

## **JOINT TECHNICAL COMMITTEE & INTERAGENCY CONSULTATION GROUP**

July 1, 2025  
9:30 to 11:44 A.M.

### **MINUTES**

#### **1. APPROVAL OF TECHNICAL COMMITTEE AND INTERAGENCY CONSULTATION GROUP MINUTES**

Mr. Dan Janousek asked for approval of the minutes from the June meeting of the Technical Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. Sam Kahl 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. Sophia Cortazzo moved to approve the minutes with Ms. Catherine Solarano seconding the motion. The ICG minutes were unanimously approved.

#### **2. RECOMMENDED ACTION ON RESOLUTION #26-1**

Ms. Ndemazea Fonkem introduced the Harford Transit LINK New Operations Facility Project. Harford County requested to amend the FY 2025-2028 TIP to add one new project. This project will add funding in FY 2025 and 2026 and will also be included in the new FY 2026-2029 TIP. Ms. Fonkem introduced Ms. Jodi Glock to present the amendment.

Ms. Glock indicated that the county had applied for a Section 5339 Bus and Bus Facility grant and that the Federal Transit Administration requires the project to be in the TIP prior to awarding the grant. The current facility is 75 years old and cannot support current or future services. There are only 36 parking spaces which does not allow for both bus and staff parking.

The timeline for this project included the Basis of Design and Facility Conditional Assessment in January of 2020, a Facility Feasibility Study and Conceptual Estimate was completed in March 2023, and Property Negotiations are underway. Next steps include Design and Engineering, Procurement, Sitework, Construction with year of operation expected in 2028 or 2029 depending on construction award date.

Mr. Janousek asked for a motion and a second to Resolution #26-1. Mr. Kahl moved to approve the resolution with Ms. Deborah Price seconding the motion. There were no questions or comments from the members or from the public. The resolution was unanimously approved by the Technical Committee to move to the BRTB.

***[PowerPoint: Harford Transit Amendment]***

### **3. RECOMMENDED ACTION ON RESOLUTION #26-2**

Mr. Janousek asked Ms. Fonkem to present the resolution. Ms. Fonkem indicated that there were 173 federally funded projects worth over \$6.2 billion in federal, state, local, and toll revenue funds. Nine projects in the TIP are new, including six from Baltimore City, two from the Maryland Port Administration and one from Maryland State Highway Administration. The TIP supports the long range transportation goals established in *Resilience2050*.

Funding levels in the TIP have remained fairly consistent over the years with the exception of 2025-2028 which added the Francis Scott Key (FSK) Bridge reconstruction project. Since that project is funded with a large amount of toll revenues, beginning in the 2025-2028 TIP, we began tracking toll revenues as a separate fund source.

Funding by agency shows MDTA has the most funding at nearly \$2.0 billion, with again, the vast majority of that being for the FSK bridge reconstruction. SHA and MTA are the next highest funding level, both at about \$1.6 billion followed by local agencies, MPA and others.

Breaking funds down by category shows that highway preservation accounts for 50% of the funding in the TIP, with once again the FSK Bridge accounting for over half of those funds. Transit preservation and commuter rail preservation are next at 14% and 9% respectively followed by lower percentages for emission reduction, ports, environmental/safety transit capacity and transportation alternatives. Highway capacity projects have shown a recent decrease in funding since 2023 going from over 30% of the funding to only 8.6% this year.

Approximately 48% of all of the highway preservation funds is allocated towards bridge projects. However, without the FSK Bridge funding included, roadway resurfacing and rehabilitation becomes the largest highway preservation category.

Highway capacity funds can be further broken down into a handful of projects, with the I-95 Express Toll Lanes project accounting for more than all of the other projects combined. Projects on I-95 account for 75% of all highway capacity funds.

Similar to highway preservation, transit preservation funds can be broken down into a few individual categories. Preservation and improvements of transit facilities accounts for about 53% of all the transit preservation funds followed by rehabilitation of facilities and fleet improvements.

MTA piggy-backs on the BRTB's public participation process, so we include a breakdown of FTA fund sources as well. By far, Section 5307 capital improvement funds are the largest portion at over \$596 million followed by Section 5337 at just over \$438 million.

