

## **TECHNICAL COMMITTEE**

August 7, 2018

9:37 to 11:09 A.M.

### **MINUTES**

The meeting was called to order at 9:37 a.m. by Mr. Steve Cohoon.

#### **1. APPROVAL OF JULY 11, 2018 MINUTES**

Mr. Cohoon asked for approval of the minutes from the July meeting of the Technical Committee. Mr. Dan Janousek moved to approve the minutes with Mr. Graham Young seconding the motion. The minutes were unanimously approved.

#### **2. PRESENTATION: PM3 TARGETS – TRAVEL TIME RELIABILITY**

Mr. Subrat Mahapatra, MDOT SHA, presented information on the data and methodology that SHA used to determine state travel time reliability targets, as required by the FAST Act. Mr. Mahapatra began by acknowledging the help and cooperation of the state's consultant, the University of Maryland team, and the state's MPO partners (BRTB, TPB, and WILMAPCO).

SHA is required to set targets for three travel time reliability measures. Two of these measures relate to Level of Travel Time Reliability (LOTTR): (1) percent of person-miles traveled on the Interstate System that are reliable and (2) percent of person-miles traveled on the Non-Interstate NHS that are reliable. The third measure is for a Truck Travel Time Reliability (TTTR) Index: percent of Interstate System mileage providing for reliable truck travel times. Mr. Mahapatra briefly explained the formulas used to determine targets (see the PDF file for more details).

Then he presented tables illustrating how performance (as indicated by the three measures) could vary under four possible scenarios: No-Build High Growth, Build High Growth, No-Build, and Build. This scenario exercise showed that, while the Build scenario generally produces the greatest travel time reliability, variations in performance among the four scenarios are relatively minor. SHA has decided to base targets on the performance that could be attained

under the Build scenario, which assumes population growth consistent with current trends and investments as currently planned and programmed.

Mr. Mahapatra concluded his presentation by describing SHA's ongoing and upcoming efforts at addressing travel time reliability. These include the I-695 Transportation System Management and Operations (TSMO) project, smart signal corridors, Integrated Corridor Management and Active Traffic Management projects, and other TSMO initiatives. He also shared highlights of SHA's TSMO Strategic Plan, published in August 2016. Other upcoming efforts include refining reliability models; identifying unreliable segments and the causes of unreliability; identifying mitigation strategies; coordinating SHA's efforts with the MPO, agencies, and local partners; and communicating the results of TSMO efforts with partners and the public.

In the Q&A portion, after some additional discussion about SHA's methodology, Mr. Mahapatra pointed out that SHA's annual budget is on the order of \$1.6-1.7 billion. This includes approximately \$1 billion for system preservation projects. Given the emphasis on system preservation because of the realities of transportation funding, might there be opportunities to "leverage" funds and accomplish TSMO objectives within the scopes of system preservation projects?

Mr. Chissell asked about how SHA is coordinating the travel time reliability and TSMO work with transit systems. Mr. Mahapatra replied that MDOT is working on developing multimodal data and transit reliability performance measures. Mr. Cohoon noted that the MPO can either accept the state's targets or develop its own. Given this, does MDOT have a sense of which approach the state's MPOs will be likely to follow? The general feeling is that the MPOs will adopt the state targets, at least for the first round of target setting and monitoring. Mr. Lang commented that it is relatively early in the target setting/monitoring process and there will be opportunities to revisit this topic at the 2- and 4-year points.

***[PDF: Reliability Forecasting for PM3 Target Setting]***

### **3. PRESENTATION: BMC TRAFFIC CONGESTION REPORTING**

Mr. Ed Stylc gave an update to analytic changes in the Quarterly Congestion Analysis Reports, which describe the top 10 bottlenecks in the region. Rankings have been changed from utilizing a calculation of "impact factor" to the analytic of "Total Delay" which is raw speed drop weighted to vehicle miles travelled (VMT) factor. This changed was made based on recommendations from various members of the I-95 Corridor Coalition who have also adopted this measure.

It was also announced that in addition to the quarterly reports that an annual congestion report for the region is in the planning stages. This report would expand the bottleneck rankings from 10 to 25 to coincide with how MDOT SHA lists bottlenecks for the state in their annual mobility report. Mr. Stylc also reported that there would be reports for each jurisdiction. He asked for any input moving forward from technical committee members. New required reliability measures for MAP-21 will also be included in the future annual report.

