

TECHNICAL COMMITTEE

March 4, 2025
9:30 to 10:20 A.M.

MINUTES

1. APPROVAL OF FEBRUARY 2025 MINUTES

Mr. Dan Janousek asked for approval of the minutes from the February meeting of the Technical Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. Sam Kahl seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #25-22

Ms. Heather Lowe presented information on the Bay Crossing (NEPA Tier 2) Study. Ms. Lowe first described activities leading up to the recommendations for today. The BRTB approved the Purpose and Need statement in February 2024, with Open Houses to gain public feedback in December 2024. By late March the Cooperating and Participating agencies will sign off on the Alternates Retained for Detailed Study (ARDS). In Fall 2025 MDTA will publish a draft Notice of Environmental Impact Statement and hold public meetings.

Of note, the ARDS considers seven key elements: existing bridges, structure type, alignments relative to existing US 50/301, number of lanes, structure location, transit/TSM/TDM, and shared use paths. Considering these elements, an engineering analysis utilized updated traffic counts, land use data, and preliminary cost and impact assessments.

There are multiple options for each of the key elements:

- Existing bridges: remove both existing bridge spans or keep one or both existing bridge spans.
- Structure type: full bridge, full tunnel, bridge-tunnel combination, or double decker bridge.
- Alignments relative to existing US 50/301: on existing approach alignment or off existing approach alignment.
- Number of lane combinations: 6-6-6, 6-8-6, 8-8-8, 8-10-8, 10-10-10, or more than 10.
- Structure location: north bridge location, south bridge location, fully in between location, or far south bridge location.
- Transit: ferry, high-capacity transit: rail, high-capacity transit: BRT, or bus service improvements.

- TSM/TDM: ramp metering, interchange consolidation, park-and-ride, part-time shoulder use, express-local lanes, or priced managed lanes.
- Shared use path: shared use pedestrian-bicycle on bridge or no shared use pedestrian-bicycle on bridge.

The draft ARDS are largely the same as what was included in the Notice of Intent, although two changes were made: 1) in terms of structure location, the “all north” and “all south locations are not recommended in the ARDS, and 2) there will not be any interchange consolidations in order to maintain current access.

Public involvement will continue as the team moves toward development of the draft EIS.

Mr. Kwaku Duah moved to approve the resolution with Mr. Kahl seconding the motion. Mr. Janousek asked if there were any questions from the members, Mr. Cohoon asked for a clarification on the interchange consolidation and then about lanes closures by MDOT SHA. Ms. Lowe responded to Mr. Cohoon. There were no questions from the public.

The resolution was unanimously approved to move to the BRTB.

[PowerPoint: Bay Crossing Alternatives Retained for Detailed Study]

3. RECOMMENDED ACTION ON RESOLUTION #25-23

Ms. Ndemazea Fonkem introduced the details of five proposed amendments to the FY 2025-2028 Transportation Improvement Program. Two amendments include new projects and three amendments are updates to existing projects. The ICG reviewed the projects and determined them to be exempt according to the conformity rule.

Mr. Brian Ulrich presented the details of the Anne Arundel County Ferry project, a new project added to the FY 2025-2028 TIP. The project would create a new ferry service connecting the City of Annapolis with the City of Baltimore and Queen Anne’s Counties. The funding for the project will apply to electric ferry purchases, landing improvements, and charging infrastructure. Proposed routes and docksites are being discussed. Anne Arundel County received a \$3.895 million 5307(h) federal passenger ferry grant to support the project, which the amendment programs alongside \$974,000 in local matching funds.

Mr. Tavon Hawkins of MDOT SHA asked about the trip length between the cities of Baltimore and Annapolis. Mr. Ulrich responded that trip length depends on what ferry vehicle is procured, and will be determined after the request for proposals is released.

Ms. Jamie Richardson presented the details of the Rural Transit Systems – Capital Assistance and the Urban Transit Systems – Capital Assistance projects. The Rural Transit Systems – Capital Assistance project will be added to the FY 2025-2028 TIP as a new project, but has previously appeared in older iterations of the TIP. This request supports preventive maintenance in Carroll County and the procurement of four medium-duty buses in Baltimore County. The amendment obligates \$4 million in 5311 funds and \$1 million in local and state matching funds. The Urban Transit Systems – Capital Assistance project assists urban transit systems with capital funding. The amendment obligates \$1.4 million in 5311 funds and

\$265,000 in matching funds in FY 2025, reflecting a FY 2021 Bus and Bus Facilities grant awarded to Harford County for vehicle purchases.

Mr. Duah presented the details of the Annapolis Electric Ferry Pilot Program. The project will create a new fixed route ferry service for passengers and bicycles. The proposed route is approximately half a mile long, connecting Eastport to Downtown Annapolis. This service will complement the existing on-demand water taxi service. The City of Annapolis estimates an annual ridership of 20,500. The amendment obligates \$2.975 million in 5307 Passenger Ferry Grant funds and \$525,000 in local match to FY 2025, the anticipated year of obligation.

