

TRANSPORTATION & PUBLIC WORKS COMMITTEE

September 12, 2022

9:30 A.M.

Online Meeting

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. Chris Letnaunchyn, chair, opened the meeting; attendees introduced themselves.

2. COMMENTS ON NOTES FROM JUNE 13, 2022, MEETING

There were no comments on the minutes.

3. REGIONAL EVACUATION COORDINATION

Ms. Katie Weber provided an overview of the UASI Emergency Management Evacuation Working Group. The group started in April 2022 and includes mostly emergency management representatives from local jurisdictions. The presentation lists the members of the group.

This group is looking at all elements and phases of evacuations. The group developed a framework to ensure that the Working Group continues to act as a peer support entity for development of local evacuation plans. The Working Group will provide recommendations for evacuation and assist with situational awareness; the group will not provide formal actions.

The purpose of the Working Group is to provide:

- A peer support entity for local jurisdictions as they work on their local evacuation plans
- An opportunity for local staff to share best practices and lessons learned
- An opportunity to identify regional gaps/needs and develop possible solutions

The Goals and Process of the group:

- Develop the regional gaps/needs and possible solutions list, with input/buy-in from T&PW Committee and informed by previous work, and present to UAWG
- UAWG will review and decide what should be a formal request to MDEM and the region

The role of the state in the Working Group:

- Help local jurisdictions finish evacuation plans if needed

- Provide historical context and inform on what currently exists in the state
- Learn about what questions/needs there are at the local level

So far, the Working Group has developed a Suggested Common Language document. The document is not finalized yet so T&PW Committee members can provide comments. New wording for reentry is the most significant change from previous language. Some wording has also been updated to better align with FEMA.

Sometime in the future, we may schedule a joint meeting of T&PW and the Evacuation Working Group.

The regional evacuation workshops from fall 2019 identified the need to update the Regional Coordination Supplement and to investigate having the state restart the Shelter and Evacuation Task Force that existed about ten years ago.

Ms. Bethany Brown from Maryland Department of Human Services which focuses on sheltering provided an update. She mentioned that DHS has the human services state coordinating function and there are quarterly meetings to discuss sheltering topics, and DHS also holds meetings with local jurisdictions a couple times per year. Anyone who would like to attend or get more information should contact Ms. Brown (bethany.brown@maryland.gov).

Ms. Jeramie Calandro mentioned that she submitted an evacuation-focused proposal to request Regional Catastrophic Preparedness Grant Program funds. This project will incorporate evacuation needs of vulnerable populations. The proposal includes coordination with Delaware and Virginia. She is still waiting to hear the results. Ms. Weber noted the importance of coordinating with the Delmarva Peninsula also.

[Handout: Evacuation Working Group Presentation]

4. UPDATES TO BRIDGE FUNDING GUIDANCE

Mr. Jeff Robert provided an update on state funding guidance for the local government bridge program. The information has been [posted on the MDOT SHA website](#).

Locally owned bridges make up about half of the bridges in Maryland, approximately 2,400 total. About 212 are rated Poor. The bridge program focuses on improving the Poor-rated bridges. MDOT oversees the federal funds for this program.

Each jurisdiction gets an allotment of the federal bridge funds based on a variety of factors, including population density, number of bridges, number of poor bridges, etc. MDOT SHA provides guidance to local jurisdictions as they use the funds and assigns a liaison to work with the local jurisdiction. Locals can also use state consultants on design contracts which speeds up the process of getting the work done.

The program is changing as a result of the federal IIJA, which has increased the amount of funds in the program by 28%, which equates to \$36 million per year for off system bridges, meaning those that are not on the National Highway System.

In the past, the program funding was 80% federal and 20% local. About \$13 million will now be 100% federally funded which will provide an opportunity for locals to repair bridges they might not have been able to fund previously. There will be a formula used to distribute the funds.

Each jurisdiction will need to prepare a Structural Management Plan that will identify which bridges will be worked on in the next five years. The state will work with the locals to focus the new funding on the highest priority off system bridges in the state. Mr. Robert noted that \$13 million per year will support repairs for three bridges. The Structural Management Plans will help the state fund more projects with the \$13 million per year by allowing the state to look across the state at what the needs will be over time.