Mr. Mahapatra offered his support to provide additional data for this report and Mr. Cohoon expressed support for this upcoming project.

***[PowerPoint: New Annual Congestion Analysis Report]***

**4. PRESENTATION: CITY OF FREDERICK ELECTRIC VEHICLE PLAN**

Mr. Tim Davis, City of Frederick, gave a presentation on the City's Electric Vehicle Plan. The City began by releasing an RFP for a consultant to develop the Plan. Energetics was hired as the consultant. The purpose of the plan was to help the City make informed decisions regarding infrastructure planning for plug-in hybrid electric vehicles. Data from the MWCOG and the MDOT MVA was very useful in developing projections of future electric vehicle use and ownership. The City Plan was approved by the Mayor and Aldermen. The Plan was able to be used in writing a grant proposal for Volkswagen Mitigation Plan funding. He mentioned that one of the challenges to creating an EV plan, is that the technology is changing rapidly.

Some discussion followed. Mr. Mahapatra asked about the three scenarios (high oil prices, reference, and low oil prices) the City had applied in developing the Plan. Mr. Zach Chissell asked about obstacles to passing legislation. Mr. Davis referred the members to proposed legislation at the Maryland Electric Vehicle Infrastructure Council (EVIC) website. Mr. Cohoon asked about feedback from places where charging stations have been installed. Much of the feedback has related to reliability of the equipment.

***[PowerPoint: The City of Frederick Plug-in Electric Vehicle (PEV) Assessment and Infrastructure Implementation Plan]***

**5. OTHER BUSINESS**

**• Summary of Maryland VW Draft Mitigation Plan**

Ms. Sara Tomlinson briefly discussed MDE's Draft Volkswagen Mitigation Plan, released on August 1st for public comment. This Plan covers the method MDE will use to spend \$75.7 million over the next ten years to reduce emissions of nitrogen oxides, or NOx. Comments will

be accepted until August 31st. Fifteen percent of the funding for Maryland will be spent on electric vehicle charging. This is the maximum amount allowable.

In addition to accepting comments on the Plan, MDE will be accepting proposals for eligible mitigation projects that can potentially be incorporated into future versions of Maryland's Mitigation Plan. Other types of projects that can be funded in transit and school bus replacements, as well as other projects. MDE is seeking project ideas from governmental and non-governmental organizations that align with the proposed Mitigation Plan. To propose a project for inclusion in Maryland's Mitigation Plan, a form must be submitted by close of business on December 31, 2018. Regional public meetings on the Plan will be announced.

More information is available at

<https://mde.maryland.gov/programs/Air/MobileSources/Pages/MarylandVolkswagenMitigationPlan.aspx>.

***[Handout: Highlights of Proposed Maryland Volkswagen Mitigation Plan]***

- **Introduction of MDOT SHA Employees**

Ms. Tara Penders introduced two new employees to the Regional and Intermodal Planning team. They are Ms. Lisa Sirota and Ms. Winnie Hughes.

**ATTENDANCE**

***Members***

Alex Brun – Maryland Department of the Environment  
Zach Chissell – Maryland Transit Administration (MDOT MTA)  
Steve Cohoon – Queen Anne's County Department of Public Works  
Kwaku Duah – City of Annapolis Department of Transportation  
David Cookson – Howard County Department of Planning & Zoning  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Mary Lane - Carroll County Department of Planning  
Stephen Miller – State Highway Administration (MDOT SHA)  
Graham Young – Baltimore City Department of Transportation

***Staff and Guests***

Regina Aris - Baltimore Metropolitan Council (BMC)  
Charles Baber – BMC  
Robert Berger - BMC  
Cynthia Burch – BMC  
Tim Davis – City of Frederick

Terry Freeland - BMC

Victor Henry - BMC

Todd Lang – BMC

Subrat Mahapatra – MDOT SHA

L’Kiesha Markley – MDOT SHA

Tara Penders – MDOT SHA

Eileen Singleton – BMC

Winnie Hughes – MDOT SHA

Lisa Sirota – MDOT SHA

Rebecca Smith – BMC

Ed Stylc - BMC

Sara Tomlinson - BMC