The project completed its NEPA review in July of 2024 and is moving forward. Additional funds support the purchase of two electric ferries, landing improvements, and charging infrastructure. The City of Annapolis is about to award a contract for ferry vessels with integrated charging infrastructure. A request for proposals for landing improvements is currently in development and set to release in March 2025. Ferry service is anticipated to begin in FY 2026.

Mr. Ulrich moved to approve the resolution with Mr. Kahl seconding the motion. The resolution was unanimously approved to move to the BRTB.

[PowerPoint: Transit Related TIP Amendments: Anne Arundel Ferry Project, Urban and Rural Capital Assistance, Annapolis Ferry Project]

4. RECOMMENDED ACTION ON RESOLUTION #25-24

Mr. Carl Chamberlin presented the details of the Curtis Creek Drawbridge Deck Rehabilitation and Resiliency project, a requested amendment to the FY 2025-2028 TIP. The project has been a project of the Maryland Transportation Authority for several years, yet is new to the TIP after receiving an INFRA grant. The system preservation project will replace portions of the concrete decks and parapets, repair and strengthen the steel cantilever girders, and remove and replace lower-level lights and traffic signals across the bridge. This project will be advertised in Spring 2025 with anticipated construction beginning in Fall 2025. The amendment programs \$7.5 million in INFRA funds and \$11.448 million in MDTA toll revenue funds for construction in FYs 2025-2028.

Mr. Kahl moved to approve the resolution with Mr. Ulrich seconding the motion. The resolution was unanimously approved to move to the BRTB.

[PowerPoint: MDTA TIP Amendment for Curtis Creek]

5. PRESENTATION: MICROTRANSIT SOLUTIONS

Ms. Aileen Daney, project manager at Foursquare ITP, presented a summary of the Microtransit Solutions project. Funding for this project was included in the FY 2024 UPWP. Microtransit can be a privately or publicly operated technology-enabled transit service that typically uses multi-passenger shuttles or vans to provide on-demand service. The purpose of

the project was to develop best practices for implementing, operating, promoting, and funding microtransit in the Baltimore region.

The project was initiated in April 2024. It included a steering committee comprised of local jurisdiction representatives and MDOT MTA. The steering committee met four times throughout the project to review and comment on key deliverables. Preliminary deliverables included:

- The Microtransit Context Report summarizes existing microtransit services in the Baltimore region.
- The Enhancement Opportunities Report identifies areas in the region where microtransit is likely to be successful, along with use cases for each. This included a prioritization framework for potential microtransit enhancements along with other enhancement opportunities in policy, training, data collection and reporting, funding, and procurement.
- The Peer Case Studies Report gathers insights and lessons learned from 12 peer agencies operating microtransit from 5 regions with similar characteristics to the Baltimore region.

These preliminary deliverables led to the development of the Microtransit Guidebook for the Baltimore Region. The guidebook combines the analysis and case study research into a guidebook focused on key questions facing local jurisdictions and transit operators like:

- Is microtransit the “right” service?
- How does my agency select and design a service area?
- How does microtransit integrate with other modes?
- How can residents learn how to use the service?
- How should an agency structure a clear procurement?

Ms. Daney summarized the guidebook structure and content, including a few key content highlights. Highlights related to operations included the use of microtransit to support and complement existing fixed-route transit, microtransit service delivery models, considerations for electrification of microtransit vehicles, and performance monitoring. It’s important to note that microtransit performance cannot be measured the same way as fixed-route transit. The guidebook also covered non-operations topics such as driver retention and recruitment. Finally, Ms. Daney noted that the guidebook includes references to a number of outside resources that can help inform the planning, implementation, and enhancement of microtransit service in the Baltimore region.

[PowerPoint: Summary of the Microtransit Solutions Task]

6. OTHER BUSINESS

There was no other business to come before the Technical Committee.

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)
Tavon Hawkins – MDOT State Highway Administration (MDOT SHA)
Dan Janousek – Maryland Department of Transportation (MDOT)
Sam Kahl – Harford County Department of Public Works
Brooks Phelps – Maryland Department of Planning
Catherine Salarano – Maryland Department of the Environment
Sean Burnett (for Stu Sirota) – Baltimore City Department of Transportation
Clare Stewart – Carroll County Department of Planning
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

Staff and Guests

Ben Allen – MDOT SHA
Regina Aris - Baltimore Metropolitan Council (BMC)
Monica Haines Benkhedda - BMC
Tim Briggs - BMC
Carl Chamberlin - Maryland Transportation Authority (MDTA)
Aileen Daney – FourSquare ITP
Rebecca Deibel - BMC
Ndemazea Fonkem - BMC
Victor Henry - BMC
Andrea Jackson - BMC
Zach Kaufman - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Heather Lowe - MDTA
Anna Marshall - BMC
Charlene Mingus – BMC
Daniel Paschall – East Coast Greenway
Md. Mokhlesur Rahman - BMC
Jamie Richardson – MDOT MTA
Brian Ryder - BMC
Eileen Singleton – BMC
Marium Sultan – BMC