Approved Meeting Minutes

Coast Smart Council
September 20, 2021 | 12:30pm - 1:30pm
Virtual Meeting Only

Meeting Minutes

Attendees
Council Members: Proxy for Delegate Stein- Margie Brassil, Jason Wardrup, Proxy for Matt Rowe- Dave Guignet, Michael Bayer, Sandy Hertz, Tim Lavalle, Kate Charbonneau, Jaleesa Tate, Peter Goodwin, Treasurer Nancy Kopp, Beth Groth, Mary Phillips, Ed Link, Chris Elcock
Non-council member attendees: Paul Berman, David Bohannon, Bunky Luffman, Catherine McCall, Christine Conn, Emily Vainieri, Jenn Raulin, Kate Vogel, Lester "Kelly" Wright, Matt Fleming, Megan Granato, Nicole Carlozo, Peter Goodwin, Sandy Hertz, Nancy Kopp, Ed Link, Kate McClure, Jim Goerge, Jill Lemke, Chuck Boyd, Michael Bayer, Nell Ziehl, Dave Nemazie, Robert Newton, Larry Trout, Jeremy Baker,

I. Welcome, Introductions & Review of Agenda 12:30 - 12:35p

A. *Secretary Haddaway-Riccio (DNR),* will open the meeting, read roll call and seek approval of June 28 Meeting Minutes.

Secretary Haddaway-Riccio opened the meeting at 12:30pm. Allison Breitenother called roll of membership, and asked others to introduce themselves via chat. Full attendance captured at the bottom of these meeting minutes. Secretary Haddway-Riccio then asked for a motion to approve the June 28 meeting minutes. Sandy Hertz (MDOT) first, Ed Link seconded. No objections or abstain votes. Meeting minutes approved.

II. Climate Change at Maryland Department Of Transportation 12:35 - 1:05p

A. Sandy Hertz (MDOT) will share updates on various activities ongoing at MDOT related to climate change goals and outcomes for the agency.

Sandy Hertz provided an update on climate change and resiliency efforts at MDOT. Slides provided online or by request to Allison Breitenother, allison.breitenother@maryland.gov.

Climate change considerations for transportation is closely tied to life-cycle planning. Work to ensure assets are functioning as designed. EX: If a stormwater management plan is supposed to only hold water for 24 hours, we want to make sure it's about to reinfiltrate the water into the ground system within 24 hours. Designing for the future includes ensuring the assets and functions of the asset can continue to function in the changing future conditions, and if there is more maintenance needed, it's included in the project design.

Main tenants of MDOT's strategic asset management plan – customer focused, using One MDOT (systems based approach), making data driven decisions, and adopting a risk based approach. State's procurement system is based on lowest bid for decision making and is not necessarily allowing for life-cycle considerations. MDOT ensures to conceptualize resiliency

considerations in the RFP to ensure resiliency is incorporated into the proposal by the contractors. Current data is a significant roadblock. Do not have current Intensity, Duration and

Frequency (IDF) curves (most recent data is 2004, so it is close to 20 years outdates). Another current issue – flooding issues on roadways. Part of solution is to increase size of culverts but do not have the data to backup the increased size. Need to take a watershed based approach to stormwater infrastructure.

Long-Term Transportation Resiliency Planning:

a. Asset management – what are we identifying that can help identify and priority risk management. To be prepared ahead and not just responding during emergencies.
b. Life cycle planning through the lens of climate change – understanding need for partnership, working with other state agencies and states to update the Atlas 14 data that is required to make better decisions. This updated data (ready in 2023) will need to be quickly incorporated into management decisions. MDOT recognizes that these impacts occur to more than just MDOT assets and need to bring it all together.
c. Increased sedimentation in channels and can relate back to riverine systems. Undersized culverts and stormwater pipes result in a firehose at the outlet of those systems, which then increases erosion of the stream system where it outlets and can increase sedimentation in the system.
d. Vulnerability Analysis Framework: Compile, Develop, Evaluate
    i. Two level analysis (details in slides).
    ii. Created a Climate Change Impact Zone. Layered a future scenario (2100) for mean high/high water and then the SLOSH model for a category 3 hurricane, and the 100 year flood plain. The boundary was then buffered by 50 feet. Anywhere outside of the boundary are at low risk for impact from climate impact.
    iii. Climate Change Vulnerability Viewer - https://www.arcgis.com/apps/webappviewer/index.html?id=86b5933d2d3e45ee8b9d8a5f03a7030c
e. MDOT is updating the Strategic Asset Management Plan and initiated work on a critical asset GIS tool. The tool will help view and analyze asset data across MDOT. Will help identify interdependencies and allow for better management.
f. Integrating Results into Practice: Planning
    i. Using the predictive model outputs and identifying whether or not a project that is being pursued is potentially in an at-risk area.
g. Slides include a current list of the MDOT projects.

Questions:

1. Q: When completing the vulnerability assessment, are you considering future conditions? Or only identifying vulnerability of today? Any identification of a tipping point. What happens to these projects when you get half a meter of SLR or when storms reach

a more frequent occurrence (for something that is rare now). A: Future scenarios right now look at 2050 and 2100 in our NEPA process. This helps us understand future risk in a coastal scenario. Data gap exists in the riverine area in Maryland. How does the increased precipitation we're seeing with the undersized stormwater infrastructure influencing the future risk? These interdependencies are not currently being modeled. There are limitations to management decisions until policy and regulatory keeps up.

2. Q: David Bohannon (BPW) indicated that procurement processes should be adaptable enough to consider and incorporate life cycle planning, offered to talk to MDOT procurement folks to improve process. A: The procurement limitations could be on the federal funding side requirements.

III. Coast Smart Construction Program Training 1:05 - 1:20p

A. Members will review an outline for the development of a Coast Smart Construction Program Training and provide feedback on the draft approach and content.

Allison went through the outline for the Coast Smart Construction Program Training. Anticipated training to be deployed in the winter 2021/2022.

Q: Where will environmental justice come into play for the training? A: Would likely be found in the first section. It's not necessarily how the program operates, but within the understanding of why we need coast smart, etc.
Q: Suggestion to add in inspirational examples. One example – American Society of Civil Engineers put out a Hazard Resilient Infrastructure and Design analysis – information could possibly come back to agency staff. Highlight success stories from across the state.

IV. Public Comment, Updates, & Next Steps 1:20 - 1:30p

Jim George (MDE) – Water & Science Administration of MDE, created webpage of Climate Adaptation (https://mde.maryland.gov/programs/Water/Pages/WSA_Climate_Change.aspx). Highlights top 3 climate priorities for the WSA of MDE

Jaleesa Tate (MEMA) – Still waiting final approval for FY20 BRIC & FMA projects. FEMA anticipates finalizing in November. Maryland is anticipated to receive a project with a federal share of approximately $37 million. MEMA has received 130 NOI for the upcoming year BRIC. Hovering around $338 million in requests. MEMA working their way through the projects to provide feedback on the proposals.

Dave Guignet (MDE) – FEMA changing insurance rates. Risk Rating 2.0 to begin in October. Past 20 years FEMA's insurance rates are simply in or out. But Risk Rating 2.0, will bring those on the cusp of the floodplain into the insurance assessment. Approximately 65% of Marylanders will see a decrease in their policy and the remaining are expected to see an increase of $15 – 20 per month. Please reach out to Dave Guignet or Kevin Wagner for additional information.

- **Next Coast Smart Meeting: November 8, 2021, 12:30 - 1:30pm.**
  Email Allison.Breitenother@maryland.gov for a meeting invitation.