The TIP includes 25 federally mandated performance measures. These include transit asset management, transit safety, highway safety, traffic congestion, on-road mobile source emissions, pavement and bridge conditions, and travel time reliability. These measures initially began as a result of MAP-21 legislation and has been strengthened through subsequent transportation bills such as the FAST Act.

TIP project highlights include 74 bridge reconstruction or rehabilitation which is 43% of all projects and represents over \$2.1 billion in funding including \$1.5 billion for the FSK Bridge. There are also 37 highway capacity or preservation projects valued at \$1.5 billion. There are 20 transit and commuter rail projects worth \$1.5 billion and includes the Red Line project as well as two Transit Oriented Development projects. Transit related funds have shown an increase of about 79% since 2023.

Public engagement included an interactive StoryMap, off-site promotional opportunities and a recorded presentation that was posted to the BMC website. There was also a 30-day public review period.

Changes to be made to the final TIP include the addition of the Harford Transit LINK project, updates of funding sources to several bridge projects that are now eligible for 100% federal funding and subsequent updates to tables and exhibits. The final will also include information in the appendices that was not available for the May draft.

Ms. Fonkem turned the presentation over to Ms. Marshall, Environmental Planner to present the Air Quality Conformity.

Ms. Marshall provided an overview of the transportation conformity process, and why it is required in the Baltimore region. The region is in a nonattainment area, not meeting the 2015 federal ozone standard. The conformity determination shows whether the projects and programs in the TIP conform with the mobile emission budgets set in the State Implementation Plan (SIP). BMC and MDE model two criteria pollutants, NO<sub>x</sub> and VOCs over test horizon years, analyzing whether the proposed transportation network will produce emission levels under the set budget level. This year, the results show emissions levels measuring below the budgets for both pollutants for all horizon years, so the region is in conformity.

Ms. Aris provided an update on public engagement for the TIP and Conformity comment period which was open from May 15 through June 15, 2025. There is a recorded presentation available on website and nineteen outreach events throughout the region. Comments were received from both individuals and organizations.

The majority of comments supported modification of the TIP to: 1) reduce spending on highway and parking expansion, 2) increase support for biking, walking and public transit, 3) improve road safety and reduce fatalities, and 4) address air quality with bold action to reduce car use.

Mr. Janousek asked for a motion and a second to Resolution #26-2. Ms. Price moved to approve the resolution with Mr. Sean Burnett seconding the motion. Mr. Janousek asked if there were any questions from the Committee members or from the public. There were no public comments or questions. Mr. Cohoon commented on the VOC and NO<sub>x</sub> emissions indicating we are below the budget. He asked at what point would we go from a non-attainment area to being in compliance? Ms. Marshall commented that there are other factors that play into the fact that the region is in a non-attainment area for Ozone, besides transportation. So while the region conforms to the transportation mobile emission budgets, there are other sources of pollution that cause levels to exceed the standard. One example is the Canadian

wildfires from 2023. That was out of the region's control, however, it impacted our air quality and ability to meet the national standards. The resolution was unanimously approved by the Technical Committee and the Interagency Consultation Group to move to the BRTB.

***[PowerPoint: 2026-2029 TIP and Air Quality Conformity]***

### **3. RECOMMENDED ACTION ON RESOLUTION #26-3**

Mr. Todd Lang 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.

Mr. Lang 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 *Resilience2050*, the suite of highway safety performance measures were approved, a new DBE goal for FY 2026 was adopted, and adapting the work to meet new federal guidance.

Mr. Janousek asked for a motion and a second to Resolution #26-3. Mr. Kahl moved to approve the resolution with Mr. David Cookson seconding the motion. There were no questions or comments from the members or from the public. The resolution was unanimously approved by the Technical Committee to move to the BRTB.

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

### **4. RECOMMENDED ACTION ON RESOLUTION #26-4**

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 2026. TA program applications were due mid-May of this year and MDOT SHA and BMC staff reviewed the applications. The total TA program funds available in fiscal year 2026 for the Baltimore region is \$2,000,000. Three TA applications were received totaling \$4,909,412.57 in requests. The total TA program funds available in fiscal year 2026 for the Aberdeen, Bel Air South, and Bel Air North area was not available from MDOT SHA. One TA application was received totaling \$616,000.

