

TECHNICAL COMMITTEE

November 7, 2023
9:30 to 10:28 A.M.

MINUTES

1. CLOSED SESSION

Mr. Dan Janousek opened a Closed Session of the Technical Committee at 9:30 in order to discuss one proposed RFP. Mr. Janousek asked for a motion and a second to hold the Closed Session. Mr. Steve Cohoon made the motion and Mr. Stu Sirota seconded.

Microtransit Solutions - Mr. Shane Sarver provided an overview of the proposed Microtransit Request for Proposals (RFP). This task is in direct support of the Baltimore region LOTS as well as MDOT MTA. Microtransit services are shared transportation services that sit between traditional fixed-route transit and ride-hailing services. This task will support microtransit in the Baltimore region by developing best practices for implementing, operating and funding microtransit, including regional coordination. Mr. Sarver discussed the key tasks that will be included. The budget for this project is \$220,000. Work is anticipated to be completed by Fall 2024.

There were no questions from the Technical Committee. Committee members agreed with the project scope and gave approval to move forward.

Mr. Janousek asked for a motion to close the Closed Session. Mr. Sam Kahl made a motion and Ms. Clare Stewart seconded the motion. The Closed Session ended at 9:35.

2. APPROVAL OF SEPTEMBER 2023 MINUTES

Following the Closed Session, the regular business meeting of the TC was opened at 9:35 and guests were admitted. Mr. Dan Janousek asked for approval of the minutes from the September meeting of the Technical Committee. Mr. Kahl moved to approve the minutes with Mr. Steve Cohoon seconding the motion. The minutes were unanimously approved.

3. RECOMMENDED ACTION ON RESOLUTION #24-7

Mr. Keith Kucharek presented Resolution #24-7. Baltimore City has requested to amend the FY 2024-2027 TIP to add three new projects. The SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement and the Wilkens Avenue Bridge over Gwynns Falls were in previous TIPs, but were not in the FY 2023-2026 TIP. The Baltimore City Greenway Trail: Eastern Segment is

a new project that has not appeared in previous TIPs. All three of these projects were presented to the Interagency Consultation Group and all three were determined to be exempt according to the conformity rule. Mr. Scott Weaver presented the Colgate Creek Bridge Project and the Wilkens Avenue Bridge project. Mr. Nick Chupein presented the Baltimore Greenway project.

Mr. Weaver detailed the history of the Colgate Creek Bridge. The Structure is 50 years old and is listed in poor condition with an efficiency rating of 43.5. Emergency repairs were completed in 2014.

TIGER Grant funding was secured to complete design and construction which began in 2017. Changes in the bridge design have resulted in an increase in costs. The TIGER Grant funding has expired and was not enough to cover the cost increases. Therefore additional funding of \$2.5 million is needed to complete construction. This amendment adds the \$2.5 million in FY 2024. Construction is anticipated to be completed in Fall of 2025.

Mr. Weaver also presented the Wilkens Avenue Bridge over Gwynns Falls project. This bridge is also rated as poor with a sufficiency rating of 39.8. The City received a letter of concern from the inspection consultant about the condition of the bridge.

This project was advertised for construction in December 2022 but the lowest bid was 31% higher than the engineers estimate causing the City to readvertise with updated costs. This amendment will add \$3.8 million in construction costs in FY 2024 as a result of cost increases. The anticipated completion is in 2025.

Mr. Nick Chupein presented the Baltimore City Greenway Trail: Eastern Segment. This amendment adds \$4.0 million in Right-of-Way funds obtained from a combination of a \$2.5 million federal earmark and \$1.5 million state capital grant. The City has been coordinating with Norfolk Southern Corp. to purchase property for the proposed trail.

The Eastern Segment of the trail is approximately 1.9 miles long, running from O'Donnell Street to Federal Street. The trail will benefit the City of Baltimore and the surrounding communities by promoting social equity, improving health, creating safe active transportation connections, protecting the environment and creating economic development.

The tentative timeline includes completion of NEPA in spring of 2024, property acquisition in summer of 2024, 30% design completion in winter 2024, community engagement and design completion in spring 2025 with construction scheduled for FY 2025-2026.

Mr. Janousek asked for a motion and a second regarding Resolution #24-7. Mr. Kwaku Duah offered the motion to send Resolution #24-7 to the BRTB as presented and Mr. Brian Ulrich seconded the motion. Mr. Kahl from Harford County asked if the City had coordinated with the Port of Baltimore regarding heavy vehicles on the Colgate Creek Bridge project. Mr. Weaver indicated that they had coordinated with the Port and the bridge was designed to withstand the heaviest vehicles that utilize the Port. A vote was taken on Resolution #24-7, with unanimous support from the members.

[PowerPoint: Baltimore City TIP Amendments]

4. PRESENTATION: CRITICAL URBAN FREIGHT CORRIDORS

Mr. Youngmin Choi, MDOT SHA, presented an update on Critical Urban and Critical Rural Freight Corridors (CUFC and CRFC) mileage designation. The National Highway Freight Network (NHFN) was established through the FAST Act which called for allocating federal funds and policies towards highway segments that are crucial to freight movement.