The IIJA is focused on getting projects done so the priority will be allocating funds to projects that are ready for construction. Second priority will be projects that have gone through preliminary design and have a NEPA document that will enable projects to be completed.

The goal is that every jurisdiction will receive some of the new funds over the five year period.

Regarding the timeframe for receiving funds, there is sufficient funds in the 80/20 category, if a jurisdiction has a request for a project where 20% of the funds will be local, those projects can access bridge funds without waiting. The 100% reimbursed funds (\$13 million per year) will take longer to be distributed because the state wants to make sure it identifies the highest priority bridges over the five year period of the IIJA.

Baltimore City is included in the \$13 million program. These funds are just for bridges that are not on the NHS.

There was a question about consideration of bridges on evacuation routes. Evacuation routes are not considered as an evaluation criterion but volume is considered. Another evacuation consideration is whether routes are under construction and how that might impact an evacuation.

5. MDOT's MARYLAND ZERO EMISSION VEHICLE INFRASTRUCTURE PLAN (ZEVIP) AND NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM (NEVI)

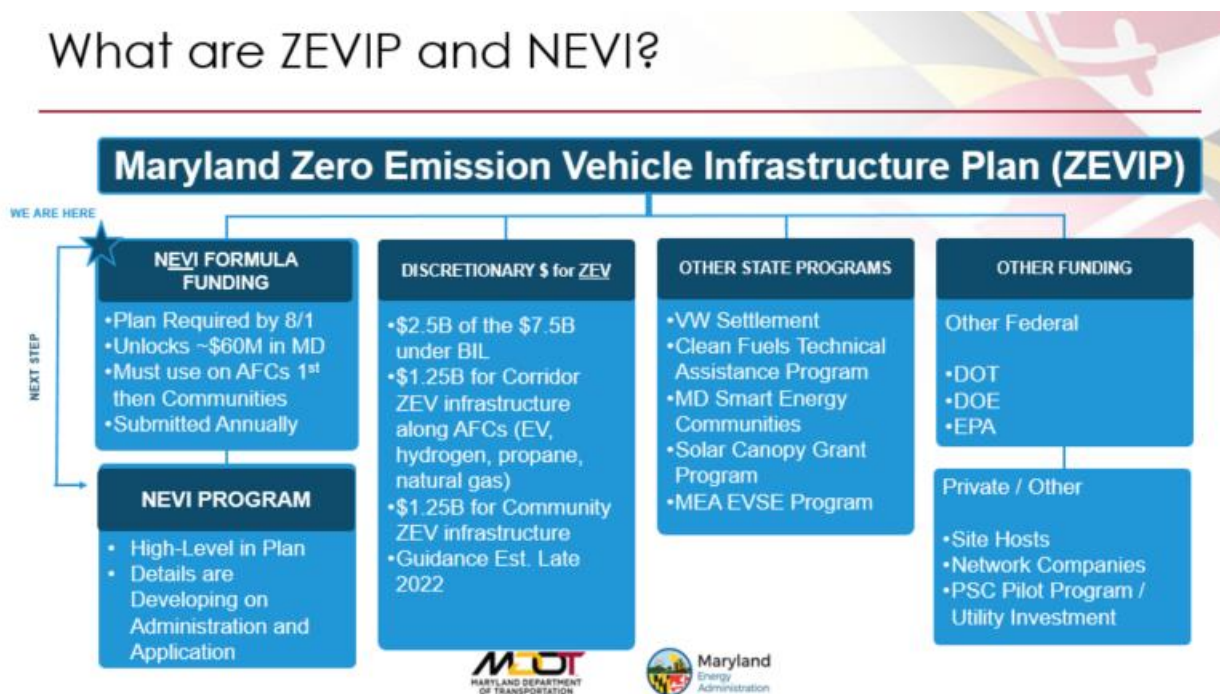
Mr. Dan Janousek presented an overview of the Maryland Zero Emission Vehicle Infrastructure Plan (ZEVIP), which is another program in the IIJA. The ZEVIP program provides \$5 billion nationwide to install electric vehicle fast charging stations. Maryland is focusing the installation on alternative fuel corridors in the state. The goal is to encourage EV purchases. The Maryland Vehicle Infrastructure Plan was submitted to US DOT in July 2022. Once the Plan is approved, the funds can be released. The program ends five years after the date of the last charging station deployment.