The submitted projects in the Baltimore urban area include three years of funding for a Safe Routes to School (SRTS) coordinator position in Anne Arundel County, construction of the 2.36-mile South Shore Trail Phase III in Anne Arundel County, and three years of funding for a SRTS coordinator position in Howard County. In the Aberdeen, Bel Air South, and Bel Air North

area, Harford County submitted 30% design of the 5.1-mile US 40 shared-use path from Aberdeen to Havre de Grace.

Mr. Janousek asked for a motion and a second to Resolution #26-4. Ms. Price moved to approve the resolution with Mr. Kahl seconding the motion. There were no questions or comments from the members or from the public. The resolution was unanimously approved by the Technical Committee to move to the BRTB.

***[PowerPoint: Transportation Alternatives]***

**5. ELECTION OF TC OFFICERS TO SERVE IN FY 2026**

Mr. Janousek reviewed the slate of officers for FY 2026 that was presented in June. Then Mr. Janousek asked for any additional nominations from the floor. Hearing none, he asked for a motion and second for Baltimore County to serve as Chair and Harford County to serve as Vice Chair. Mr. Cohoon motioned and Mr. Burnett seconded. All members supported the slate as offered.

**6. PRESENTATION: UPDATE FROM THE USDOT BUREAU OF TRANSPORTATION STATISTICS**

Mr. Ramond Robinson introduced himself and began with an introduction on the Bureau of Transportation Statistics, which is a research arm within the Office of the Secretary in the Research Division of US DOT. The primary goal of BTS is to provide timely, accurate and credible information regarding the transportation system.

Within BTS there are 7 offices, including the Office of Data Development & Standards, Office of Statistical & Economic Analysis, Office of Spatial Analysis & Visualization, Office of Information & Library Science, Office of Airline Information, Office of Safety Data & Analysis, and Mr. Robinson's Office of Transportation Analysis.

So we are federally mandated by a couple of different legislative mandates. One thing I will say is Chapter 63 of Title 49 USC drives the purpose of the Bureau of Transportation Statistics.

Mr. Robinson quickly shared 13 key data products and analysis tools that are a wealth of data on the Nation's transportation system. Several key documents covered include National Transportation Statistics, Transportation Statistical Annual Report, State Transportation Statistics, Freight Facts and Figures, Pocket Guide to Transportation, Passenger Travel Facts and Figures, Port Performance, Aviation Facts and Figures, TransBorder Freight Data, and Border Crossing. The "Facts and Figures" series is a nice way of saying these are visual publications or digital publications. The goal is to make more documents available that way because it allows us to improve the narrative.

In addition to improving the narrative, BTS now has the ability to get information that allows us to do analysis of the Port Performance Program and Aviation Facts and Figures. We just started this program this year. In the same tone of trying to make sure that we make our

publications more dynamic. So this Aviation Facts and Figures allows us to be able to look at passengers, freight airfares, flights, performance financials, general aviation. We can even look at the fleet mix of what's happening for airports.

This year we added another feature because the data comes in at a lag. So we put together a model that allows us to be able to model the the lag months so that we can now see or get a good justification of what is in store for various commodities. Movement by value and by weight and border crossing. So border crossing is essentially CBP data that we are able to get.

Since there was so much to cover there will likely be questions. Please feel free to reach out and ask at [ramond.robinson@dot.gov](mailto:ramond.robinson@dot.gov).

***[PowerPoint: US DOT Bureau of Transportation Statistics – Transportation Data]***

## **7. PRESENTATION: PREVIEW OF THE NEEDS ASSESSMENT PROJECT**

Mr. Zach Kaufman introduced the speakers and the context for the Transportation Needs Assessment project. The project will inform the development of the upcoming 2027 Long-Range Transportation Plan (LRTP). The project is organized around the existing goals for the LRTP. Several key goals include: improve accessibility, increase mobility, and improve system safety.