The NHFN consists of four subsystems including the Primary Highway Freight System (PHFS), Other Interstate portions not on the PHFS, and Critical Rural and Critical Urban Freight Corridors. CUFCs and CRFCs provide critical connectivity to the NHFN.

Projects on CUFCs/CRFCs are eligible for National Highway Freight Program (NHFP) funding. Projects seeking preliminary engineering and design, construction, rehabilitation, land acquisition, truck parking or highway and bridge projects are eligible for NHFP.

In 2017, the FAST Act established the state's mileage cap for CUFC (75 miles) and CRFC (150 miles). The Baltimore region currently has 25 CUFC miles and 8 CRFC miles. The 2023 Infrastructure Investment and Jobs Act (IIJA) increased the state's caps to 150 CUFC miles and 300 CRFC miles. The Baltimore region's share of CUFCs has increased to 50 miles.

Eligibility requirements of the CUFC include:

- Defined by Census urban area boundary
- Connects intermodal facilities to interstate systems or primary highway freight systems
- Serves major freight generators, logistics centers, warehouses
- Crucial for regional freight movement

CUFC designation of segments is a team effort between MDOT SHA and BRTB. MDOT SHA has developed the methodology and an online map to view potential segments. CRFC designation of segments is led by MDOT SHA, although BRTB staff will review for concurrence.

[PowerPoint: Critical Urban/Rural Freight Corridor Mileage Designation Update]

5. UPWP UPDATES

- **Report on status of Transportation and Land Use Connection Grants**

Mr. Don Halligan began by discussing the original two awards which were to: 1) Baltimore City for Wabash Avenue and 2) Annapolis for Bay Ridge Avenue.

Mr. Keith Kucharek presented on Round II of the Transportation and Land Use Connection (TLC) Competitive Grant Program. The TLC program supports local governments in their planning and preliminary design efforts to improve quality of life through enhanced transportation access and mobility, better air quality, and improved economic opportunities.

The goals of the program are to support:

- Support the revitalization of existing communities and development of activity centers or ease the movement of goods and services

- Improve access to opportunities for people of all ages and abilities.
- Provide more travel choices to optimize mobility.
- Assist communities with providing increased opportunities to live, work, and play.

The TLC program provides short-term technical assistance for regional land-use/transportation priorities at the community level. Project must fit into one or more of these focus areas.

- Multimodal Transportation Options
- Transit Oriented Development*
- Land Use Enhancements in Activity Centers
- Access to Transit
- Regional Trail Connections
- Climate Change Adaptation
- Equitable Access for Vulnerable Populations*

*Applications that address Transit Oriented Development and/or equitable access for vulnerable populations are eligible for additional points in the evaluation process.

All local jurisdictions that are voting members of the BRTB are eligible to apply. Inter-agency and inter-jurisdictional partnerships are encouraged. Applications must provide documentation of local support and must include features of locally approved plans.

The TLC program provides assistance for planning and preliminary engineering, up to 30% design. Final design and construction funding are not eligible under the TLC Program. The maximum award is still being determined, but is likely to be up to \$60,000 for planning projects and \$100,000 for preliminary engineering. A pre-qualified pool of consultants are already on-board and ready to assist.

[PowerPoint: TLC Discussion – Round 2]

- **FY 2025 UPWP Discussion**

Mr. Todd Lang began with an overview of the schedule for the Addendum. A key date is agreement on topics by the end of 2023 and a budget by mid-January. A draft Addendum will be shared with the TC on February 7 with a request to release for a 30-day comment period.

Mr. Lang then reviewed eight new focus area topics for consideration and identified 3 topics that would repeat in FY 2025. Several key points were covered for each area. Following the meeting, members will receive a survey to prioritize the topics that are of most interest to them.

[PowerPoint: Potential FY 2025 Focus Areas]

6. OTHER BUSINESS

The next meeting will be held virtually on December 5, 2023.

ATTENDANCE

Members

Steve Cohoon – Queen Anne’s County Department of Public Works
David Cookson – Howard County Office of Transportation
Deborah Price (for Angelica Daniel) – Baltimore County Dept of Public Works & Transportation
Kwaku Duah – Annapolis Department of Transportation
Tina James – Maryland Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Tavon Hawkins – MDOT State Highway Administration (MDOT SHA)
Clare Stewart – Carroll County Department of Planning
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)
Sam Kahl (for Alex Rawls) – Harford County Department of Planning
Catherine Salarano – Maryland Department of the Environment
Stu Sirota – Baltimore City Department of Transportation
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

Staff and Guests

B Allen - guest
Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Cindy Burch - BMC
Youngmin Choi – MDOT SHA
Nicholas Chupein - Baltimore City DOT
Blake Fisher – BMC
Rebecca Deibel - BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Victor Henry - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Toria Lassiter – MDOT SHA
Kyle Leggs - Baltimore City Department of Planning
Anna Marshall - BMC
Charlene Mingus – BMC
Daniel Paschall – East Coast Greenway Alliance
Brian Ryder – BMC
Shane Sarver – BMC
Scott Weaver – Baltimore City DOT