

TECHNICAL COMMITTEE

April 2, 2024
9:32 to 10:41 A.M.

MINUTES

1. APPROVAL OF MARCH 2024 MINUTES

Mr. Dan Janousek asked for approval of the minutes from the March meeting of the Technical Committee. Mr. David Cookson moved to approve the minutes with Mr. Briann Ulrich seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #24-19

Mr. Todd Lang introduced the resolution to adopt the Addendum for the FY 2025 UPWP. Mr. Lang reviewed the amount of funding available, what the source of funding is, and where the dollars are going (BMC, local jurisdictions, or consultants). Mr. Lang also covered the focus areas with available funding, ranging from a scenario planning for the next LRTP, another PRG segment connecting to Cherry Hill and a Transportation Needs Assessment.

Mr. Lang described the 30-day comment period and stated that several comments were submitted. Comments touched on bicycle and pedestrian planning, transit and safety. A comment that no highways should be considered and that induced demand be included and transit vs highway travel times being level. Also support for Greenhouse Gas reductions. Draft responses have been circulated to the TC and BRTB members.

Mr. Janousek asked for a motion and a second to recommend sending the FY 2025 UPWP budget to the BRTB. Mr. Kwaku Duah offered the motion and Mr. Ulrich made the second. There were no comments or questions from the public. The members unanimously approved the resolution.

[PowerPoint: Finalizing the UPWP]

3. RECOMMENDED ACTION ON RESOLUTION #24-20

Mr. Lang shared that the Disadvantaged Business Enterprise goal is set in conjunction with each UPWP. The goal adopted by the BRTB is based on a methodology developed by MDOT. The BRTB piggybacks based on being located in the same or a substantially similar market. The FY 2025 DBE goal is proposed for 26.2 percent.

Mr. Janousek asked for a motion and a second to recommend sending the FY 2025 DBE goal to the BRTB. Mr. Cookson offered the motion and Mr. Ulrich made the second. There were no comments or questions from the public. The members unanimously approved the resolution.

[PowerPoint: FY 2025 DBE Goal]

4. RECOMMENDED ACTION ON RESOLUTION #24-21

Mr. Keith Kucharek introduced Resolution #24-21, to amend the 2024-2027 TIP for the RAISE Transit Priority project. This amendment adds Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds to FY 2024. The amendment will be presented to the Interagency Consultation Group tomorrow. Mr. Kucharek introduced Mr. Albert Guiney Engel to present the project on behalf of MDOT MTA.

Mr. Guiney Engel noted that the RAISE Transit Priority project includes a comprehensive suite of investments that will facilitate more efficient transit trips and address existing issues along the CityLink Blue and Orange routes. Improvements include accessibility upgrades at bus stops as well as providing additional amenities at bus stops throughout the project area.

This amendment adds \$54.4 million to FY 2024 for construction. Design is expected to be complete in January 2025 with construction beginning in 2026 and completion in 2029.

Mr. Steve Cohoon asked if the project will include the construction of dedicated transit lanes. Mr. Guiney Engel indicated that yes, there would be dedicated bus lanes, but no additional construction would be needed. Bus lanes would utilize existing parking lanes and locations would vary depending on parking usage.

Mr. Janousek asked for a motion and a second. Mr. Cookson offered the motion and Mr. Stu Sirota made the second. There were no comments or questions from the public. The members unanimously approved the resolution.

[PowerPoint: TIP Amendment for RAISE Transit Priority]

5. RECOMMENDED ACTION ON RESOLUTION #24-22

Mr. Kucharek introduced Resolution #24-22, to amend the 2024-2027 TIP for four MDOT MTA projects. There are two new projects, one existing project and one project that was in previous TIP documents but not in the current 2024-2027 TIP. All four projects included in this amendment will be presented to the Interagency Consultation Group tomorrow.

