

TECHNICAL COMMITTEE

April 7, 2020

9:32 A.M. to 12:06 P.M.

MINUTES

The meeting was called to order at 9:32 A.M. by Mr. David Cookson.

1. APPROVAL OF APRIL 7, 2020 MINUTES

Mr. David Cookson asked for approval of the minutes from the February meeting of the Technical Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. Kwaku Duah seconding the motion. Due to the online nature of the meeting, a Roll Call vote was taken and the minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #20-13

Mr. Todd Lang introduced the resolution to adopt the addendum to the FY 2020-2021 UPWP. Mr. Lang reviewed the amount of funding available, what the source of funding is, and where the dollars are going (BMC, local jurisdictions, or consultants). The updated budget is the primary purpose of the addendum. Mr. Lang also covered several additional focus areas with available funding, ranging from the development of a resource toolkit: planning, designing, operating, and maintaining local infrastructure in a changing climate to considering funding and governance issues for regional transit.

Mr. Lang described the 30-day comment period and stated that two organizations, the Greater Washington Partnership and the Central Maryland Transportation Alliance) submitted comments. Both organizations were supportive of the UPWP and shared areas of interest to be considered with two activities. They offered comments on the Baltimore Region Transit Governance/Funding task and the Implementation of the RTP – Corridor Analysis. A response has been prepared and will be sent shortly.

Mr. Cookson asked for a motion from the Committee. Mr. Duah moved to adopt the UPWP Addendum with Ms. Martha Arzu McIntosh seconding the motion. Mr. Cookson asked the members if there was further discussion, there was none. Then Mr. Cookson asked if anyone from the public had anything to ask or add. No one from the public voiced comments. Mr. Cookson asked Ms. Deibel to begin a roll call vote, the resolution was unanimously approved.

[PowerPoint: April Action Items]

3. RECOMMENDED ACTION ON RESOLUTION #20-14

Mr. Lang shared that the Disadvantaged Business Enterprise goal is set in conjunction with each UPWP. The goal adopted by the BRTB is based on a methodology developed by MDOT. The BRTB piggybacks based on being located in the same or a substantially similar market. The FY 2021 DBE goal is proposed for 31.7 percent.

Mr. Cookson asked for a motion from the Committee. Mr. Graham Young moved to adopt the DBE goal with Mr. Duah seconding the motion. Mr. Cookson asked the members if there was further discussion. Mr. Duah inquired to whether or not there would be a penalty if the BRTB did not reach the goal, since last year they reached 27.9%. Mr. Lang explained that there is not an immediate penalty. In this case, the achievement was a of projects moving forward from prior years when there was a lower goal, some activities are specialized and no DBE firms are in the that market, or part of a contract included the purchase of software that isn't related to a firm. Then Mr. Cookson asked if anyone from the public had anything to ask or add. No one from the public voiced comments. Mr. Cookson asked Ms. Deibel to begin a roll call vote, the resolution was unanimously approved.

[PowerPoint: April Action Items]

4. PRESENTATION: MDOT CLIMATE CHANGE ADAPTATION

Ms. Sandy Hertz, Assistant Director of the MDOT Office of Environment, gave a presentation on MDOT's work on climate change adaptation. In addition, she discussed their ongoing renewable energy initiative and efforts in the area of sustainable material management.

MDOT has been focusing on the threat of climate change for well over a decade. Every mode of transportation in the U.S. will be affected by climate change. Many studies indicate/predict extreme heat, heavier rainfall, more extreme hurricanes, and sea level rise. Among other issues of climate change, Maryland suffers from heavier rainfall, which affects redesign and replacement of stormwater drainage systems. MDOT needs to make sure transportation assets are still available in Maryland to support people and the economy.

MDOT performed a climate change vulnerability assessment. The state transportation system is vulnerable to sea level rise, increased storm surge and flooding due to major rain events. We would be vulnerable in a storm such as Hurricane Sandy. Each states' department of transportation needs to understand the types of hazards they may face. Then, they need to determine vulnerabilities and risks.

A 2014 MDOT SHA Pilot Study assessed the vulnerability of MDOT's assets. The study also looked at developing engineering approaches to address the threats. There was an initial pilot study focused on sea level rise in Somerset County and Anne Arundel County. They used modeling to evaluate primary assets that are exposed to the risks. This study had two tiers.

- Tier 1: Developed a climate change impact zone by overlaying 50 ft outside of sea level rise area with roadway layout. This identified the risk for the highway assets.

- Tier 2: Quantitative assessment – Evaluated bridges with vulnerability assessment scoring tool; Evaluated roads with a second tool.

A GIS link to the Climate Change Vulnerability Viewer was shared. The viewer includes a hazard vulnerability index, which is a color scheme to indicate the vulnerability of different roadways to climate change flooding.

