

TECHNICAL COMMITTEE

December 5, 2017

9:35 to 10:37 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by the Chair, Mr. Kwaku Duah.

1. APPROVAL OF NOVEMBER 7, 2017 MINUTES

Mr. Duah asked for approval of the minutes from the November meeting of the Technical Committee. Mr. Alex Rawls moved to approve the minutes with Mr. Steve Cohoon seconding the motion. The minutes were unanimously approved.

2. UPDATE ON ROUND 9 FORECASTS

Mr. Shawn Kimberly provided an update on the status of the Round 9 forecasts being developed by members of the Cooperative Forecasting Group (CFG). Mr. Kimberly described the membership of the CFG and stated that the mission of the group is to develop a set of population, household, and employment forecasts for transportation planning purposes. He said that the group utilizes a “bottom-up” forecasting approach that is driven by the input of representatives from the local jurisdictions (CFG members).

Mr. Kimberly explained that planning for the Round 9 forecasts began in 2015 and was triggered by the fact that there were multiple jurisdictions completing work on master plan updates and comprehensive rezoning processes, which are considered major planning efforts that can affect estimates of future growth. He stated that November 30 was the deadline for the local jurisdictions to submit their small area employment forecasts. Next steps in the Round 9 timeline include the development of travel demand model inputs, a Spring 2018 Technical Committee recommendation for endorsement of the Round 9 data set by the BRTB, and endorsement by the BRTB in July 2018. A few differences between the most recently endorsed forecast data set (Round 8B) and Round 9 include the following: Round 9 contains the entirety of Queen Anne’s County (not just the urbanized portion); employment will be broken into seven categories for the new Activity Based Model rather than the four categories required by the trip-based travel demand model; and the forecast horizon year has been extended to 2045.

Mr. Kimberly displayed a table listing the names and jurisdictions of the CFG members for the reference of the Technical Committee representatives. Mr. Kimberly responded to several questions from the Technical Committee about the forecasting process at the conclusion of the presentation.

[PowerPoint: Round 9 Demographic Update]

3. MAXIMIZE2045 ELEMENTS

• **Highway Safety Performance Targets**

Mr. Terry Freeland presented information from the Maryland Department of Transportation (MDOT) on potential highway safety targets for the region. MDOT presented information on the state's highway safety targets at the September Technical Committee meeting. MDOT submitted these targets to the Federal Highway Administration (FHWA) by the regulatory due date of August 31, 2017. Per federal regulations, the BRTB must set its regional highway safety targets within 180 days of the state's submittal of targets—in other words, by February 27, 2018.

In accordance with federal regulations, MDOT applied trend lines to the 5-year rolling averages for the five performance measures (number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries) to develop potential regional targets for the years from 2016 to 2020. This development of short-term yearly targets is consistent with federal regulations and advice from the FHWA. Nonetheless, both MDOT and the BRTB maintain a long-term commitment to achieving zero deaths on the state's and the region's highways.

Mr. Freeland asked the committee members to review the potential regional targets as well as the raw data provided by MDOT. A formal resolution to adopt the regional highway safety targets will be introduced at the January 10 Technical Committee meeting. Mr. Ken Choi asked if the safety data had been reviewed for safety hot spots in the network. Mr. Freeland indicated that BMC did not have that level of data.

[PowerPoint: Highway Safety Target Setting]

• **Financial Forecast**

Mr. Don Halligan continued the ongoing discussion of Financial Forecasts for *Maximize2045*. Mr. Halligan shared the Highway User Revenue and Capital Grant allocations for FY 2018 with the Committee. He stated that MDOT is reevaluating their breakdown of the forecast previously provided to guide *Maximize2045*.

He provided some background for the Committee:

- In 2008, the budget reconciliation legislation reduced the local share of Highway User Revenue (HUR) to help balance the state budget.
- In Fiscal Year 2018, the HUR allocation is 1.5% to counties, 7.7% to Baltimore City, and 0.4% to municipalities. When combined with FY 2018 capital grants both would provide local governments with total funding equivalent to 12.5% of HUR revenues.

- In FY 2018 HUR & Capital Grant appropriation to county and municipal governments makes \$163 million available to the jurisdictions in the Baltimore region with 90% of HUR and 50% of capital grants going to Baltimore City.