The MARC Facilities Project is currently in the TIP and is being amended to increase construction funds in FY 2024 by \$48.16 million. The Kirk Bus Facility Replacement project was in previous TIPs. Construction is complete, however, funds from previous years are being shifted to the actual year of obligation. The Low or No (Low-No) Emission Anne Arundel County Bus Program is a new project that will add \$2.27 million in FY 2024 for the purchase of up to four new hybrid electric buses. And finally, the Baltimore Penn Station is a new project that will

add engineering funds in FY 2024-2027 and construction funds to FY 2026-2027. Mr. Kucharek introduced Mr. Guiney Engel to present the project on behalf of MDOT MTA.

Mr. Guiney Engel indicated that the MARC Facilities project is a grouped project that covers a variety of improvements such as station upgrades, maintenance facilities upgrades, and track improvements. This amendment adds \$48.16 million in FY 2024. The benefits of this project will help to extend the useful life of MARC facilities and to support the continued ridership on the MARC system. A few significant projects of note in addition to the ongoing repairs and preventive maintenance include design funding for the new Bayview Station and the advertisement of the Odenton Station which is at 100% design completion.

The next project presented was the Kirk Bus Facility project. This project is essentially complete and the project closeout is in progress. This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total cost of this project is \$168.1 million.

The Low or No Emission (Low-No) Anne Arundel County Bus Program is a new project that will provide \$2.27 million in Section 5339(c) funding for up to four new low-emission diesel-electric buses as part of Anne Arundel County's 5-year plan to transition to a zero-emission bus fleet.

And finally, Mr. Guiney Engel presented the Baltimore Penn Station Multimodal Investment project. This is a new project that will consist of multimodal improvements in and around Penn Station including a dedicated bus lane on Charles Street, new curb extensions, bike/ped improvements and real-time signage. The project will use a combination of RAISE grant funds and CRISI funds to complete improvements. NEPA approval is expected in April 2024, design completion in early 2026, construction to begin in March 2027 and completion in April 2030.

Mr. Sam Kahl asked how project locations in the MARC Facilities project are identified. Mr. Guiney Engel indicated that it is a combination of different things, including being identified in the jurisdiction priority letters, legislative mandates and state assessment of facilities.

It was also noted that the City of Aberdeen received a new Reconnecting Communities and Neighborhood grant for the Havre de Grace MARC station.

Mr. Janousek asked for a motion and a second. Mr. Cookson offered the motion and Mr. Ulrich made the second. There were no comments or questions from the public. The members unanimously approved the resolution.

[PowerPoint: 4 MTA Amendments combined]

6. UPWP UPDATES

- **Bikeable Baltimore Region** - Ms. Charlene Mingus, BMC, shared information about a recently launched consultant project at BMC. Originally titled Vision for a Regional Bike Network, the project has been renamed Bikeable Baltimore Region – A Plan for a Safe and Connected Biking Network.

Building on work the jurisdictions have already done, this project will use existing and planned facilities to identify a regional bike network. The goal is that this identified network will help with prioritization, applying for grants, and collaboration across jurisdictions.

This regional network will include bicycle facilities that are equitable, safe and comfortable for users of all ages and abilities. The network will benefit the region by improving safety, equitable access to housing, job opportunities, transit, schools, core services, and recreational amenities, while also increasing active transportation rates.

The project is currently in the discovery phase, and an existing conditions analysis is being conducted. This phase includes a demand analysis, existing network summary, equity analysis, MDOT bicycle Level of Traffic Stress regional summary, mode share analysis, and a safety analysis. These analyses will be compared to provide cumulative insights. Ms. Mingus went on to give details of how these analyses will be conducted.

The project is engaging a Steering Committee, and an Advisory Committee. The steering committee has met twice. Invitations are about to be sent out for the Advisory Committee, which will consist of local bicycle groups, and stakeholders throughout the community.

The public outreach phase is getting started and will include in-person, virtual, and pop-up public meetings, handlebar interviews, meeting-in-a-box materials, online materials, and surveys. Taking what was learned from public outreach and discovery, the team will recommend criteria to identify and prioritize a regional network. In the final phase, the team will identify context specific implementation strategies, and build awareness. The project is scheduled to be completed in June 2025.

