

## **A JOINT IN PERSON MEETING OF THE TECHNICAL COMMITTEE & INTERAGENCY CONSULTATION GROUP**

July 2, 2024  
9:30 to 11:18 A.M.

### **MINUTES**

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

Ms. Regina Aris asked for approval of the minutes from the June meeting of the Technical Committee. Ms. Deborah Price moved to approve the minutes with Mr. David Cookson seconding the motion. The TC minutes were unanimously approved.

Ms. Anna Marshall asked for approval of the minutes from the May meeting of the Interagency Consultation Group. Ms. Catherine Salarano (MDE) moved to approve the minutes with Mr. Brian Ulrich (BRTB) seconding the motion. The ICG minutes were unanimously approved.

#### **2. ELECTION OF OFFICERS TO SERVE IN FY 2025**

Ms. Clare Stewart, speaking for the Nominating Committee, restated the slate of officers presented in June which consisted of MDOT for chair and Baltimore County for vice chair. Ms. Stewart asked if there were any nominations from the floor. None were offered. Ms. Price moved approval of the slate of officers, Mr. Ulrich seconded the motion. Ms. Stewart asked for all in favor to say aye, the vote was unanimous. Ms. Aris thanked the Nominating Committee for their work and members congratulated the reappointed officers.

#### **3. RECOMMENDED ACTION ON RESOLUTION #25-1**

Mr. Keith Kucharek introduced the resolution on behalf of MDOT MTA to update funding in the 2024-2027 TIP for four transit projects: 1) Agencywide System Preservation and Improvement, 2) Metro and Light Rail System Preservation and Improvement, 3) MARC Facilities, and 4) MARC Improvements. Mr. Albert Guiney-Engel presented the details of the amendment.

The Agencywide System Preservation and Improvement project is an ongoing project to rehabilitate agency wide facilities, systems and infrastructure. Projects included with this allocation include roof replacements at the following Metro Stations: Wabash, West Cold Spring, Rogers, Reisterstown, and at Northwest. The project also includes agencywide migration to MD First 700 MHz. This amendment increases the FY 2024 allocation by \$11.6M in Section 5307 funds with a \$2.9M State match.

The Metro and Light Rail System Preservation and Improvement project is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. Metro projects included with this allocation include street grate repairs, tunnel liner repairs, signaling and railcar replacement, train control, tunnel door replacement and repairs, and equipment upgrades at Wabash. Light Rail projects include rehabilitation, CBD cable replacement, and rehabilitation of the traction substations. This amendment increases the FY 2024 allocation by \$34.8M in Section 5307 funds with an \$8.7M State match.

Mr. Guiney-Engel indicated that funding for MARC improvements was erroneously designated in MARC facilities rather than MARC improvements, and the amendment was to put funds in the appropriate categories. This amendment increased the FY 2024 allocation by \$15M in Section 5337 funds, \$385,000 in Section 3028 funds, and \$3.8M in state match, while decreasing MARC facilities by \$15M and \$3.7M.

Mr. Cookson moved to approve the resolution with Mr. Steve Cohoon seconding the motion. The resolution was unanimously approved by the Technical Committee. Additionally, the Interagency Consultation Group unanimously agreed that these four projects are considered Exempt according to the conformity rule.

***[PowerPoint: TIP Amendments for MDOT MTA]***

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

Mr. Kucharek introduced the resolution on behalf of Baltimore County to add two new projects to the 2024-2027 TIP: 1) Torrey C. Brown Trail Safety Improvements and 2) Wise Avenue and Holabird Avenue Bicycle Facilities. Ms. Jessie Bialek presented the details of the amendment.

The Wise Avenue and Holabird Avenue Bicycle Facilities project will provide necessary safety improvements for pedestrians and bicyclists along Wise Avenue and Holabird Avenue, using HSIP funds. This amendment adds \$94,000 federal funds and \$10,000 local match for construction in FY 2024.

The Torrey C. Brown Trail Safety Improvements project will provide necessary safety improvements at crossings to increase driver awareness of pedestrians and bicyclists along the Torrey C. Brown Trail, utilizing Highway Safety Improvement Program (HSIP) funds. This amendment adds \$225,000 HSIP federal funds and \$25,000 local match for construction in FY 2024.

