

TECHNICAL COMMITTEE

July 7, 2020
9:33 to 10:54 A.M.

MINUTES

The meeting was called to order at 9:33 A.M. by Mr. David Cookson in a virtual GoToMeeting format.

1. APPROVAL OF JUNE 2, 2020 MINUTES

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

2. TECHNICAL COMMITTEE OFFICERS FOR FY 2021

Mr. Cookson reminded members that at the June 2nd meeting, the Nominating Committee recommended returning the current slate of officers, Howard County as Chair and Harford County as Vice Chair, for a second term for Technical Committee officers for Fiscal Year 2021.

A request now is for nominations from the floor. Hearing no nominations from the floor, Mr. Cookson asked for a member to move for approval of the slate of officers and a second. Mr. Dan Janousek motioned to nominate the current officers for a second one-year term. Ms. Mary Lane seconded the motion. A Roll Call vote yielded unanimous support for the officers.

3. RECOMMENDED ACTION ON RESOLUTION #21-1

At the beginning of the presentation, Mr. Shawn Kimberly clarified that the figures contained in Round 9A do not contain any Covid-19 impacts, as the forecasts were developed in 2019. He mentioned that the Cooperative Forecasting Group (CFG) is currently working on a draft schedule for the next round of forecasts, which are expected to incorporate Covid-19 effects. Mr. Kimberly then presented an overview of the Round 9A socioeconomic forecasts for 2015-2045. He reported that the Round 9A forecast dataset contains updates from Anne Arundel County, Baltimore County, and Howard County. Baltimore City, Carroll County, Harford County, and Queen Anne's County did not participate in Round 9A (an update to the Round 9 forecasts).

Mr. Kimberly provided an overview of the forecasting process, noting that the CFG utilizes a "bottom-up" approach, with local jurisdictions responsible for the development of their own

local forecasts, which sum to a regional total. He described that the participating jurisdictions made updates to the population and household figures, but no changes to employment. The Round 9 data for employment is carried forward for employment for participating jurisdictions, and for all datapoints for the jurisdictions that chose not to participate in Round 9A.

Mr. Kimberly provided summaries of the adjustments that each participating jurisdiction made to their population and household forecasts in Round 9A. He supplied charts and tables comparing the Round 9 and Round 9A figures for each datapoint for each participating jurisdiction and for the region, as well as population density maps for horizon year 2045.

There were some adjustments made in Round 9A at the Transportation Analysis Zone level to account for updated data regarding known short and mid-term residential development, as well as updated vital statistics data from the Maryland Department of Health. Also, minor modifications were made to assumptions for average household size, and Baltimore County made some revisions to their holding capacity scenario analyses. Overall, at the jurisdictional and regional levels, the adjustments made accounted for incremental changes to population and household assumptions, and were relatively minor.

Mr. Cookson asked for a member to move for approval to send Round 9A to the BRTB for approval. Mr. Joel Gallihue motioned to approve Round 9A and Mr. Graham Young seconded the motion. A Roll Call vote yielded unanimous support for Round 9A as presented.

[PowerPoint: Round 9A]

4. RECOMMENDED ACTION ON RESOLUTION #21-2

Ms. Sheila Mahoney reported that BMC staff reviewed four Transportation Alternatives Program (TAP) applications in the Baltimore region and met with MDOT SHA and FHWA to discuss. Available TAP funding in the region for FY 2021 totals \$2,138,046. Four applications were submitted for a total of \$4,583,994 in requests. No applications were submitted for Aberdeen/Bel Air South/Bel Air North.