In response to a compliment about the slideshow graphics, Ms. Mingus emphasized the importance of presenting in a way that is understandable by the general community. She went on to say that, there will be fact sheets created for each jurisdiction and the region, and a presentation that can be adapted for each jurisdiction.

A question came in asking for clarification of how pedestrian connectivity will interrelate to the network. Ms. Mingus responded that, although the focus is on bikes, a number of facilities will be multimodal. In addition, parts of the existing conditions analysis, such as mode share analysis or opportunities for short trips, include considerations of pedestrians.

[PowerPoint: Bikeable Baltimore Region]

- **Electric Vehicle Charging Hubs** - Ms. Anna Marshall provided an overview of the Electric Vehicle Community Charging Hubs project. The purpose of the project is to provide guidance to the jurisdictions in the Baltimore region to implement electric vehicle charging projects, prioritizing high density residential areas, where residents might not have access to private EV chargers. Electric vehicle (EV) adoption is on the rise in Maryland, with recent legislation such as the Advanced Clean Cars II Act, requiring manufacturers to continuously increase the share of cars they sell as zero emission, up to 100% by 2035. About 80% of all EV charging takes place at home.

BMC is working with Kittelson & Associates as the consultant leading the task. They will develop a plan to provide EV Charging opportunities to residents in high density areas across the Baltimore region, including recommendations on how to implement EV Chargers in these areas, fact sheets to share with colleagues, and priority locations for community charging hubs.

Community Charging Hubs are designated locations near high-density employment centers or multi-family housing where community members can reliably charge their electric vehicles and access additional transportation options (i.e., rideshare, transit, micromobility) while their vehicles charge.

There will be three Steering Committee meetings, one of which took place in late March. The first one discussed project background. We also gathered feedback on potential focus area topics, and funding opportunities and codes and permitting processes were of top interest. The second meeting will discuss location memo findings, and the last meeting will discuss feedback and engagement opportunities. There will be four focus area meetings that take place in the Summer, and topics will be figured out with the Steering Committee. Next, Kittelson will work with each jurisdiction individually to determine needs and challenges.

Some questions were asked, one about the standardization of signage and one about the costs of charging and equity. Ms. Marshall mentioned that these could be potential focus area topics.

[PowerPoint: Electrify Vehicle Charging Hubs]

- **AMPO Conference Dates** - Mr. Lang reminded members that funding is in place to take Technical Committee members to the AMPO conference. This will take place in Salt Lake City, Utah between September 24 – 27.
- **Launch of Federal Certification Comment Period** – A comment period will open Thursday, April 4 and run through Tuesday, May 7. A hybrid meeting will take place on May 1 at 6:30 at the BMC office.

7. OTHER BUSINESS

Mr. Lang introduced the new multi-modal planner at BMC. Ms. Mariam Sultan was welcomed. There was no other business.

ATTENDANCE

Members

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 & Transportation

Kwaku Duah – Annapolis Department of Transportation

Albert Guiney Engel – MDOT Maryland Transit Administration (MDOT MTA)

Tina James – Maryland Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Tavon Hawkins & Ben Allen – MDOT State Highway Administration (MDOT SHA)
Clare Stewart – Carroll County Department of Planning
Sam Kahl – Harford County Department of Public Works
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

Regina Aris - Baltimore Metropolitan Council (BMC)
Monica Haines Benkhedda - BMC
Cindy Burch - BMC
Rebecca Deibel - BMC
Emad Gheibi - guest
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Anna Marshall - BMC
Matt Miller – Insight Transportation Consulting
Charlene Mingus – BMC
Daniel Paschall – East Coast Greenway Alliance
Md. Mokhlesur Rahman - BMC
Bria Ryder - BMC
Eileen Singleton – BMC
Mariam Sultan - BMC