

TRANSPORTATION & PUBLIC WORKS COMMITTEE

June 10, 2024

9:30 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

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

2. COMMENTS ON NOTES FROM MARCH 11, 2024, MEETING

There were no comments on the minutes.

3. OVERVIEW OF TRAFFIC COORDINATION RELATED TO FRANCIS SCOTT KEY BRIDGE COLLAPSE

Mr. Todd Lang provided an overview of work in the region as a result of the Francis Scott Key (FSK) Bridge collapse and impacts experienced to date. The Baltimore Metropolitan Council (BMC) staff work has so far focused on identifying the residents and business impacted by the collapse, understanding the changing traffic patterns, and working with partner agencies to try to reduce the short- and long-term impacts.

The FSK Bridge collapse resulted in a loss of capacity across the Harbor; it carried approximately 34,000 vehicles per day of which 4,000 was commercial traffic. Approximately 1,200 trucks carrying hazardous materials now need to find another way across the Harbor that is not through the tunnels.

Mr. Lang provided examples of trips that are longer due to the collapse. As an example, the commute from Dundalk to Ferndale used to take 20 minutes and now takes approximately 41 minutes (slide 3). Analyses by BMC staff show traffic routes across the Harbor before and after the collapse and also origins and destinations of traffic in the area of the FSK Bridge.

BMC staff performed traffic modeling for 2050 with and without the Bridge. The results show that the Bridge is very important to the mobility of the region; not having the Bridge will lead to significantly worse congestion than predicted with the Bridge. With the collapse, traffic at the tunnels is currently significantly higher than projected before the collapse, so the model could be underestimating the impacts in 2050. The models also estimate that a significant number

of vehicles would use routes other than the tunnels, leading to increased congestion on arterials and local roads.

Mr. Lang noted that as port operations return, traffic congestion is anticipated to stabilize at a “new normal” around July.

Traffic monitoring is performed through:

- Weekly Traffic Coordination Meetings including: MDOT / SHA / MDTA / MTA / Port / Unified Command / FHWA / BCDOT / BCDPWT / AADPW / BMC
- Weekly Traffic Monitoring of Major Diversion Routes
 - FMT, BHT, I-695 West Leg, I-70, I-83
 - All Vehicles and Trucks – Comparison Current vs. 2022-2023 Historic
- Week Long Traffic Counts on Other Major Diversion Routes (about 12 so far)
 - Potential Enhancement to FSK Detour Routes such as signal upgrades, adaptive traffic response, CCTV, and DMS
- Review of Truck Routes
- Major Event / Construction Coordination

The most impacted zip codes (nine in total) were identified based on previous traffic modeling analyses. Demographic analysis of these impacted zip codes showed that the income and educational attainment are lower than that of the region and state, and the poverty status is higher. The analysis also shows the individual zip codes where these measures are the least favorable.

One of the lessons learned from this major incident is that there were related discussions happening in multiple meetings, and it has been very helpful to have one forum where all participants can provide updates.

In response to a question about transit in impacted zip codes, there were no buses that used the Key Bridge; there has been an increase in transit use from Baltimore City to employment centers like Tradeport Atlantic and northern Anne Arundel County. MDOT MTA has been involved in discussions and can make adjustments as needed.

[Presentation: Francis Scott Key Bridge Impact Analysis]

4. FOLLOW UP DISCUSSION OF RCPGP EVACUATION TTX RECOMMENDATIONS

Ms. Eileen Singleton highlighted Recommendation 1.1 that proposes a decision be made about using the Unified Coordination Group (UCG) originated in the Regional Evacuation Coordination Supplement. The Urban Area Homeland Security Working Group is the lead to make the decision on this. It is recommended that local T&PW Committee members speak with their emergency managers to discuss the pros and cons of dropping the UCG and whether transportation coordination can sufficiently be conducted through other existing mechanisms.

So far, these discussions have taken place in two jurisdictions:

- Harford County believes that the UCG is redundant and the coordination can be achieved through existing systems.
- Carroll County recommends keeping the UCG because there is still a need for a multi-jurisdictional forum for transportation coordination. Transportation staff are not on the statewide emergency management calls.

This item will be discussed again at the September meeting after other T&PW members have a chance to speak with their emergency managers.

Ms. Singleton noted that Recommendation 1.8 is to have a discussion with a representative from the Metropolitan Washington Council of Governments (MWCOG). There is now a representative from MWCOG on the T&PW Committee, Eli Russ. Mr. Russ noted that there is evacuation planning work taking place now in Northern Virginia and DC so it might be best to schedule the meeting after more work has been done on these projects. If any T&PW members are interested in being on the MWCOG Regional Emergency Support Function (RESF) -1 Transportation committee, let Ms. Singleton know, and she will forward to Mr. Russ.