The program is called National Electric Vehicle Infrastructure (NEVI) formula funding. Maryland will have \$57 million over five years; these funds will require a 20% match. The goals of the program are to:

1. Certify corridors
2. Invest in communities per ZEEVIC

It is possible that some of the funds could also be used in corridors that are not on the selected alternative fuel corridors.

This slide provides an overview of ZEVIP and NEVI:



The funds could be used by private companies.

The second column, Discretionary \$ for ZEV, will be another program to provide funds for ZEV infrastructure. Guidance for this program has not yet been released. There are other state programs that have funds to promote and support use of electric vehicles.

Once the programs are announced, private companies could be applying for the funds – it could be a site host (i.e., grocery store) or the equipment provider.

The presentation provides details about what is included in the NEVI. Mr. Janousek noted that [Justice40](#) considerations should be included.

Mr. Janousek said that after charging infrastructure is installed on the EV priority corridors, funding may be available to install chargers on other local roads.

MDOT has done outreach to a variety of stakeholders including utilities, EV charging manufacturers, and others. Since the program provides 80% federal funds with 20% needed by the requester, this might encourage some entities to install EV chargers in areas where they may not see as much return.

MDOT would like to have data on use of the chargers (i.e., types of vehicles) and will work with network companies to capture this data. It will be important to MDOT to ensure disadvantaged/rural communities are covered. MDOT will also work with local government partners.

The NEVI schedule is provided in slide 6. Candidates for Alternative Fuel Corridors were submitted by May 13.

There are a variety of risks and challenges for the program:

Supply Chain	Grid Capacity
Equity Barriers	Public Education
Emergency Management	Reliability
Compatibility	Workforce Development
ADA Accessibility	Climate Change

There have been six rounds of nominations for Alternative Fuel Corridors. Under the previous federal legislation, a corridor is considered Ready if it has chargers every 50 miles that are within five miles of the highway. Under the new guidelines, chargers need to be within one mile of the highway. The EV AFCs are shown in slide 8 and Hydrogen AFCs are shown in slide 10.

The following are pending Round 6 Alternative Fuel Corridors:

- Electric Vehicle
 - ICC- MD 200 between US 1 and I-270
- Hydrogen Vehicle
 - I-95 in Maryland (between VA and DE borders)
 - I-495 in Maryland (between VA border near Cabin John and VA border near Alexandria)
 - I-695 entire loop

Slide 11 shows the map of existing DC fast charging stations; some of them meet the new NEVI guideline of one mile from the highway but most do not.

MDOT will issue request for round 1 proposals for NEVI program on December 1, 2022.

There are many critical considerations in siting charging stations:

- Resiliency
- Amenities
- Utility providers/grid capacity
- Innovations
- Cost
- Support greater deployment efforts

MDOT is developing a tool to rate charging proposals that will be a publically available site; it is not available yet.

Scoring criteria for NEVI proposals will be as shown on slide 14:

Environmental Justice		Transportation		Land Use/Overlays		Electric Vehicles/Existing Infrastructure	
Layer Name	Score	Layer Name	Score	Layer Name	Score	Layer Name	Score
Overall Score (UMD/MDE -EJSCREEN)		Distance to Highway		Transit Oriented Developments		Optimal Stations (Gov. Survey)	
Top 90th Percentile	8	Within 1 Mile Buffer	10	Yes	1	Yes	1
75th-89th Percentile	6	>1 Mile Buffer	0	No	0	No	0
50th-74th Percentile	4	EV Alternative Fuel Corridor		Priority Funding Area		ZEVIP MetroQuest Survey (within Census Tract)	
<49th Percentile	0	Interstate	4	Yes	1	5-16 Selected Locations	3
Designated Rural Area		US Route	2	No	0	2-4 Selected Locations	2
Yes	6	State Route	1	Maryland Sustainable Communities		1 Selected Location	1
No	0	VMT/AADT		Yes	1	0 Selected Locations	0
Justice 40		Rank 1	3	No	0	EV Stations within Census Tract	
Yes	2	Rank 2-4	2	Land Uses - 2010		7-39 EV Stations	2
No	0	Rank 5	1	High Density Residential	7	1-6 EV Stations	1
Historical Disadvantage Communities				Medium Density Residential	3	0 EV Stations	0
Yes	2			Low/Very Low Density Residential	1	Density of EV Owners	
No	0			Commercial	7	>300	4
Overall Score (CDC SVI)				Institutional	6	150<->300	3
> 0.75	2			Industrial	5	76<->150	2
< 0.75	0			Other	0	1<->75	1
						0	0

Funding for NEVI is over five years, 2023 through 2027; however, the program will run for five years after the last funds are allocated.

MDOT is working with Maryland Energy Administration on the program and to review applications.

MDOT anticipates after the first couple of years, the state locations within one mile of the highway will be installed and funds can be expanded to local roads and locations outside the one mile buffer.

In response to a question about whether the routes align with evacuation routes, Mr. Janousek responded that some of the AFC routes are on evacuation routes but there has not been a focus on this. In response to a question about whether the AFCs align with the TSMO corridors, which has not been included in evaluation criteria at this time.

Montgomery County has some funds for a hydrogen bus but at this time, hydrogen fuel use is in its infancy.

[Handout: Maryland Zero Emission Vehicle Infrastructure Plan]

6. PROJECT UPDATE: ENHANCING CLIMATE RESILIENCE AND INTERJURISDICTIONAL COORDINATION PROJECT

Ms. Singleton provided an update on the Enhancing Climate Resilience and Interjurisdictional Coordination Project, which is a follow up project to the [Climate Change Resource Guide](#). The project has started and will end by February 2023.

There will be three workshops as part of the project. The transportation-focused workshop was held in July; the stormwater and water workshops are coming up. Ms. Singleton requested T&PW Committee members send suggestions for workshop attendees. The current list of invitees was included in the handout.

[Handout: Transportation & Public Works Committee, Notes for Agenda Items]

7. GROUP DISCUSSION

Ms. Singleton will get an update on the Cyber Resilience Reviews for the next meeting.

[Handout: Transportation & Public Works Committee, Notes for Agenda Items]

8. COMMITTEE UPDATES

Disaster Debris Planning Task Force: The group is waiting to find out how local jurisdictions can be reimbursed if they use state contracts.

RCPGP Evacuation Proposal: We are still waiting to hear about whether that will be funded.

[Handout: Transportation & Public Works Committee, Notes for Agenda Items]

9. OTHER BUSINESS

US DOT PROTECT Program: Ms. Singleton is waiting to hear from MDOT if any of the allocated PROTECT Program funds could be used for a regional Resilience Improvement Plan or if we would need to apply for discretionary funds when the guidelines are released.

2022 Meetings – December 12 (meeting will be virtual)

ATTENDEES

Members

Alex Baquie, Anne Arundel Co Dept. of Public Works
Bethany Brown, Maryland Dept. of Human Services
Kimberly Grove, Baltimore City Dept. of Public Works
Dan Janousek, Maryland Dept. of Transportation (MDOT)
Bill Johnson, MDOT State Highway Administration
Dave Larsen, MDOT
Chris Letnaunchyn, Carroll Co Dept. of Public Works
JJ Lynott, MDOT Maryland Transit Administration
Kristen Skogsberg, MDOT
Mike Sheffer, MDOT State Highway Administration
Kristofer Singleton, Howard Co Dept. of Public Works
Steve Walsh, Harford Co Dept. of Public Works

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Blake Fisher, BMC
Jeramie Calandro, BMC
Dennia Palmer, BMC
Jeff Robert, MDOT SHA
Eileen Singleton, BMC
Katie Weber, Anne Arundel Co Office of Emergency Management