

TECHNICAL COMMITTEE

May 3, 2016

9:32 to 11:40 A.M.

MINUTES

The meeting was called to order at 9:32 A.M. by Mr. Scott Graf.

1. APPROVAL OF APRIL 5, 2016 MINUTES

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

2. RECOMMENDED ACTION OF RESOLUTION #16-17

Mr. Zach Kaufman introduced Resolution #16-17 to the Technical Committee. Harford County is requesting to add \$1.535 million for construction and inspection fees in FY 2017 for the Carrs Mill Road over Bear Cabin Branch project. The project is currently being publicized for public review from April 4, 2016 through May 6, 2016 with a public meeting on May 2 at the Bel Air branch of the Harford County Public Library and a presentation to the public advisory committee on May 4. The Interagency Consultation Group has determined that the project is exempt from inclusion in the regional emissions analysis according to the conformity rule.

Mr. Alex Rawls presented details on the project. The existing bridge, located in Fallston, is a three cell concrete pipe culvert built in 1950. The bridge currently supports a two lane 18' wide roadway with no shoulders. The new bridge will be slightly elevated to reduce flooding risk and will consist of two 11' travel lanes with 3' shoulders on each side. The project will include a temporary bridge that will allow Carrs Mill Road to remain open to traffic during construction. Construction is anticipated to begin in fall 2016 with completion anticipated in the spring or summer of 2017.

Mr. Graf asked for a motion and then asked if there was any discussion from the members. Mr. Ken Choi asked if the bridge will include accommodations for bicyclists and pedestrians. Mr. Rawls responded that the bridge will include 3' wide shoulders on each side but will not include sidewalks. The approach roadway does not have shoulders or sidewalks. Mr. Byrne made a motion to move Resolution #16-17 to the BRTB as presented and Mr. Miller seconded the motion with unanimous support from the members.

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

3. DEVELOPMENT OF AN ASSET MANAGEMENT PLAN

Mr. Chris Diaczok, the Performance-Based Planning Coordinator at SHA, provided background and process for SHA's approach to asset management. Mr. Diaczok explained that assets underpin our economy and support lifestyles – while often taken for granted. Transportation asset represent a significant investment by the state and will now have a systematic management plan as required by MAP-21. This approach provides evidence of progress for the funding received as well as providing decision-makers with quantitative information. Mr. Diaczok shared the long definition of asset management provided by FHWA - *Transportation asset management is a strategic and systematic process of operating, maintaining and improving physical assets, with focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.* SHA is taking a proactive role in shaping policy which will connect to action. This policy can encompass external bodies, help communicate the implications of funding decisions and reinforce accountability. This management plan covers both pavement and bridges on the NHS with ratings of good, fair and poor for all assets. The plan will cover a ten-year period and include: performance gap analysis, life cycle cost analysis, risk management plan, financial plan, and investment strategies. The first Transportation asset management plan (TAMP) is due 1 year after the final rule is published which is expected in October 2016. Once the state submits the TAMP to FHWA they will certify the process but not the outcome.

Local jurisdictions with principal arterials on the NHS will also need to prepare a TAMP and report data to the BRTB. SHA offered a web tool that makes it easier to develop a TAMP through the AASHTO website: www.tamplate.org. Mr. Diaczok will return periodically to update the TC on progress SHA is making with development of their TAMP.

Mr. Kwaku Duah mentioned that FTA has also published an approach to transit asset management as required by MAP-21. Mr. Pat Keller stated the MTA will develop their own and is providing help to the LOTS for their requirements. It was mentioned that these asset management plans are an opportunity for agencies to tell a compelling story for the public.

