

TECHNICAL COMMITTEE

June 7, 2016

Baltimore Metropolitan Council

9:35 A.M. to 10:50 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Mr. Scott Graf.

1. APPROVAL OF MAY 3, 2016 MINUTES

Mr. Scott Graf asked for approval of the minutes from the May meeting of the Technical Committee. Mr. Tyson Byrne moved to approve the minutes with Mr. Jefferson Miller seconding the motion. During discussion, Mr. Alex Rawls offered a correction to the May minutes to reflect that Mr. Jefferson Miller had seconded the motion for recommended action of resolution #16-17. The minutes as amended were unanimously approved.

2. APPOINTMENT OF A NOMINATING COMMITTEE

Mr. Graf asked for volunteers to serve on the Technical Committee Nominating Committee. The Nominating Committee is responsible for reporting the slate of officers at the July meeting. Mr. Byrne, Mr. Miller and Ms. Martha Arzu McIntosh were appointed to the committee.

3. MARYLAND STATE HIGHWAY ADMINISTRATION DESIGN/BUILD PROCESS

Mr. Jeffrey Folden briefed the Technical Committee on the State Highway Administration's design-build project delivery method. The presentation identified and briefly explained the various project delivery methods: 1) Design-Bid-Build, 2) Indefinite Delivery/Indefinite Quantity, 3) Construction Management at Risk, 4) Design-Build, and 5) Public Private Partnerships. A project delivery method is selected considering project complexity and innovation, delivery schedule, cost, risks and transfer traditional owner responsibilities (financing, operations, and maintenance). A Design-Build delivery method is where the owner utilizes a contract with a Design-Build Team (consisting of a contractor and a designer) who is responsible for the design and construction of a project.

The SHA Design-Build program began in 1997 and over 40 projects have been completed or are in final design/construction. There are five projects planned to be delivered in the next 2 years. The 40

projects have ranged in cost from \$1 million to over \$100 million and the total value since 1997 is over \$1 billion with 10 contracts at an estimated \$600 million in procurement from 2014 to 2018. In awarding the contract, SHA has used a mixture of low price and best value.

A Design-Build project delivery method assigns risk to the party best able to manage the risk and can accelerate the schedule through an overlapping design and construction process, reducing the project delivery time. Designer and contractor collaboration can optimize means, methods and enhance constructability with innovation in design and construction. SHA has the ability to select highly qualified teams based on factors other than low-price with better cost certainty with lower average cost growth and change orders over other project delivery methods.

Phase I and II of the MD 32 improvements were highlighted identifying the project purpose and the selection of Design Build project delivery method. Mr. Folden concluded the presentation discussing a traditional design-build, progressive design build and alternative technical concepts identifying characteristics.

[PowerPoint: Design-Build Project Delivery Method]

4. MARYLAND TRANSIT ADMINISTRATION FOOD DESERT ANALYSIS

Presentation was deferred to future meeting.

5. UPWP UPDATE

- **Maryland General Assembly Transportation Legislation – Update**

Mr. Brian Shepter, Director of External Relations, recapped the Maryland General Assembly 2016 legislative session. There were four “leadership” transportation bills were identified and summarized: 1) HB1010 – Maryland Transit Administration Oversight and Planning Board, 2) HB1012 – Tax Credit-Commuter Benefits-Eligibility and Credit Amount, 3) SB908/HB1013-Maryland Open Transportation Investment Decision Act of 2016, and 4) SB907/HB672 – Transportation – Harry W. Nice Memorial Potomac River Bridge – Replacement.

The presentation identified the legislation sponsor and provided a brief synopsis. The presentation then summarized other transportation bills (SB318/HB1011 – Department of Transportation-Heads of Modal Administrations-Senate Confirmation, SB1035/HB891-Transportation-Transit Service-State Grants and Farebox Recovery Rate, SB56-Transportation-Chesapeake Bay Bridge Crossing-Environmental Impact Study-Cost Estimate and Payment, SB500-Transportation-Francis Scott Key Bridge Authority, HB1388-Transportation-Motor Fuel Tax and Highway User Revenue-Increased Local Share, and HB1455-Transportation-Highway User Revenue-Restoration) identifying the sponsor and providing a synopsis of the bill. The General Assembly’s action was reported for the presented bills.

[PowerPoint: Maryland General Assembly: 2016 Legislative Recap- Transportation Bills]

- **SHRP2 C20 Freight Demand Modeling and Data Improvement – Update**

Mr. Charles Baber briefed the Technical Committee on the progress completed on the region's Freight Demand Model and Data Improvement under the SHRP2 C20 grant. The grant, jointly managed by SHA and BMC staff, will integrate a long distance supply chain and logistics model within the Statewide Transportation Model and develop a freight/commercial vehicle urban modal integrated within the region's travel simulation tools. The long distance supply chain and logistics model and urban freight tour model are being transferred to the region and calibrated with local data collected from national and local sources. The commercial vehicle model is being estimated from an Ohio Statewide Establishment Survey. As part of the project, the SHRP2 C20 contract is developing a freight system plan which will identify needed local data and a schedule for collection. The freight system plan could be implemented when the region chooses to update the freight modeling system. Mr. Baber shared initial model calibration results and graphics of the GPS truck dataset purchased from ATRI.

The presentation concluded inviting TC members to the upcoming training opportunities on the use of the region's freight model system and the InSITE activity based model. Training for the region's freight model system is being held at the SHA Hanover Complex on Friday June 17th with the morning session providing a briefing for end users. The afternoon session will be for technical staff covering model input, setup, and output analysis. Training for the region's InSITE model will occur on July 27th and July 28th in the BMC conference room. The hands on training will be all day on July 27th and in the AM on July 28th.

[PowerPoint: SHRP2 C20 Maryland Behavior Based Freight Model: Update]

6. OTHER BUSINESS

Mr. Graff requested the July Technical Committee meeting be moved to Tuesday, July 12, 2016 avoiding the July 4th holiday.

ATTENDANCE

Members

Martha Arzu McIntosh – Anne Arundel County Department of Planning & Zoning
Tyson Byrne - Maryland Department of Transportation
Ken Choi – Maryland Department of Planning
Kwaku Duah – City of Annapolis Department of Transportation
Scott Graf- Carroll County Department of Planning
Michael Helta – Maryland Transit Administration (MTA)
Valorie LaCour - Baltimore City Department of Transportation
Jefferson Miller – Howard County Department of Planning & Zoning
Tara Penders – State Highway Administration (SHA)
Alex Rawls – Harford County Department of Planning & Zoning

Staff and Guests

Charles Baber – Baltimore Metropolitan Council (BMC)
Eric Becket – State Highway Administration (SHA)
Robert Berger – BMC
Jamie Bridges – BMC
Robert Folden - SHA
Terry Freeland – BMC
Victor Henry – BMC
Zach Kaufman - BMC
Shawn Kimberly – BMC
Todd Lang – BMC
Brian Shepter - BMC
Rebecca Smith – BMC
Ema Wearer - SHA