

TECHNICAL COMMITTEE

February 2, 2015
9:35 to 11:35 A.M.

MINUTES

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

1. APPROVAL OF JANUARY 5, 2016 MINUTES

Mr. Graf asked for approval of the minutes from the January meeting of the Technical Committee. Mr. Tyson Byrne moved to approve the minutes with Mr. Alex Rawls seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION OF RESOLUTION #16-11

Mr. Zach Kaufman introduced Resolution #16-11 to the Technical Committee. Baltimore City is requesting to add five projects and to update funding for one project in the 2016-2019 TIP. The projects are currently being publicized for public review from December 29, 2015 through February 5, 2016 with a public meeting and a presentation to the public advisory committee on February 3, 2016. One comment has been received thus far. The Interagency Consultation Group has determined that all projects are exempt from inclusion in the regional emissions analysis according to the conformity rule.

Mr. Gregory Bauer presented on three projects associated with the Southeast Baltimore Freight Corridor: the Colgate Creek Bridge Replacement project replaces a structurally deficient bridge on Broening Highway, enabling trucks to reroute away from residential communities; Keith and Holabird Avenue Improvements includes joint repairs, resurfacing and geometric improvements to provide safer and more efficient access between the Port of Baltimore and the Interstate System; and Broening Highway Complete Streets implements elements of complete streets between Holabird Avenue and Boston Street to dissuade trucks from traveling through neighborhoods while also creating a more walkable and bikeable environment. Mr Bauer also presented on the Citywide Bridge Preservation and Rehabilitation project. Baltimore City is requesting funds for this project to make various repairs on the Edison Highway Bridge over Amtrak. Mr. Tony Grant described the Waterview Avenue/Annapolis Road Bridge Replacements project. This project replaces three bridges over the Baltimore-Washington Parkway in close proximity to one another. Finally, Ms. Betty Smoot presented on requested changes to the existing Citywide Bicycle and Pedestrian Improvements project. Baltimore City is requesting to add CMAQ funds associated with the Phase I implementation of the Charm City Bikeshare. Mr. Byrne asked if the Baltimore City staff were considering electric-

assist bicycles and Ms. Smoot responded that they were. Ms. Regina Aris noted that the Maryland Motor Truck Association is interested in learning more about Maintenance of Traffic plans for the upcoming bridge projects.

Mr. Graf asked for a motion. Mr. Byrne made a motion to move Resolution #16-11 to the BRTB as presented and Mr. Rawls seconded the motion with unanimous support from the members.

[PowerPoint: February TIP Amendments, Handout: TIP Summary Quick Reference]

3. FISCAL YEAR 2017 UNIFIED PLANNING WORK PROGRAM DISCUSSION

Mr. Todd Lang reviewed the development and approval of the UPWP last year as a two-year document. Now in the second year, the document will merely need to have the budget confirmed and the identification of any new focus areas included in the appendix. The focus areas were developed through a collaborative process at the January TC meeting and shared by members at a BRTB/TC retreat later in the month. Additionally the budget was discussed at the retreat. The Budget Subcommittee was delayed due to the snow storm and is being rescheduled for February 5th.

Meanwhile, the TC reviewed the focus areas to consider refining the topics or possibly changing the list. Members shared views on a range of topics and ultimately agreed that several could be combined to reduce the workload. Mr. Byrne recommended additional emphasis on Title VI activities due to increased scrutiny at the state level.

[Handout: UPWP Focus Areas - Top 7 Vote Getters]

4. MARYLAND INTEGRATION TRAVEL ANALYSIS MODELING SYSTEM (MITAMS)

Mr. Carlos Carrion, National Transportation Center at the University of Maryland, updated TC members on Maryland Integrated Travel Analysis Model System (MITAMS) simulation effort underway in the Baltimore Region. A team of researchers and public/private transportation analysts are integrating Dynamic Traffic Assignment tools with the region's Activity Based Model, InSITE, and a corridor Agent Based Model, SILK. The effort is being funded through a FHWA SHRP 2 Grant. In order to leverage the various levels of analysis, the team is developing a data hub and multi-resolution networks. The data hub will allow analyst to link macro, meso, and micro planning networks with a demand model appropriate for the scale (state, regional, or corridor) of analysis. Mr. Carrion, using slides of model system design, described the simulation of household travel behavior and the integration of demand models with Dynamic Traffic Assignment for both the InSITE and SILK models. Key features of the integrated approach were shared along with model innovations and potential applications.