SHA is already integrating study results into their planning process. When an environmental planner has a project, they look at whether the mean high or high water would affect the project. If a bridge is being reconstructed they look at measures to protect the bridge from higher water.

Mr. Cohoon asked a question about the GIS-based tool on potential sea level rise. He also is concerned that different studies on this topic have come to different conclusions, presumably because they're based on different assumptions. Ms. Hertz said that MDOT SHA can get with Queen Anne's County separately to go over assumptions and results. Mr. Cohoon also wondered if all of the efforts are still in the planning phase or if any have started to result in legislation. Ms. Hertz replied that she's seeing funding starting to be set aside and that things are moving from planning to implementation at both the federal and state levels.

Mr. Cookson asked whether the website showing the 2050 and 2100 scenario results is active. Answer – yes. He also asked if the GIS data were available to be downloaded. Ms. Hertz thinks so and can check.

[PowerPoint: MDOT Climate Change Adaptation Strategies]

5. FY 2020 UPWP ACTIVITIES

Start of 2022 Long-Range Transportation Plan

Mr. Terry Freeland presented a schedule for development of the 2022 plan, including the plan elements to be addressed in FY 2021. These are: validation of the current goals and strategies, decision on logo and branding, adoption of the next round of population and employment forecasts to be developed by the Cooperative Forecast Group, and adoption of the financial plan to be developed by MDOT.

He also asked the members what type of scenario planning exercise they would like to see as part of the development of the 2022 plan. One possibility is to revisit some of the topics explored in 2014 as part of the development of the 2015 plan (i.e., the potential effects of climate change and of the increased use of connected and automated vehicles). He then gave some examples of strategies in action in the region, based on BMC staff members' review of the current goals and strategies. BMC expects to bring an updated list of goals and strategies to the committee for review in May and to the BRTB for adoption in June.

[PowerPoint: 2022 Plan Development]

Update on the New Mobility Study

Mr. Don Halligan provided the Committee members a status and overview of the effort currently underway. The study team has conducted interviews with local government development review and transportation staff and reached out to new mobility service providers to understand operating and regulatory issues. Mr. Halligan introduced consultants from the study team, Ms. Liz Gordon and Ms. Yolanda Takesian, from Kittelson & Associates.

Ms. Gordon discussed the current state-of-the-practice of New Mobility, specifically, who is operating where in the region and some of the emerging trends in New Mobility. The consultants discussed some of the findings and highlights from the interviews and the survey of both the local governments and the service providers, particularly, what is working now and identified some of the current practices and initiatives of note. Ms. Gordon discussed some of the provider's perspective as discovered in conversations with them. Some of their concerns include sustainability within their current markets and ongoing market share. The Committee was asked for their ideas of best practices and possible case study locations.

[PowerPoint: Development Review and New Mobility]

6. OTHER BUSINESS

Census Update

Ms. Mara Kaminowitz briefly demonstrated a tool developed by BMC staff to view Census completion rate by local jurisdiction. This tool provides a more granular look than the tool available through the U.S. Census website. Mr. Freeland said he would send a link to the tool to members following the meeting.

MARC Update

Mr. Freeland read a news brief from the Wilmington Area Planning Commission (WILMAPCO) announcing that the Maryland legislature had directed MDOT MTA to conduct a pilot program with the intent of determining how regional commuter rail service could be provided to fill the gap between Newark, Delaware and Perryville in Cecil County. He said he would send a link to the full article to members following the meeting.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment
Ken Choi – Maryland Department of Planning
Zach Chissell – Maryland Transit Administration (MDOT MTA)
Steve Cohoon – Queen Anne's County Department of Public Works
David Cookson – Howard County Office of Transportation
Kwaku Duah – Annapolis Department of Transportation
Dan Janousek – Maryland Department of Transportation (MDOT)
Martha Arzu McIntosh – Anne Arundel County Office of Transportation

Lisa Sirota – State Highway Administration (MDOT SHA)
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris – BMC
Cindy Burch - BMC
Evan Costagliola – Nelson\Nygaard
Rebecca Deibel - BMC
Terry Freeland – BMC
Liz Gordon – Kittelson & Associates
Don Halligan – BMC
Sandy Hertz - MDOT
Mara Kaminowitz – BMC
Shawn Kimberly – BMC
Todd Lang – BMC
Sheila Mahoney – BMC
Eric Norton – PAC Chair
Sofie Rhoads – Foursquare ITP
Doug Simmons - JMT
Eileen Singleton – BMC
Yolanda Takesian – Kittleson & Associates
Sara Tomlinson – BMC
Kui Zhao - Baltimore County Department of Planning