The projects submitted include the following:

- Anne Arundel County South Shore Trail Phase II (Odenton)
 - Construction of a 2-mile x 10-foot paved/boardwalk multi-use trail to provide a recreational/transportation facility to connect residential areas with schools, shopping, employment areas, and the Odenton MARC station.
 - Total Cost: \$4,400,381; Requested: \$2,199,994; Match: \$2,200,387 (50%)
- MDOT Maryland Transit Administration (MDOT MTA) Transit Priority Initiative: Bel Air Road (Baltimore City)
 - 0-100% design of bus bulb curb extensions included in Transit Priority Toolkit along 2.4-mile corridor to enhance pedestrian safety and accessibility at bus stops in high crash corridor.
 - Total Cost: \$1,100,000; Requested: \$880,000; Match: \$220,000 (20%)

- MDOT MTA Transit Priority Initiative: Garrison Boulevard (Baltimore City)
 - 0-100% design of bus bulb curb extensions included in Transit Priority Toolkit along 3.7-mile corridor to enhance pedestrian safety and accessibility at bus stops in high crash corridor.
 - Total Cost: \$1,100,000; Requested: \$880,000; Match: \$220,000 (20%)
- MDOT MTA Patapsco Pedestrian and Bicycle Connection (Baltimore City)
 - 10-100% design for Phase 1 of a separate ped/bike bridge and path over Patapsco Ave to provide a safer connection from the Cherry Hill neighborhood to the Patapsco Light Rail Station and improve accessibility/ connectivity to community facilities, businesses, and shopping centers.
 - Total Cost: \$780,000; Requested: \$624,000; Match: \$156,000 (20%)

MDOT SHA is coordinating responses to a number of outstanding questions for the applicants. At this time, BMC is not making a recommendation for awards. Depending on when responses are received, an email vote may be called, or Ms. Mahoney will return at the August meeting with recommendations.

[PowerPoint: Transportation Alternatives Grant Review]

5. UPWP ACTIVITIES

• TC comments on Goals & Strategies

Mr. Terry Freeland mentioned that the regional transportation goals and supporting strategies have been under review over the past several months. This has included a review by BMC staff members as well as the Technical Committee and other advisory committees.

Mr. Freeland noted that there has been a recommendation to revert to a 4-year update schedule for the next regional long-range transportation plan. This would establish a due date of July 2023 for BRTB adoption of the next plan.

To date, Mr. Freeland has received three comments on the proposed revisions to the goals and strategies. MDOT has suggested that perhaps there should be an additional goal or goals to cover the topics of equity and sustainability. Also, a member of the Traffic Signal Subcommittee has suggested that the language in one of the strategies supporting the safety goal should not include a reference to the Toward Zero Deaths initiative since not every jurisdiction has a formal commitment to that initiative. Another member of the Traffic Signal Subcommittee recommended that the language about Intelligent Transportation Systems be retained in the strategies supporting the goals relating to infrastructure preservation and mobility.

Mr. Janousek commented that MDOT generally likes the recommendations to simplify some of the language in the goals and strategies. Mr. Cohoon recommended that the revised list of goals and strategies, incorporating revisions recommended by BMC staff members, be prepared for release to the public for review and comment. Then the Technical Committee can consider any comments from the public along with suggestions from MDOT and the Traffic

Signal Subcommittee before making a recommendation about which revisions should be carried forward. The other committee members agreed that this was a good approach. Mr. Freeland replied that he would prepare an updated list of goals and strategies that incorporates the revisions recommended by BMC staff members for public review.

- **Review of Congestion Management Process products**

Ms. Eileen Singleton said that this is the final presentation for the congestion management process (CMP) consultant project. Many Technical Committee members, among others, participated on the CMP Steering Committee, and she appreciates their participation. She introduced the consultant project manager, Mr. Michael Grant from ICF, who provided an overview of the project and products.

The project, which followed the CMP elements as detailed in the FHWA CMP Guidebook, involved developing CMP objectives, defining the CMP network, developing CMP performance metrics, and developing a process to collect data, monitor system performance, analyze congestion problems and needs, identify and assess strategies, implement strategies, and evaluate effectiveness of strategies.

The seven CMP objectives align with the goals in *Maximize2045* and are multimodal. The CMP network is multimodal and includes roads, transit, park and ride, bike facilities, and sidewalks (where data was available). The CMP metrics support the objectives and align with the federal performance requirements as well as more specific CMP needs for the region. Performance metrics for Objective 7, Enhance inter-jurisdictional coordination to optimize transportation system performance, will be qualitative and developed during implementation.