At the conclusion of the model integration presentation, Mr. Carrion shared with members the Department of Energy (DOE) grant funded project, Integrated, Personalized, REal-time, Traveler Information and Incentive (iPRETII). The iPRETII, using the SILK model framework, network system will provide users real-time pre-trip and within trip travel information. The iPRETII project is developing an incentive structure to reward users who participate and follow travel advice. The DOE is researching methods that reduce vehicle fuel consumption through the reduction in vehicle congestion.

5. *[PowerPoint: MITAMS - Maryland Integration Travel Analysis Modeling System]*

6. PROGRESS REPORT ON UPWP PROJECTS

• INSITE – Synthetic Population Validation

Ms. Yijing Lu provided an overview of the population synthesis for the activity-based micro-simulation model. The population synthesis, which provides the disaggregate data about the socio-economic and demographic information of people and households for the entire population in the model region, is a fundamental input for the activity-based micro-simulation model. The main idea of the population synthesis is to generate a synthetic population by expanding the household and person sample data to mirror the aggregate distributions of household and person variables of interest. The population synthesizer we are using is called PopGen, which is a python-based software.

Ms. Lu also reviewed how PopGen works and what kind of input data are needed in order to generate a synthetic population for the Baltimore region. Then she presented the population synthesis validation results for Baltimore County and Baltimore City at both household level and person level. The household level validation results are shown for household variables of household number of workers by household income, household size by household income, and household with presence of children. The person level validation results are shown for person variables of person age by gender and person type.

PopGen can generate the TAZ level synthetic population which can match the observed distributions of most variables well. However, it has some difficulty in distinguishing the adult student from non-working adult, as there is no control variable controlling the adult student.

[PowerPoint: Population Synthesis: Activity-based Microsimulation Model - InSITE]

7. OTHER BUSINESS

• TC Rules of Procedure

Ms. Regina Aris distributed a copy of the TC Rules of Procedure and briefly reviewed the main points. It has been recommended that the Rules be updated to reflect changes that have occurred such as the addition of Queen Anne's County. Ms. Aris pointed out several other suggested changes and asked that members review and send in any additional suggestions prior to the next TC meeting. In March the TC will discuss all proposed changes and then the amended Rules will be presented as a Resolution at the April meeting for recommendation.

Ms. Aris agreed to provide members with a copy showing proposed changes in a tracked format.

[Handout: Technical Committee Rules of Procedure]

• Functional Classification

Ms. Tara Penders announced that State Highway Administration (SHA) is updating the highway network federal functional classification designation. An SHA representative will present the process

at a workshop following the March TC meeting to inform members and take comments. TC members were requested to invite representatives from local municipalities.

- **TIP Material Due Date**

Mr. Kaufman reminded members that TIP submittals are due March 1, 2016. If any assistance is needed please give a call.

ATTENDANCE

Members

Martha Arzu McIntosh – Anne Arundel County Office of Planning & Zoning
Tyson Byrne - Maryland Department of Transportation
Ken Choi – Maryland Department of Planning
Steve Cahoon – Queen Anne’s County Department of Public Works
Kwaku Duah – City of Annapolis Department of Transportation
Scott Graf – Carroll County Department of Planning
Michael Helta – Maryland Transit Administration
Jefferson Miller – Howard County Department of Planning & Zoning
Tara Penders – State Highway Administration
Alex Rawls – Harford County Department of Planning & Zoning
Betty Smoot – Baltimore City Department of Transportation (DOT)

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Robert Berger – BMC
Greg Bauer – Baltimore City DOT
Carlos Carrion – UMB
Kaitlyn Coleman – Harford County
Terry Freeland - BMC
Tony Grant – Baltimore City DOT
Victor Henry - BMC
Don Halligan – BMC
Zach Kaufman – BMC
Todd Lang – BMC
Yijing Lu – BMC
Eileen Singleton - BMC
Rebecca Smith - BMC