Ms. Price moved to approve the resolution with Ms. Stewart seconding the motion.

Mr. Alex Korman asked Ms. Bialek what kind of cyclist protections would be included in each project, such as a protected bike lanes. Ms. Bialek responded that the Torrey C. Brown Trail will have raised crosswalks and the Wise Avenue and Holabird Avenue Bicycle Facilities project will have a bike lane, with the intent to have a protected bike line, but that is dependent on the road width.

The resolution was unanimously approved by the Technical Committee. Additionally, the Interagency Consultation Group unanimously agreed that these two projects are considered Exempt according to the conformity rule.

***[PowerPoint: TIP Amendments for Baltimore County]***

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

Mr. Kucharek introduced the resolution regarding recommending approval of the 2025-2028 Transportation Improvement Program and the associated Air Quality Conformity Determination. Mr. Kucharek began by presenting information on the TIP overall, citing 166 total projects with 11 being new this year, and over \$6.1 billion in funds dedicated, including \$2.81 billion federal funding and \$2.0 billion in toll revenues, and \$1.3 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 increase in funding for 2025-2028 reflects the addition of the Francis Scott Key Bridge reconstruction.

The Maryland Transportation Authority (MDTA) has the largest portion of funding in the TIP with just over \$2.1 billion of the \$6.10 billion; with much of the funding a state match sourced from toll revenue. The next largest source is the Maryland State Highway Administration (MDOT SHA) with just over \$1.4 billion dollars. The Maryland Transit Administration (MDOT MTA) accounts for about \$1.39 billion. It is important to note that this \$1.39 billion does not include the vast majority of MDOT MTA operating funds, which are state funds only. Locally sponsored projects, which are projects sponsored by the City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County and Queen Anne's County, program about \$707 million. The Maryland Port Administration has about \$462 million programmed, \$154 million of which is for the Howard Street Tunnel project.

There are nine funding categories in the TIP. Highway Preservation accounts for nearly 54% of all spending, followed by Transit Preservation at about 14%. Highway Capacity is next at roughly 10%, down from 30% in FY 2021. Ports is next just under 8% most of which is the Howard Street Tunnel. Emission Reduction Strategy is next at about 5.5%. Smaller amounts in Commuter Rail Preservation, Transit Capacity, Environmental Safety, Enhancement Program, and other miscellaneous projects account for the remaining 9.3% of funding.

Forty eight percent of the Highway Preservation funds are for new bridges – this huge rise in project funding due to the Francis Scott Key Bridge reconstruction. The next two largest project categories, Bridge repair and deck replacements and Roadway resurfacing/rehabilitation, account for a little less than 38% of this category (21.3% and 16.6%, respectively). About 14% is for other types of Highway Preservation projects. These are mostly MDOT SHA areawide safety and spot improvement projects spread throughout the region consisting of geometric improvements, guardrail installation or repairs, or roundabouts. These are smaller projects by MDOT SHA standards. Road Reconstruction projects account for about 2.1% and smaller

amounts in Bridge inspections, road resurfacing and rehabilitation and facility rehabilitation make up the remainder of the highway preservation funds.

Similarly, Transit Preservation funds can be broken down into a handful of individual projects. Bus and Rail Preventive Maintenance accounts for 22.4% of all Transit Preservation funds. The Eastern Bus Facility allots 22.3% followed by Metro and Light Rail Preservation at 11.7%. The Zero Emission Infrastructure project and Metro and Light Rail System Rolling Stock each cover 11.7% and 10.2% of the Transit Preservation funds. Together, these five projects account for 75% of Transit Preservation funds.

MDOT MTA utilizes the public participation process for the TIP to meet the Federal Transit Administration's public participation requirements. So the TIP document includes a breakdown of MDOT MTA funding by category. The largest category by far is Section 5307C which are capital requests in urbanized areas used for bus purchases, bus replacements, and preventive maintenance. This accounts for about \$524 million of the MDOT MTA total. The next largest category is Section 5337 which are State of Good Repair funds, which includes preventive maintenance and MARC improvements. This category is about \$362 million. Congestion Mitigation and Air Quality or CMAQ funds make up the third largest category at about \$241 million. This is for projects aimed at reducing emissions and improving air quality.

