

TECHNICAL COMMITTEE

November 7, 2017

Baltimore Metropolitan Council

9:35 to 10:35 A.M.

MINUTES

In the absence of the chair and vice chair, the meeting was called to order at 9:38 A.M. by Mr. Terry Freeland.

1. APPROVAL OF OCTOBER 3, 2017 MINUTES

Mr. Freeland asked for approval of the minutes from the October meeting of the Technical Committee. Mr. Alex Rawls moved to approve the minutes with Ms. Martha Arzu-McIntosh seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION OF RESOLUTION #18-6

Mr. Zach Kaufman introduced Resolution #18-6 to the committee. Baltimore City is requesting to add the Hawkins Point Bridge over CSX project to the 2018-2021 TIP. The ICG has determined that the project qualifies as exempt. The amendment is currently publicized for public comment through Friday, November 10. However, no comments have been received thus far.

Mr. Tony Grant, project manager at the Baltimore City Department of Transportation, provided details on the project. The project involves the complete replacement of the bridge carrying Hawkins Point Road over the CSX railroad tracks as well as the reconstruction of 0.53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). The road reconstruction includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will be added to both sides of the roadway. A 400-foot right turn lane will be added at Ross Avenue for those accessing the US Coast Guard Yard. The project also includes stormwater management and reforestation of two acres east of the bridge.

This amendment adds the project to the 2018-2021 TIP using \$17.6 million in federal NHPP funds along with \$4.4 million in matching funds for the construction phase. This project had previously been in the 2017-2020 TIP, but must now be added to the 2018-2021 TIP as a result of delays in the process to advertise the project.

Mr. Kwaku Duah asked for a motion. Ms. Kari Snyder made a motion to move Resolution #18-6 to the BRTB as presented and Ms. Mary Lane seconded the motion with unanimous support from the members.

[PowerPoint/Handout: 2018-2021 TIP Amendment Presentation, TIP Amendment Summary]

3. RECOMMENDED ACTION OF RESOLUTION #18-7

Mr. Kaufman provided an overview of the Patapsco Regional Greenway feasibility study. The study identifies a proposed alignment for a shared-use path from the Inner Harbor in Baltimore City to Sykesville in Carroll County for both transportation and recreational purposes. Mr. Kaufman summarized the process for producing the feasibility study, including an extensive review of existing plans, field work, and public involvement. The Patapsco Valley is fortunate to have an established trail system that can be utilized for much of the proposed alignment. The existing trail system serves as a basis for most of the general alignment. By filling gaps in the existing trail system, a continuous trail can reasonably be developed. The southern (Inner Harbor to Ellicott City) and northern (Alberton to Sykesville) sections are the most promising. The central section from Ellicott City to Alberton will be difficult due to steep slopes and limited public right-of-way. A rail-with-trail option along the active CSX railroad line may be feasible in the long term, but will be very expensive. Alternative routes could use existing hiking and mountain biking trails or a low stress road bicycling route.

The recommended trail segmentation includes 27 sections, each of which is detailed in a mapbook in the final report. The report also includes three spur alignments that will help to bolster the regional trail network by connecting to other existing trails. These include the Masonville Trail from Hanover Street to Masonville Cove, the BWI/B&A Connector Trail to Nursery Road, and the Stony Run Trail from I-195 to the BWI Trail. In addition, the report includes a number of alternative alignments, particularly in Sykesville and connecting to Baltimore City. The process for determining preferred and alternative alignments along the corridor included a review of existing GIS data and planning documents, extensive fieldwork, a survey with over 300 responses, and two community meetings.

The implementation matrix provides details on each of the trail sections. The matrix includes the following elements: a brief description, trail section details (length, surface, width, details on any structures), cross sections, lead jurisdictions and agencies, property ownership, design and construction costs, details on environmental mitigation, short/long-term phasing, and implementation support.

During discussion, members asked about the population in communities close to the trail as well as planned next steps for the project. Mr. Duah asked for a motion. Ms. Arzu-McIntosh made a motion to move Resolution #18-7 to the BRTB as presented and Mr. David Cookson seconded the motion with unanimous support from the members.

[PowerPoint: The Patapsco Regional Greenway]

4. MWCOC'S FINANCIAL FORECASTING

Mr. Eric Randall of the Metropolitan Washington Council of Governments presented the MWCOC's process for developing financial forecasts for its 2014 and 2017 CLRP's. They produced a significant and detailed plan as part of their CLRP process. They had both a working group and consultant support and received data from all member jurisdictions to create a forecast and measure financial constraint. Their forecast evaluated expenditures and revenues that were reasonably expected to become available to the region for surface transportation maintenance, operations and enhancements. Mr. Randall walked through their methodology to analyze and project costs for highway and transit projects defined and submitted by the local jurisdictions and WMATA. Information of project costs were also requested for bike and pedestrian projects. In 2014, key takeaways were that 60% of funds were dedicated to transit with the large majority (70%) of those funds going to WMATA. They were able to dedicate \$145 billion dollars to transit in total with \$99 billion dollars going to support highway projects regionally. In the 2017 update, Mr. Randall stated that they were only updating project information and the financial forecast to reflect an additional 5 years. They've received over \$235 - \$271 billion dollars' worth of projects from their "call for projects" for the 2017 update and anticipate that this need vastly outpaces expected revenue for the plan period.