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

5. UPDATE ON THREAT AND HAZARD IDENTIFICATION AND RISK ASSESSMENT (THIRA)/STAKEHOLDER PREPAREDNESS REVIEW (SPR)

Ms. Erinn Harris said that this year the region is required to update the SPR but not the THIRA. The SPR provides an overview of the capabilities of the region with respect to identified hazards.

If anyone is interested in being part of the SPR work group, let her or Ms. Singleton know. Ms. Singleton and Mr. Alex Baquie are part of the SPR work group. The work group kick off meeting will be June 20th. The SPR will provide an update on all 32 [FEMA Core Capabilities](#) and is due by the end of December 2024.

6. COMMITTEE AND PROJECT UPDATES

- Disaster Debris Planning Task Force will be meeting on June 14th and there will be a discussion about handling debris from the Key Bridge collapse.
- Follow up on CISA Cyber Resilience Reviews (CRR): If an agency would like to initiate a CRR, contact Mr. Jason Schaum (jason.schaum@cisa.dhs.gov; 202-746-2811). The CRR offered by CISA are at no cost. Mr. Baquie noted that Anne Arundel County worked with CISA to prepare a CRR for the county water system, and, as a result, they have been able to secure funding to address some of the items in the CRR. The CRR was a very helpful process. CISA will conduct a CRR for any system.
- Committee Goals: Ms. Singleton provided a reminder of the committee goals that were agreed upon at the last meeting and submitted to the UAWG.

#	Goal
Short Term (up to 2 years)	
1	Invite staff from NCR/MWCOG ESF1 to discuss opportunities to operationalize coordination and best practice sharing for evacuation planning (TTX Recommendation 1.8)
2	Invite representatives from Region III Health and Medical Coalition to discuss evacuation coordination from major hospital systems (TTX Recommendation 2.6)
Medium Term (1 – 3 years, as more work is done on the RCPGP project)	
3	Work with EM Committee to identify which evacuation resources stakeholders should know how to use and develop approach to educate them (TTX Recommendation 1.2)
4	Hold workshop for each jurisdiction/agency to present its evacuation plan (TTX Recommendation 1.4)
5	Resolve coordination vs command and control question (TTX Recommendation 1.7)

Goal #1 was discussed previously during the meeting.

It was noted that an in-person meeting would be preferred when we have these discussions with other groups.

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

7. GROUP DISCUSSION

Mr. Steve Walsh noted that a recent rain event resulted in the need for swift water rescues and significant clean up in some areas; the damage was not widespread, but the areas that were hit were hit very hard. He added that some areas experienced 100 year rainfall. The county is placing rolloffs in selected locations for residents.

Mr. Letnaunchyn noted that during that storm system, Carroll County had a tornado.

Ms. Singleton said that the application to FHWA to develop a regional resilience improvement plan (RIP) was not funded, and she is looking at other options to fund this work. One benefit of having a regional RIP in place is that subsequent requests to the PROTECT grant program can be eligible for a reduced match requirement of up to 10 percent.

Mr. Kris Singleton provided an update on work resulting from the 2016 and 2018 Ellicott City Floods. Construction on two major components of the Ellicott City Safe and Sound project will start this summer, a stormwater pond on Frederick Road and a major tunnel to channel water. In addition, demolition of structures has started at the bottom of Main Street; this area will be converted to a public gathering area that can better withstand flooding.

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

8. OTHER BUSINESS

Please send ideas for presentations/discussions at future meetings to Ms. Singleton.

The next meeting is September 9th. The current intent is to have a hybrid meeting with people encouraged to attend in person.

2024 Meetings – September 9, December 9 (TBD if hybrid or remote)

ATTENDEES

Members

Alex Baquie, Anne Arundel County Dept. of Public Works
Harrison Brown, Maryland Dept. of Emergency Management
Carl Chamberlin, Maryland Transportation Authority
John Contestabile, Skyline Technologies
Bong Delrosario, Maryland Dept. of Disabilities
Mona Harry, Baltimore City Mayor's Office of Infrastructure Development
Bill Johnson, MDOT State Highway Administration
Sam Kahl, Harford County Dept. of Public Works
Chris Letnaunchyn, Carroll County Dept. of Public Works
Dan McKinney, Harford County Dept. of Emergency Services
Timothy Peck, MDOT State Highway Administration
Linda Ploener, Harford County Dept. of Emergency Services
Ava Richardson, Baltimore City Dept. of Planning, Office of Sustainability
Eli Russ, Metropolitan Washington Council of Governments
Mike Sheffer, MDOT State Highway Administration
Kris Singleton, Howard County Dept. of Public Works
Jim Small, Anne Arundel County Dept. of Public Works
Hayford Tuffour, Harford County Dept. of Public Works
Steve Walsh, Harford County Dept. of Public Works
Graham Young, Baltimore City Mayor's Office of Infrastructure Development

Staff and Guests

Blake Fisher, Baltimore Metropolitan Council (BMC)
Erinn Harris, BMC
Todd Lang, BMC
Md. Mokhlesur Rahman, BMC
Eileen Singleton, BMC
Marium Sultan, BMC