The TIP tracks 25 federally required performance measures 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 2025-2028 TIP, including:

- Anne Arundel County is working to convert a surface lot into a vertical parking structure in the first steps of the Odenton MARC transit oriented development (TOD) process.
- The Russell Street Viaduct Bridge Replacement will replace the existing structure over the CSX RR and Ostend Street. The new structure will include ADA compliant sidewalks and is programmed at \$32 million.
- 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. Howard County is contributing \$1.25 million for construction and Baltimore County is contributing \$500,000 for design.
- MDOT SHA has programmed funds for the I-795 Dolfeld Boulevard Interchange which also includes widening of I-795 from Owings Mills Boulevard to Franklin Boulevard.
- MDOT MTA has included funding for the Red Line which will provide an east-west, high-frequency, high capacity transit line between downtown Baltimore and Woodlawn in Baltimore County.
- MDTA is working on reconstructing the Francis Scott Key Bridge in Baltimore, with expected construction to begin in January of 2025. Funding in the TIP are currently listed as Toll Revenues as MDTA awaits federal funding to be authorized.

- The Maryland Port Administration is continuing construction on the Howard Street Tunnel, expected to be complete in 2027.
- In Carroll and Harford Counties, 17 bridge repair or replacements will improve safety and extend the life of those structures.

The 2025-2028 TIP also includes interactive mapping that allows filtering by project type on the BMC website. This feature shows areas of environmental justice concern and highlights projects within their boundaries. Areawide and larger regional projects that cannot be pinpointed to a specific location or pathway are not shown, but can be explored further in the TIP document.

Several major and minor changes were made since the May draft was released for public comment. The Francis Scott Key Bridge Reconstruction project and the Baltimore City Ferry Service Improvements project were both added to the TIP along with clarification of the Highway Safety Performance Measurement goals. There were minor updates to the document, including updating chapters to reflect funding for the Francis Scott Key Bridge, as well as updates to Appendices with information not available when the draft TIP was released.

Mr. Kucharek took the opportunity to introduce Ms. Ndemazea Fonkem as the new TIP coordinator at BMC.

Ms. Marshall gave an overview about the air quality conformity determination process. The purpose of the air quality conformity analysis is to ensure that projects in the LRTP and TIP 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 standard. As a result, in the regional emissions analysis the precursors of ozone, nitrogen oxides (NO<sub>x</sub>) 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 will vote to consider 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.

Ms. Aris concluded the presentation by summarizing the public comment period for the two documents, held from May 16 - June 17. The comment period included promotion across 10 print, radio and digital outlets, with a potential reach of 105,000 impressions through paid promotion.

Meetings for the public comment period included a recorded presentation on the BMC website along with two virtual public meetings. Ms. Aris highlighted that comments were received from 209 participants via email and the PublicInput platform, along with the main themes from those comments. The themes are a) Reduce highway expansion and shift funding to transit, b) Increase transit capacity as well as bike and pedestrian projects, and c) Improve road safety and reduce fatalities.

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 during the week of July 8. 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 two weeks, prior to the BRTB vote scheduled for July 23, 2024.

Ms. Kari Synder moved to approve the resolution with Mr. Stuart Sirota seconding the motion. The resolution was unanimously approved.

***[PowerPoint: TIP and Air Quality Presentation]***

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

Ms. 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 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. Ms. Aris also noted the new Title VI program and ADA self-assessment.

Mr. Ulrich moved to approve the resolution and Mr. Cohoon seconded the motion. The resolution was unanimously approved.

***[PowerPoint: Self Certification]***

## **7. RECOMMENDED ACTION ON RESOLUTION #25-5**

Ms. Charlene Mingus presented an overview of projects submitted to the Transportation Alternatives (TA) program for the Baltimore region and recommendations for funding of applications for fiscal year 2025. TA program applications were due mid-May of this year and MDOT SHA and BMC staff reviewed the applications and conducted site visits as needed in coordination with the applicants. The total TA program funds available in fiscal year 2025 for the Baltimore region is \$4,738,537, including funding from a project awarded in FY 2022 that was returned to the program. Six TA applications were received along with three projects flexed from the Carbon Reduction program totaling \$36,988,158 in requests. The total TA program funds available in fiscal year 2025 for the Aberdeen, Bel Air South, and Bel Air North area is \$430,525. One TA application was received totaling \$120,000.