[PowerPoint: MD SHA – Statewide Transportation Asset Management Plan]

4. OVERVIEW OF POINT LEVEL CRASH DATA

Ms. Crystal McDermott compared the Fatality Analysis Reporting System data and the Maryland State Police crash data. She explained to the group what the datasets are and where they are from, and they are large data sets with many data elements and variables. Ms. McDermott explained that this is relational data, and explained what a relational database is. Ms. McDermott also shared the FARS crash file and pointed out the related tables and the key field. A visual of data using just the Crash file ('Pedestrians Involved in Crashes') and the Person file to the Crash file ('Pedestrians and Bicyclists killed in crashes') was presented. Then, Ms. McDermott gave an overview of the Online Data Extraction Tool. The overview included where to find tutorials and how to query 'Pedestrian Fatalities by County', as well as the different ways to extract the results. Finally, regarding the

ArcCatalog, Ms. McDermott pointed out the MSP Raw Excel Data as Delivered and then reviewed a relational database made out of excel files.

[PowerPoint: Crash Data Overview - Introduction and Demonstration of Two Point Level Datasets, Handout: Vehicle Crashes Involving Bicycles in Baltimore City - Map product from MD Crash Data]

5. UPWP UPDATE

- **Building Permits – Quarterly Report**

Mr. Blake Fisher presented a summary of the region's building permit activity in 2015. He provided an overview of the region's permits, providing both current data and historical context for each permit type. A comparison between the permitting activity of the region and state was included to provide context.

Through a series of charts, Mr. Fisher illustrated the changes in residential permitted units from 2006 through 2015 and showed a comparison between the region and state. In 2015, the number of housing units permitted in the region was at the highest level of the past ten years. The Baltimore region accounted for 52.2 percent of the new residential units permitted in the state. The region's growth was stronger than the state in the past year, increasing by 30.2 percent compared with a 2.0 percent decrease for the state from 2014 to 2015. While 2014 brought a decline from the previous year in the number of multi-family units permitted, 2015 saw a rebound as the figure increased by 92.3 percent over the 2014 total. Fueled by this growth, the multi-family share of total units permitted in 2015 increased to 47.3 percent (the highest share since 2011).

The estimated construction cost of permitted non-residential buildings experienced a modest contraction in 2015, decreasing 15.8 percent from the 2014 total. A total of 825 mixed-use units were permitted in 2015, a figure that is 565.3 percent greater than the 2014 total. Mr. Fisher noted that five of the six mixed-use permits were for projects in Baltimore City.

[PowerPoint: Baltimore Region Building Permit Activity Update - Annual 2015]

- **BaltimoreLINK – Review**

Mr. Charles Baber reviewed the Maryland Transit Administration (MTA) published BaltimoreLINK schedule and informed the committee that BMC staff was providing technical assistance to MTA. BMC staff is in the process of updating transit network assumptions incorporating BaltimoreLINK routes and run time estimates. The revised travel model input assumptions will be used in the calculation of transit accessibility and ridership estimates. An MTA working group is using the analysis in evaluating the proposed transit network in meeting identified goals. MTA has scheduled public hearing in June to present findings and receive comments from the public.

[PowerPoint: BaltimoreLINK Timeline]

6. OTHER BUSINESS

Mr. Graf announced the next TC will be held on June 7, 2016.

ATTENDANCE

Members

Martha Arzu McIntosh – Anne Arundel County Department of Planning & Zoning
Alex Brun– Maryland Department of the Environment
Tyson Byrne - Maryland Department of Transportation
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne’s County
Kwaku Duah – City of Annapolis Department of Transportation
Scott Graf- Carroll County Department of Planning
Michael Helta – Maryland Transit Administration (MTA)
Emery Hines – Baltimore County Department of Public Works
Valorie LaCour - Baltimore City Department of Transportation
Jefferson Miller – Howard County Department of Planning & Zoning
Tara Penders – State Highway Administration (SHA)
Alex Rawls – Harford County Department of Planning & Zoning

Staff and Guests

Joshua Anna – MTA
Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Kaitlyn Colman - Harford County P2Z
Blake Fisher - BMC
Terry Freeland – BMC
Don Halligan – BMC
Victor Henry – BMC
Zach Kaufman – BMC
Mara Kaminowitz, BMC
Shawn Kimberly – BMC
B. Long – Harford County P2Z
Crystal McDermott, BMC
Rebecca Smith – BMC