50%)
- BMC TAP: \$2,138,046
- Remaining to be requested from MDOT SHA: \$62,341

Mr. Cookson asked for a member to move for approval to send Resolution #21-2 to the BRTB for approval. Dan Janousek moved to approve Resolution 21-2 and Martha Arzu McIntosh seconded the motion. A roll call vote was taken and the resolution was approved.

[PowerPoint: Transportation Alternatives Program Recommendations]

3. RECOMMENDED ACTION ON RESOLUTION #21-3

Mr. Zach Kaufman presented an overview of the 2021-2024 Transportation Improvement Program. This TIP includes 140 federally funded and regionally significant projects requesting a total of \$4.26 billion – \$2.46 billion in federal funds and \$1.8 billion in matching funds. There are twenty-four new projects in the TIP.

Mr. Kaufman summarized a change made to one project in the draft 2021-2024 TIP that will be incorporated into the final document. MDOT SHA requested to add \$4.413 million to the engineering and construction phases for the I-695 bridge replacement project on Putty Hill Avenue. The additional funds will be used for the relocation of existing utilities. Mr. Kaufman also summarized significant sources of funding increases from the 2020-2023 TIP. These include additional federal funds programmed by MDOT MTA as they catch up on grant execution, a mix of over \$400 million in federal, state, and private funding for the Howard Street Tunnel project, and an increase of over \$200 million in toll revenues programmed for MDTA's I-95 Northbound Extension project.

The funding split is as follows: MDOT SHA (\$1.5 billion), MDOT MTA (\$1.14 billion), and the Maryland Transportation Authority (\$801 million) are the largest sources of programmed funds by sponsoring agency. Of the eleven project categories, highway capacity (30.6%),

highway preservation (25.5%), and transit preservation (15.8%) 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 Capacity: I-95 Express Toll Lanes Northbound Extension and I-695: I-70 to MD 43 account for 78.7% of highway capacity funds
- Highway Preservation: Road resurfacing/rehabilitation and bridge repair/deck replacement account for 79.8% of highway preservation funds
- 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 83.7% of transit preservation funds

Mr. Kaufman provided an overview of new and large projects in the 2021-2024 TIP including a multimodal transportation center in Anne Arundel County, four new bicycle and pedestrian improvements in Baltimore City, the Towson Circulator in Baltimore County, Howard County's widening of Marriottsville Road, MDOT SHA's expansion of I-695 from I-70 to MD 43, MPA's Howard Street Tunnel project, and MDTA's expansion of express toll lanes on I-95 northbound.

Ms. Sara Tomlinson presented an overview of the conformity determination of the 2021-2024 TIP and *Maximize2045*. The purpose of transportation conformity is to tie together transportation planning and air quality planning. For an MPO's Plan and TIP to conform to the state's air quality plan (SIP), the emissions estimated to result from the addition of the Plan and TIP projects to the existing transportation network cannot be higher than the motor vehicle emission budget set by MDE.

The major steps of the conformity determination process completed for the ICG included:

- a. Agreeing on methodology and assumptions (model years, emission model version, pollutants to be assessed, SIP budget test approach, etc.)
- b. Determining whether TIP and Plan projects are exempt/non-exempt/regionally significant
- c. MDE and BMC staff run the emissions model
- d. Documentation of conformity process
- e. Agreeing to public release of emissions model results
- f. Recommending BRTB approval of conformity determination.

MDE and BMC staff ran the EPA's emission model, which resulted in emissions below the SIP budget. Ms. Tomlinson asked whether there was a motion to recommend BRTB approval of the conformity determination.

Mr. Janousek moved to recommend BRTB approval of the Conformity Determination of the 2021-2024 TIP and *Maximize2045*. Mr. Alex Rawls seconded the motion. The motion was approved unanimously by ICG members.

A public review began on June 16 and ended on July 17. Public involvement activities included two virtual public meetings, a presentation to MDOT MTA's Citizen's Advisory Committee, and presentations to several BRTB subcommittees. In addition, BMC staff developed a Storymap, an interactive tableau dashboard, and an interactive project map that allowed people to

comment directly from the map. Over 40 comments were received from nearly 30 individuals and organizations. The majority of the comments supported modification of the TIP to: (a) reduce highway capacity expenditures; (b) invest more in transit, particularly in transit capacity for transit-reliant populations; and (c) support local bicycle and pedestrian improvements.