Referring to the handout, Mr. Halligan talked about HUR as a portion of funding used by local governments to undertake system preservation and how HUR is a portion of the funds used to support the transportation system in the region. Forecasting the HUR and capital grants out to 2045 at the FY 2018 funding levels would suggest \$3.5 to \$3.7 billion will be available to the region from these sources. If assumptions were to include funds from historical expenditures made on transportation budgets in each local Capital Improvement Program (CIP) that number would be significantly more.

Mr. Tyson Byrne asked about the timing of MDOT's reevaluation. He indicated that it would likely be in late spring 2018 (May). BMC staff will develop a draft forecast for review of local revenues that may be considered as part of the financial forecast for *Maximize2045* and will circulate that in the next several weeks.

[Handout: Highway User Revenue and Capital Grants, Allocations and Forecast]

- **Project Evaluation Criteria**

Mr. Freeland reviewed the current criteria used to evaluate and rank candidate projects for the long-range transportation plan. He noted that these criteria underwent some fairly significant revisions during the development of the current plan, *Maximize2040*, to address more effectively regional issues related to accessibility and mobility. He reminded the committee members about the additional revisions they made to the strategies that support the regional goals. These revisions are intended (1) to address the new federal planning factors related to improving resiliency and encouraging tourism and (2) to acknowledge the need to consider the possible consequences on travel of emerging autonomous and connected vehicle technologies and shared mobility options. In light of these considerations, Mr. Freeland asked the members to review the current evaluation criteria and to be prepared in the coming months to recommend either keeping them as is or revising them to address issues of concern to the region.

Mr. Zach Chissell noted the apparent disparity between highway- and transit-related criteria. Mr. Freeland responded that the total points available for transit projects is the same as the total points available for highway projects. While there are two fewer transit-only criteria compare to highway-only criteria, those two transit criteria have higher possible point totals. This not only makes the total points for each type of criteria equal but also acknowledges the importance of transit in helping people to access jobs and activity centers.

Ms. Regina Aris mentioned that Secretary Pete Rahn would be initiating discussions at the Winter MACO conference on the Chapter 30 evaluation criteria that MDOT is developing. It was suggested that the region's evaluation criteria should be consistent with the state's Chapter 30 criteria. When asked when the final Chapter 30 criteria will be available, Mr. Byrne responded that they won't be in place until after the next gubernatorial election, however the draft criteria will be used in the Consolidated Transportation Program (CTP) process next year. Mr. Freeland noted that the region will need to have its project evaluation and selection process approved by Spring 2018 so will consider the draft Chapter 30 information.

The Technical Committee members will continue to revisit the topic of project evaluation criteria in the coming months, leading up to adoption of final criteria prior to the call for candidate projects.

[Handout: Project Evaluation Criteria for Maximize2040

4. OTHER BUSINESS

- Mr. Todd Lang advised the Technical Committee that GIS staff have an updated map, which is located in the library. Mr. Lang suggested members stop by to look at the map and note any suggestions in the blue book.
- Mr. Lang reminded everyone that the Retreat is on January 4, 2018. In preparation, members may develop requests for regional products that need to be submitted by January 2nd. The amount of funding available for this category is approximately \$750,000.
- Ms. Aris distributed an announcement of the Fiscal Year 2018 recipients of grants from three programs: Maryland Bikeways, Recreational Trails, and Transportation Alternatives.

[Handout: Fiscal Year 2018 Program Awards List]

ATTENDANCE

Members

Alex Brun – Maryland Department of Environment
Tyson Byrne – Maryland Department of Transportation
Zach Chissell – Maryland Transit Administration
Ken Choi, Maryland Department of Planning
Steve Cohoon – Queen Anne’s County
Kwaku Duah – City of Annapolis
Melissa Krafchik – State Highway Administration (SHA)
Alex Rawls – Harford County
Graham Young - Baltimore City Department of Transportation

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Terry Freeland – BMC
Sarah Gary - SHA
Don Halligan - BMC
Victor Henry – BMC
Shawn Kimberly - BMC
Sanghyeon Ko - BMC
Todd Lang – BMC
Rebecca Smith - BMC
Sara Tomlinson – BMC