Mr. Duah asked if private revenue sources are considered. Mr. Randall stated that MWCOC does not currently consider private toll roads (such as Dulles Greenway) because revenues are dedicated back to those facilities.

[PowerPoint: TPB's Long-Range Plan Financial Forecasting]

5. US 1 INNOVATIVE TECHNOLOGY DEPLOYMENT CORRIDOR PROJECT

Mr. Eguia Igbinosun provided an overview of the US 1 Innovative Technology Deployment Corridor. The project started as a way to expand traffic monitoring from freeways to arterials, and US 1 was selected because it is parallel to a freeway and would be used as an alternate route in the corridor.

The goals of the project are: 1) Deploy CHART ITS devices on an arterial, 2) Use connected and automated vehicle technologies to help Maryland prepare for new technologies, and 3) Use as test of "smart signals"; this corridor is part of the state's smart signal corridor test.

The state is currently installing upgraded signal controllers to support adaptive control and future connected vehicle (CV) applications. Other parts of the project include: arterial closed circuit television (CCTV) cameras, detection, dedicated short-range communications (DSRC) deployment at intersections, enhanced high-bandwidth communications to support future needs, and deployment of additional intelligent transportation system (ITS) tools (i.e., arterial (DMS), localized roadway weather information system (RWIS), etc.).

This corridor has a high volume of trucks and frequent spillover of traffic from I-95 and MD 295 so the incident management enhancements will improve corridor operations. This project will enable full video coverage along the entire study corridor from Montgomery Road to MD 32. In the future, the state may look at transit signal priority and even freight signal priority in this corridor.

In response to a question about security of equipment, Mr. Igbinosun replied that SHA is looking at equipment security and the automotive industry is looking at vehicle security.

In response to a question about how the state selected the 14 smart signal corridors, Mr. Igbinosun said selection was based on congestion and travel time, among other criteria. The Governor's office developed criteria for selection. In response to a question about the impact of the project on crashes and delay in the corridor and whether modeling was done, Mr. Igbinosun said he would have to follow up after talking to the modeling group at SHA.

In response to a question about expanding communications bandwidth in rural areas, he noted that SHA is working to increase communications capacity for advanced use throughout the state but 4G is sufficient for now. Mr. Igbinosun also noted that five SHA vehicles will be equipped with on-board equipment that will be able to communicate with the smart signals in the corridor.

[PowerPoint: MDOT SHA US 1 Project Update]

6. OTHER BUSINESS

Mr. Freeland reminded the members of the February 27, 2018 due date for the BRTB either to adopt MDOT's highway safety targets or to develop its own regional targets. He has not yet received regional safety data (fatalities and serious injuries) for the past 5 years from SHA, but he will send the data to members when the data are available. At that point members can consider either holding a special work session to review data and set targets (as was done earlier this year with critical urban freight corridors) or addressing highway safety data and targets at the December Technical Committee meeting.

Mr. Freeland also informed the members that the first Tuesday of January 2018 is January 2. Given that many people will be taking time off around the holidays, perhaps the members should consider moving the January meeting to another date. Some alternatives are Thursday, January 4; Wednesday, January 10; and Thursday, January 11. Mr. Freeland will send a poll to members to get their input on the best date.

Mr. Todd Lang spoke to the members about the upcoming BRTB/TC retreat, which will be held in January 2018. He will get some potential dates and ask members through a poll about their availability for these dates. He also reminded members that the January BRTB meeting, which will be an elected officials meeting, will take place on Friday, January 26, 2018, at 9:00 a.m.

The next Technical Committee meeting will be Tuesday, December 5, 2017.

ATTENDANCE

Members

Zach Chissell, Maryland Transit Administration
Ken Choi, Maryland Department of Planning
David Cookson – Howard County Department of Planning & Zoning
Kwaku Duah, City of Annapolis Department of Transportation
Melissa Krafchik, State Highway Administration (SHA)
Mary Lane, Carroll County Department of Planning
Martha Arzu-McIntosh, Anne Arundel County Department of Planning & Zoning
Alex Rawls, Harford County Department of Planning & Zoning
Noelle Smith – Baltimore County Department of Public Works
Kari Snyder – Maryland Department of Transportation
Graham Young - Baltimore City Department of Transportation (BC DOT)

Staff and Guests

Bala Akundi – Baltimore Metropolitan Council (BMC)
Anjuli Bakhru, Fehr & Peers, DC
Terry Freeland - BMC
Tony Grant, BC DOT
Don Halligan – BMC
Victor Henry – BMC
Zach Kaufman - BMC
Egua Igbinosun - SHA
Todd Lang – BMC
Eric Randall – Metropolitan Washington Council of Governments
Eileen Singleton - BMC
Rebecca Smith - BMC