Mr. Lang lead a discussion about the comments received. He highlighted a multi-organization letter submitted by the Central Maryland Transportation Alliance requesting that the BRTB remove funding for five new highway capacity projects and redirect those funds for bicycle, pedestrian, and transit projects. Conversation from members included support for MDOT to put additional transit projects into the project pipeline for planning so that they can enter the TIP in the future. Members also discussed the funding sources for the five new highway capacity projects. Since they are funded with local and state dollars and are supported in local transportation plans, some members supported keeping the projects in the TIP. Mr. Lang clarified that the MPO has historically given local jurisdictions deference in allocating their local funds. In response, some members expressed concern that while these projects are currently funded with local dollars, they will likely pursue state and federal funds in the future. Mr. Lang agreed. Mr. Lang included a staff recommendation that in addition to supporting the TIP and moving it to the BRTB for approval, that the TC include a recommendation to consider shifting new planning to non-highway projects and consider access over congestion as a key criteria.

Mr. Cookson asked for a motion regarding approval of the 2021-2024 TIP. Mr. Kwaku Duah made a motion to send Resolution #21-3 to the BRTB and Mr. Steve Cohoon seconded the motion. Mr. Cookson then asked if any members of the public wished to comment. Mr. Eric Norton, Director of Policy and Programs at the Central Maryland Transportation Alliance, commented on the member discussion. He clarified that the intention of the multi-organization letter submitted by CMTA was to highlight the imbalance between highway capacity and transit capacity spending in the TIP as opposed to being a project-by-project criticism. He pointed out that it is very difficult to stop projects from moving forward once they are in the pipeline, recommending that we stop the planning pipeline for highway capacity projects. He also proposed a transition in focus away from congestion and towards access. For example, he cited data from the University of Minnesota's Accessibility Observatory showing that a resident in the Baltimore region can access any job in the region by auto in less than an hour while that resident could only reach about one in ten of the region's jobs in less than an hour by transit.

Mr. Cookson asked for a vote on Resolution #21-3, with unanimous support from the members.

[PowerPoint: Baltimore Region 2021-2024 Transportation Improvement Program]

4. RECOMMENDED ACTION ON RESOLUTION #21-4

Mr. Terry Freeland presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs. He also noted that the self-certification has been updated to reflect activities undertaken during the

past year as well as the ways in which the process has been strengthened. Of note is the new Master Agreement between the planning partners.

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

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

5. PRESENTATION: AFTERMARKET CATALYTIC CONVERTER REGULATION

Mr. Karl Munder described an action undertaken by MDE to protect the health of Maryland's citizens. Thirty years ago there was federal guidance on Aftermarket Catalytic Converters (AMCC) to ensure that emissions control systems remained effective. That guidance lapsed, so now there are no real prohibitions on the kind of AMCCs that can be purchased and installed.

MDE is pushing to attain the ozone standard and therefore believes it is best to move ahead with a Maryland specific regulation. The catalytic converter is a key component of a vehicle's emissions control equipment. When converters fail, repair shops have two options for installing a replacement converter: an OEM (very good) or an AMCC (not always so good).

Maryland and other states are getting close to meeting the 2015 ozone standard. Because of this, states are working hard to find reductions and have been pushing for an updated AMCC program. The Ozone Transport Commission (OTC) developed a model rule based on the CARB AMCC program for states to consider adopting. An effective AMCC program can provide meaningful NOx reductions.

This program requires a converter that allows a vehicle to meet its original emissions level and has a 50,000 mile warranty. OTC states are moving forward with adopting the program, two OTC states (NY, ME) have already adopted the CARB AMCC program while three OTC states MD, NJ and CT are now working towards adopting a state AMCC rule. MA is studying issue and considering a regulation in the future.

This regulation requires CARB AMCC in Maryland for all vehicles and prohibits used, recycled, or salvaged converters for all vehicles. It establishes recordkeeping and reporting requirements. Following a process, the regulation should be adopted with an effective date of January 1, 2024.

[PowerPoint: Aftermarket Catalytic Converter Regulation]

6. PRESENTATION: SAFETY PERFORMANCE TARGETS FOR MDOT MTA SERVICES

Mr. Michael Winger, MDOT MTA provided background on his agency's approach to addressing the performance measures required under the Public Transportation Agency Safety Plan (PTASP). These PMs are the remaining set of performance measures that the BRTB needs to approve. As with other PMs, they will be updated on a regular schedule.

There are four required safety performance measures: 1) Fatalities (total number of reportable fatalities and rate per total vehicle revenue miles by mode), 2) Injuries (total number of reportable injuries and rate per total vehicle revenue miles by mode), 3) Safety Events (total number of reportable events and rate per total vehicle revenue miles by mode), and 4) System Reliability (mean distance between major mechanical failures by mode)".