Another part of this project was to develop recommendations for monitoring congestion. The project provides several recommendations: revise the current quarterly bottleneck ranking methodology to include volume; develop separate rankings for freeways and non-freeways; integrate the metrics into the BMC on-line CMP analysis tool; and identify the top 15 freeway and non-freeway congested corridors annually. The CMP analysis tool can be used by technical staff and the public. There are recommendations on analyzing multimodal needs and freight corridor needs also.

Once congestion locations and causes are identified, the next step is identification of strategies to implement. The CMP Strategy Guide presents a wide array of potential strategies. The implementation recommendations focused on six key components:

1. CMP data management and sharing
2. Regional discussions via proposed CMP Committee
3. Corridor studies
4. Long-range transportation plan updates
5. Development of the TIP
6. Analysis of single occupant vehicle capacity addition projects

There is a recommendation to create a new CMP Committee to advance the implementation of the CMP recommendations. This new committee is proposed to meet three times per year, at points suggested to enable the group to provide regional input to the CTP process.

The final CMP deliverable provides a process to evaluate the effectiveness of implemented CMP strategies.

The project also included the development of a corridor study template that can be used by BMC staff, consultants, local jurisdictions, and others so the studies can be prepared in a consistent manner.

After Mr. Grant finished the presentation, Ms. Singleton stated that staff will work with BRTB and Technical Committee to create the new CMP Committee and aim to have that new group meet for the first time in the fall.

There was a question about how to account for pandemic impacts on data collection and congestion and a request for guidance. Ms. Singleton replied that this would be a good discussion topic for the CMP Committee when they meet in the fall. Other questions can be directed to Ms. Singleton (esingleton@baltometro.org).

[PowerPoint: Congestion Management Process Update]

- **Update on PRG Elkridge to Guinness comment period**

Ms. Monica Haines Benkhedda reported that the BRTB opened a comment period on a new section of the Patapsco Regional Greenway in Howard and Baltimore Counties. In 2017, the BRTB approved a concept plan for the Patapsco Regional Greenway. Now they are seeking public input on several alternatives for the Elkridge to Guinness segment through Friday, July 17. Ms. Haines Benkhedda shared highlights of the comment period and referred people to the BMC website to [get full details of the comment period](#), view the story map, and take the survey on the three alignment options.

[PowerPoint: PRG: Elkridge to Guinness]

6. OTHER BUSINESS

- Mr. Janousek shared that each jurisdiction will be receiving a request from MDOT to determine how they are preparing their priority letters and conducting their Fall Tour Meetings with the Secretary. MDOT will share the results of this survey with BMC staff and plans on presenting the information at the yearly County Engineers Association of Maryland (CEAM) conference. MDOT anticipates that the 2020 Fall CTP Tour will take place virtually.
- Mr. Cookson shared that next month the TC will begin discussing the FY 2022 UPWP tasks, and while we should all expect limited resources, members should be prepared to suggest important or relevant tasks.
- Also, Mr. Cookson reminded members that FY 2020 has ended and it is critical that all members send in their 4th quarter progress reports and invoices as quick as possible to allow BMC to reconcile end of year billing.
- Finally, the next meeting will be a joint meeting with the ICG on August 4th and will feature votes on the TIP, air quality conformity determination, and self-certification.

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
Angelica Daniel – Baltimore County Department of Public Works
Kwaku Duah – Annapolis Department of Transportation
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Lisa Sirota – State Highway Administration (MDOT SHA)
Russ Walto – Maryland Transportation Authority
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris – BMC
Charles Baber - BMC
Cindy Burch - BMC
Rebecca Deibel - BMC
Terry Freeland – BMC
Michael Grant - ICF
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Victor Henry - BMC
Shawn Kimberly – BMC
Todd Lang – BMC
Sheila Mahoney – BMC
Eric Norton – PAC Chair
Eileen Singleton – BMC
Brian Ulrich - Anne Arundel County Office of Transportation