The submitted projects in the Baltimore urban area include construction of a 0.5-mile shared-use path along Bluewater Boulevard to connect two existing shared-use paths and construction of a 2.44-mile shared-use path connecting the South Shore Trail Phase I and Crownsville Park, both in Anne Arundel County. Projects in Baltimore City include construction of a 2.8-mile Baltimore Greenways Trail Network segment connecting Druid Lake Park to Montebello, construction of a 0.5-mile long Jones Falls Trail segment that resolves a current gap, and a Safe Routes to School planning study focused on safety enhancements to connect the community to Cecil Elementary. The Town of Mount Airy submitted a project to design a multi-use trail extending an existing Rails-to-Trails pathway to Center Street.

In the Aberdeen, Bel Air South, and Bel Air North area, the City of Havre de Grace submitted a Safe Routes to School feasibility study to identify opportunities for two safe, accessible and connected bicycle and pedestrian routes from adjacent subdivisions west of US 40 to Havre De Grace Elementary, Middle and High Schools.

***[PowerPoint: Transportation Alternative Grant Applications]***

## **8. RECOMMENDED ACTION ON RESOLUTION #25-6**

Ms. Marshall introduced the resolution for the Carbon Reduction Program applications. There is \$13,480,370 between FY 2022 and 2024 in the Baltimore urban area, \$1,307,736 available in Aberdeen/Bel Air urban area, and \$299,895 available in the Westminster urban area. In total, BRTB received 26 applications throughout the region. There were 12 technology advancement projects, 7 bicycle/pedestrian projects, and 7 bus/transit projects. Staff grouped them in these categories because there were many to review. Ms. Marshall provided a summary of the themes of each category, and what types of projects were included. Each slide listed the project name and project sponsor of each one.

Following the presentations on TA and CRP applications, Ms. Aris began with staff recommendations. The Bel Air Aberdeen urban area was recommended for one TA and one CRP project. The Westminster urban area was recommended for one CRP project. In the Baltimore urban area, three TA projects were recommended as well as three projects

submitted for CRP, being moved to TA. The seven projects were recommended for CRP funding. Due to the amount available, the Fuel Cell Electric Bus project was reduced.

In addition it was stated that two projects that were assigned CRP funds earlier in the year, came back through the competitive process and were confirmed for funding. The 2 resolutions will be updated to reflect the recommended awards. Following the presentation of recommendations, Mr. Cookson made a motion, and Ms. Snyder seconded it. The members returned to the resolutions and unanimously voted to send them to the BRTB for consideration.

***[PowerPoint: Carbon Reduction Grant Applications, and TA and CRP Recommendations]***

## **9. PRESENTATION: CMAQ MID-PERFORMANCE PERIOD UPDATE**

Ms. Marshall gave a presentation about the CMAQ performance period and target setting next. It is required under the FAST act for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the CMAQ (Congestion Mitigation and Air Quality Improvement) Program. There is the Peak Hour Excessive Delay (PHED) measure, the Non-SOV (Single occupancy vehicle) measure, and the Emission Reduction Measure. Each target is based on a 4 year performance period. This performance period is for FY 2022 to 2025, and this is the mid performance period, and assesses whether or not the region met the 2 year targets, and likelihood of achieving the 4 year targets. The BRTB will vote on approval of the CMAQ performance and targets at the August meeting, and submit a report to MDOT to include in the State mid performance plan.

The PHED 2 year target for Baltimore was 14.8 hours, and the 4 year target was 15.7. Performance showed that the region met the 2 year target, at exactly 14.8, and it was coordinated with MDOT to increase the 4 year target to 16.9, based on performance trends and projections. The 2 year target for Non-SOV was 25.3% and the 4 year target was 25.5%. There will be no changes to the 4 year target, because the region exceeded the target, which in this case, is a good thing. In 2022, non-SOV travel was 30.7% of the region. Teleworking activities are included in this measure, which could be a reason for the high performance after the COVID pandemic.