Mr. Walker Freer, ICF, summarized progress thus far on the project. The project began with a review of existing surveys and research, followed by development of an interactive StoryMap summarizing and analyzing existing conditions in the Baltimore region in the context of the LRTP goals. In the spring, the consultant team administered a region-wide survey along with facilitating four focus groups to discern transportation needs and priorities for transportation system users in the Baltimore region.

The online survey was administered in March and April, yielding 859 responses from across the region. The four focus groups were designed to gather in-depth feedback on the transportation system overall, key needs and barriers, and future priorities.

Mr. Noah Levine and Mr. Freer presented preliminary recommendations regarding the upcoming LRTP. Specifically, the recommendations relate to potential updates to the LRTP goals and strategies, scoring criteria, and performance measures to track. They summarized draft recommendations by LRTP goal area, beginning by summarizing the existing strategies for each of the LRTP goals, existing scoring criteria by goal area, and key takeaways from the survey and focus groups.

Next steps include presentations to the Transportation CORE on July 15 and the BRTB on July 22. The consultant team is also working on a video showcasing follow-up interviews with focus group participants. The final report will synthesize the literature review, analysis of existing conditions, survey and focus group findings, and policy recommendations. The project is anticipated to wrap up in August 2025.

Discussion among Technical Committee members revolved around travel time reliability, safety, and the availability of focus group and survey data at the jurisdiction level.

***[PowerPoint: Transportation Needs Assessment]***

## **8. OTHER BUSINESS**

Mr. Janousek shared that the next Technical Committee meeting will be virtual on August 5. The chair requested a motion to close the business meeting at 11:28 A.M. Mr. Kahl motioned and Ms. Price seconded.

### **CLOSED SESSION FOR RFP DISCUSSION**

The Technical Committee began the closed session at 11:29 A.M. to discuss upcoming Requests for Proposals. Mr. Kahl motioned and Ms. Price seconded to open a Closed Session.

- **Updating Local Plans per the BBR:** Ms. Mingus provided an overview and schedule for this FY 2026 UPWP task. This new task would be delivered in a manner similar to the TLC grant program. The project will run throughout FY 2026 and the budget is for \$300,000.

There was a fair amount of discussion and questions from the Technical Committee on how this new task would work. Members support the task but decided to spend some time considering whether to have on-call consultants or support a consultant selected by a jurisdiction.

At 11:44 the chair asked for a motion to close the closed session. Ms. Price motioned and Mr. Burnett seconded the motion.

### ***Members of Technical Committee and Interagency Consultation Group***

Ben Allen – MD State Highway Administration  
Sean Burnett – Baltimore City Department of Transportation  
Steve Cohoon – Queen Anne’s County Department of Public Works  
David Cookson – Howard County Office of Transportation  
Sophia Cortazzo – Maryland Department of Transportation (MDOT)  
Sam Kahl – Harford County Department of Public Works  
Deborah Price (for Angelica Daniel) – Baltimore County Department of Public Works & Transportation  
Albert Guiney Engel – Maryland Transit Administration (MDOT MTA)  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Brooks Phelps – Maryland Department of Planning  
Clare Stewart – Carroll County Department of Planning  
Catherine Salarano – Maryland Department of the Environment  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

***Staff and Guests***

Regina Aris - Baltimore Metropolitan Council (BMC)  
Emma Balsam – guest  
Erin Bolton - BMC  
Terry Brady - BMC  
Tim Briggs - BMC  
Cindy Burch - BMC  
Nubia DelCarpio - USDOT – Bureau of Transportaion Statistics  
Blake Fisher - BMC  
Ndemazea Fonkem - BMC  
Walker Freer - ICF  
Jodi Glock – Harford Transit LINK  
Victor Henry - BMC  
Andrea Jackson - BMC  
Zach Kaufman - BMC  
Keith Kucharek - BMC  
Todd Lang – BMC  
Noah Levine - ICF  
Anna Marshall - BMC  
Charlene Mingus – BMC  
Mike Morris - PRR  
Noah - guest  
Patricia – guest  
Patty - guest  
Md. Mokhlesur Rahman - BMC  
Robert - guest  
Ramond Robinson – USDOT – Bureau of Transportaion Statistics  
Brian Ryder – BMC  
Marium Sultan – BMC