

TECHNICAL COMMITTEE

March 5, 2019
9:33 to 11:02 A.M.

MINUTES

The meeting was called to order at 9:33 A.M. by Mr. Steve Cohoon.

1. APPROVAL OF FEBRUARY 5, 2018 MINUTES

Mr. Cohoon asked for approval of the minutes from the February meeting of the Technical Committee. Mr. Joel Gallihue moved to approve the minutes with Mr. Rashidi Jackson seconding the motion. The minutes were unanimously approved.

2. DISCUSSION OF TRANSIT STATE OF GOOD REPAIR TARGETS

Mr. Todd Lang discussed updating the regional targets for transit State of Good Repair targets. While MDOT MTA did provide raw data, information for the Carroll and Queen Anne's transit systems was omitted. A table with all of the information will be brought to the April meeting with an anticipated approval in May.

3. OPTIONS FOR ENHANCING ENVIRONMENTAL JUSTICE ANALYSIS FOR PLAN AND TIP

Mr. Zach Kaufman summarized options for enhancing environmental justice analysis methods, with a focus on *Maximize2045*. Several BMC staff members attended a training on environmental justice analysis methods last fall. These proposed updates stem from that training and a subsequent review of methods utilized by other MPOs. Mr. Kaufman summarized the principles of environmental justice and the populations it focuses on. EJ seeks to ensure that the benefits and burdens of transportation investments are shared equitably and that all persons have an equal opportunity to participate in the decision-making process, with a focus on low-income and minority populations. All agencies receiving federal assistance must conduct an EJ analysis to ensure adherence to these principles.

Transportation Analysis Zones (TAZs) are proposed as the geographic basis for EJ analysis as they are the basis of analysis in the current travel demand model. A TAZ is identified as an EJ area if it has a concentration of households in poverty or minorities greater than the regional average. Minorities make up 42.5 percent of the region's population while 10.2 percent of households in the region fall below the poverty line, so a TAZ is identified as EJ if it has a

population of minorities greater than 42.5 percent or more than 10.2% of households are below the poverty line. Some 661 of the region's 1,392 TAZs meet these criteria. A shortcoming of using a regional threshold is that small pockets of EJ populations can be excluded as not all EJ persons live in an EJ TAZ. However, more than 80% of minorities and households in poverty are located in EJ TAZs in the region.

Mr. Kaufman then discussed potential improvements to the EJ analysis that was conducted for the previous long-range plan. Some are relatively simple such as improving the discussion of the demographics of the region's EJ population and making the methodology more readable. The analysis can also provide a better picture of what travel looks like for EJ and non-EJ populations in the region by integrating additional measures of accessibility and mobility. The discussion of the analysis of these measures should include a comparison of baseline conditions for EJ/non-EJ populations, the impacts to EJ/non-EJ populations of plan investments, and the relative change in benefits experienced by each group. Additional measures proposed include:

- Average number of jobs accessible by auto and transit
- Average number of shopping opportunities accessible by auto and transit
- Average commute time by auto and transit
- Average travel time for shopping purposes by auto and transit
- Average travel time to the closest hospital by auto and transit
- Percent of the population close to a college or university by auto and transit
- Percent of the population close to a hospital by auto and transit
- Percent of the population close to a supermarket/public market by auto and transit

Members had several questions concerning an analysis by industry, was EJ included in project scoring, why 30 and 60 minutes, and the use of a transportation and housing affordability index. The next plan will utilize the InSITE model and will likely allow for household level analysis in place of TAZ level analysis.

[PowerPoint: Environmental Justice Analysis, Updated Methods for Maximize2045]

4. DISCUSSION OF REMOTE PARTICIPATION POLICY

Ms. Regina Aris discussed the possibility of allowing remote participation in BRTB and all subcommittee meetings. The purpose is to maintain productive meetings yet accommodate distance and schedules. The PAC recently was encouraged to develop a policy to allow greater participation of members outside the beltway. It is too new to offer any insight into this process. BMC considered the policy adopted by the Transportation Planning Board for their meetings. The recommendation seeks to cap the number of uses by each member while maintaining a quorum. Several features consider: a quiet space to call from, the amount of notice, and procedures for voting. Currently the BMC subscribes to GoToMeeting and has access to 25 lines.