Targets for several categories was shared: local bus, light rail, metro subway, mobility, and commuter bus. Targets are set based on National Transit Database (NTD) reports from 2017 to 2019.

[PowerPoint: PTASP Safety Performance Targets 2020]

7. OTHER BUSINESS

Mr. Cookson asked if there was any further business to share. No one had new business therefore Mr. Cookson shared the next TC meeting will be held on September 1, 2020.

Mr. Cookson asked for a motion to close the TC meeting. Mr. Gallihue made a motion to close the meeting and Ms. McIntosh seconded the motion at 11:05 a.m. At this point anyone not on the TC and not a consultant should leave the meeting to allow an advertised Closed Session to proceed.

CLOSED SESSION

Mr. Cookson asked for a motion to open a Closed Session of the Technical Committee in order to discuss proposed RFPs. Mr. Gallihue made a motion to open the Closed Session and Ms. McIntosh seconded the motion at 11:06 a.m.

- Mr. Lang introduced and lead a discussion on the Request for Proposals (RFP) for the upcoming year. He told the members that a draft was near completion for the Transit Governance and Funding Study that resulted from a request from the Central Maryland Regional Transit Plan Commission. He discussed the envisioned process and basic outline of the RFP, it's timeline and milestones and committed to getting the draft to those members interested in reviewing it. Mr. Graham Young, asked if it will be available in a WORD format and Mr. Lang indicated that it would. Mr. Cookson asked if the product will likely result in potential scenario's of options. Mr. Lang stated that yes, but that the product would need to provide enough context on and frame the issues so that any options can be easily understood. Mr. Cookson also asked if the scenarios would cover financial issues, Mr. Lang answered in the affirmative. Mr. Lang went on to say that the financial picture is crucial and that providing clear information on funding needs (both operating and capital) in specific timelines, State-of-Good-Repair and transit expansion needs and issues as well as funding and financial sources should be part of what is presented in any products.
- Ms. Regina Aris presented the outline for the Climate Change Toolkit. The purpose of this project is to develop a Resource Guide to inform local public works and transportation departments about the changes in climate that are predicted for the region. Key tasks include:

1) Document the changing climate in the Baltimore region: what is changing and why, 2) Document the direct and indirect impacts of a changing climate on local public works and transportation departments, 3) Summarize regulations and relevant supports for local public works and transportation departments, 4) Recommendations for and case studies of adaptation strategies by local public works and transportation departments, development of a resource guide for public works and transportation departments, and 5) Training program for public works and transportation department managers.

- Ms. Mahoney presented the RFP outline for the preliminary (30% design) of a segment of the Patapsco Regional Greenway in Carroll County. Consultant tasks will include the following: 1) Project Management; 2) Technical Memorandum including existing conditions and design considerations; 3) two community meetings (virtual or in-person) and steering committee meetings at key decision points; 4) Technical Memorandum detailing the preferred alignment selection; 5) Field surveys; 6) Preliminary Design documents; and 7) Plan review and continued design directions. BMC is currently finalizing selection of design segments with Carroll County and the Department of Natural Resources, who will partner to complete Final Design following this phase.

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 three proposed RFPs. Ms. Lane seconded the motion to close the session. The session ended at 11:46 a.m.

ATTENDANCE

TC Members

Ken Choi – Maryland Department of Planning
Zach Chissell – Maryland Transit Administration (MDOT MTA)
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
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
Lisa Nissley (for Alex Brun) – Maryland Department of the Environment
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Lisa Sirota – State Highway Administration (MDOT SHA)
Graham Young – Baltimore City Department of Transportation

ICG Members

Ms. Lisa Nissley (for Alex Brun - Maryland Department of the Environment
Mr. Dan Janousek - Maryland Department of Transportation (MDOT)
Mr. Alex Rawls – Baltimore Regional Transportation Board

Staff and Guests

Kwame Arhin – FHWA – MD Division
Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris – BMC
Charles Baber - BMC
Cindy Burch - BMC
Tyson Byrne - MDOT
Rebecca Deibel - BMC
Kathleen Field - MDE
Blake Fisher - BMC
Terry Freeland – BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Victor Henry - BMC
Zach Kaufman - BMC
Todd Lang – BMC
Ryan Long – FTA – Region III
Sheila Mahoney – BMC
Karl Munder - MDE
Eric Norton – PAC Chair
Sara Tomlinson – BMC
Tim Tyran – MDOT MTA
Marcia Ways – MDE
Michael Winger – MDOT MTA