***[PowerPoint: CMAQ Congestion Targets]***

Ms. Sophia Cortazzo from MDOT followed Ms. Marshall's presentation with information about the emission reduction targets and projects receiving CMAQ funding in the region. There are two new projects in the Baltimore region, and 8 total for the FY 2022 and 2023 time period. The two new projects are the I-695 Baltimore Beltway TSMO project and the Installation of Fiber and Copper Communications System Citywide. The Installation project does not contribute to VOC or NOx emissions, but it provides qualitative benefits. The region met the two year targets, and actually exceeded reductions for both NOx and VOC emissions. There will be no changes made to the 4 year targets. The slides also showed pie charts outlining the breakdown of funding sources in the 2 fiscal years.



There were several questions that Ms. Cortazzo answered, such as was the non-MPO project in a non-attainment area – the project was a statewide one, and also a portion of funding had been deobligated for one project.

***[PowerPoint: MDOT CMAQ MPP Review]***

## **10. UPWP UPDATES**

Mr. Dan Pontious brought a topic related to the Scenario Planning task to the members. A range of scenarios for the future will be developed and tested, both for the region as a whole and utilizing equity emphasis areas (EEAs). The BMC team supporting this work has discussed the metric to be used for the EEAs and are suggesting use of the opportunity zones that has been vetted and used by the affordable housing team.

Mr. Pontious walked members through prior work that looked at three categories of opportunity indicators. They include: education, community strength and economic opportunity. The 2024 map of these indicators is broken into five quintiles with the lowest two proposed for the scenario planning task. These quintiles are a subset of the environmental justive TAZs used for analysis in Resilience 2050. Staff recommend these smaller areas to better understand any benefits or burdens by scenarios that are analyzed.

An added benefit is that use of the opportunity zones would further coordinate transportation and housing planning in the region. A key fair housing need in low-opportunity areas is infrastructure (e.g., transportation, parks, recreation, schools). Members asked several questions and then approved the use of the opportunity zones to work with scenarios. It was agreed to provide an overlay of the opportunity map with the Justice40 zones for comparison.

***[PowerPoint: Equity Emphasis Areas]***

## **11. OTHER BUSINESS**

The next Technical Committee meeting will be virtual on August 6.

## **ATTENDANCE**

### ***Technical Committee Members***

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

David Cookson – Howard County Office of Transportation

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

Sam Kahl – Harford County Department of Public Works

Jordan Mueller (for Tavon Hawkins / Ben Allen) – MDOT State Highway Administration

Brooks Phelps – Maryland Department of Planning

Deborah Price (for Angelica Daniel) – Baltimore County Dept. of Public Works & Transportation

Catherine Salarano – Maryland Department of the Environment

Stu Sirota – Baltimore City Department of Transportation  
Kari Snyder (for Dan Janousek) – Maryland Department of Transportation (MDOT)  
Clare Stewart – Carroll County Department of Planning  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

**Interagency Consultation Group Members**

Sophia Cortazzo - MDOT  
Catherine Salarano – Maryland Department of the Environment  
Brian Ulrich – Anne Arundel County OOT

***Staff and Guests***

Regina Aris - Baltimore Metropolitan Council (BMC)  
Rebecca Bankard – Michael Baker Inc.  
Amy Beall – Harford County  
Jessie Bialak, Baltimore County DPW&T  
Cindy Burch - BMC  
Jasmine Champion – FHWA MD Division  
Rebecca Deibel - BMC  
Ndemazea Fonkem - BMC  
Monica Haines Benkhedda - BMC  
Mike Kelly - BMC  
Alex Korman – MDOT intern  
Keith Kucharek - BMC  
Todd Lang – BMC  
Deron Lovass - MDOT  
Anna Marshall - BMC  
Tina Merchante - guest  
Charlene Mingus – BMC  
Md. Mokhlesur Rahman - BMC  
Brian Ryder - BMC  
Eileen Singleton – BMC  
Mariam Sultan – BMC