While interested, members wanted BMC to consider access by the public, posting online, having the ability to talk versus typing in questions or votes. BMC will continue to refine this option to participate remotely and return to the TC.

[PowerPoint: Remote Participation in the BRTB and Subcommittee Meetings, Handout: Excerpt from TPB Bylaws regarding Remote Participation]

5. MAXIMIZE2045 ACTIVITY

Ms. Mary Lane, the committee member representing Carroll County, informed the other committee members that the county would like to change the projected years of operation for two county projects: MD 31 from Church Street to Coe Drive and MD 851 from the Howard County line to Springfield Avenue. Both of these projects involve pavement reconstruction, pedestrian and bike facility improvements, and streetscaping, and both are in the current plan, *Maximize2040*. On the submittal forms, the county showed a year of operation of 2040 for both projects. The county would like to change that year to 2025. Mr. Freeland noted that there is enough funding in the way of forecasted revenues to cover these changes. The committee agreed to advance the years of operation for these two projects from 2040 to 2025.

Mr. Terry Freeland reminded committee members to submit any additional projects that should be included on the list of illustrative projects. These are projects that the BRTB could add to the long-range plan through amendment should additional funding become available in the future. Mr. Freeland advised the members that the submitted projects that were not included in the draft Preferred Alternative could be candidates for the illustrative projects list.

Mr. Freeland explained that several additional chapters have been written, so committee members were asked to review. For Chapter 4 the volunteers are: Annapolis, Baltimore City and Queen Anne's County. For Chapter 5 the volunteers are: Annapolis, Howard County, and MDOT SHA. For Chapter 7 the volunteers are: Harford and Howard counties and MDOT. For Appendix A the volunteers are: Baltimore City, Harford County, and MDE. To provide context for the chapters, Mr. Freeland distributed a table of contents.

Mr. Freeland also explained that there is a relatively small amount of funding that the BRTB could set aside as being available to support transportation demand management (TDM) strategies and transportation system management and operations (TSMO) strategies. The BRTB followed this same approach in the current plan. For this plan, the amount of funding available to support these strategies is not as great as the amount in the current plan.

Finally, Mr. Freeland discussed a schedule for public meetings for the next plan, TIP, and air quality conformity document. To date, meeting dates have been set for the Public Advisory Committee (PAC), Carroll County, and Harford County. The PAC would like to coordinate with one of the jurisdictions and hold a joint meeting. Mr. Freeland asked the other jurisdictions to think about when they could schedule a meeting and also whether or not they could hold a joint meeting with the PAC.

[Handouts: Chapter for Selected Members to Edit, Small Program Set-Aside, Public Meeting Schedule]

6. OTHER BUSINESS

- Mr. Lang shared the following:
 - There are 5 tickets left for the BMC sponsored March 13 New Mobility Transportation Forum at UB.
 - BMC is hosting MDOT MTA's first meeting of the Commission for the Central MD Regional Transit Plan on March 27.
 - A list of upcoming resolutions for April and May were shared.

[Handouts: New Mobility Transportation Forum Announcement, Central Maryland Regional Transit Plan announcement, Upcoming Board Action Items]

- Mr. Ed Stylc informed the committee that BMC will be starting its annual spring traffic count data collection in April. Mr. Stylc mentioned that if any committee member had a project that required motorized or non-motorized counts that BMC has a consultant under contract would be able to perform those services. The window for data collection is April through the end of the school year in late June....
- Mr. Kaufman thanked the members for their timely project submissions for the 2020-2023 TIP and requested that each jurisdiction respond to TIP questions as quickly as possible.
- Mr. Gallihue asked about the status of the Bike2Work Day web page. The site is now live and folks can register for the event.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment
Zach Chissell – Maryland Transit Administration (MDOT MTA)
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne's County Department of Public Works
Rashidi Jackson (for David Cookson) – Howard County Office of Transportation
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning & Zoning
Tyson Byrne (for Dan Janousek) – Maryland Department of Transportation (MDOT)
Mary Lane - Carroll County Department of Planning
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Stephen Miller – State Highway Administration (MDOT SHA)
Jessica Pimentel (for Graham Young) – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Ben Allen – MDOT SHA
Regina Aris - BMC
Terry Freeland - BMC
Don Halligan – BMC

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Zach Kaufman - BMC
Todd Lang – BMC
Rebecca Smith – BMC
Ed Stylc - BMC