

TECHNICAL COMMITTEE

May 4, 2021
9:31 to 11:03 A.M.

MINUTES

The meeting was called to order at 9:31 A.M. by Mr. Joel Gallihue.

1. APPROVAL OF APRIL 6, 2021 MINUTES

Mr. Gallihue asked for approval of the minutes from the April meeting of the Technical Committee. Ms. Martha Arzu McIntosh moved to approve the minutes with Mr. Dan Janousek seconding the motion. The minutes were unanimously approved.

2. DISCUSSION: MDOT MTA WILL DISCUSS THE PROCESS FOR 5310 APPLICATIONS

Mr. Travis Johnston was unable to attend the meeting, the discussion will be held at a later date.

3. RECOMMENDED ACTION ON RESOLUTION #21-26

Ms. Monica Haines Benkhedda provided members with the annual update of Title VI related activities. Over the past year, no Title VI complaints have been filed.

Staff continue to work to increase knowledge and understanding of Title VI, environmental justice, and equity. In March, BMC hosted training for approximately 40 staff and committee members on the history of race in America and systemic and institutional racism. In December, staff launched an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB.

For the DBE program, staff have reviewed past participation and established the goal of 31.7% for FY 2022. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.

As part of our efforts to address equity, staff continued to enhance our EJ analysis and tools. This year, staff have focused on three areas: 1) explored what updated EJ analysis methods are enabled by the transition to the InSITE activity-based model; 2) we utilized new research to conduct an analysis of bicycle and pedestrian crash rates in relation to the location of EJ populations at the census tract level; and 3) we updated the EJ section of the 2021-2024 TIP

to include more detailed data on EJ populations in the Baltimore region and a discussion of the methodology.

This year staff are planning a number of initiatives, including hosting Every Voice Counts in Fall 2021. In addition, staff will continue to incorporate an equity lens into projects such as the Climate Change Resource Guide and the analysis of Automated Vehicle deployment in the region.

[PowerPoint: Title VI Annual Report]

4. RECOMMENDED ACTION ON RESOLUTION #21-27

Mr. Keith Kucharek introduced the resolution. In Resolution #21-27 Baltimore County is requesting to add a project back into the FY 2021-2024 TIP that was previously included in the FY 2020-2023 TIP. Baltimore County is requesting to shift construction funds from FY 2020 to FY 2021.

Mr. Kevin Sabolcik presented details of the project. This amendment adds the Old Court Road Bridge No. B-0237 over Bens Run project into the FY 2021-2024 TIP. Construction funds in the amount of \$1.9 million (\$1.44 million federal/\$0.46 million matching) would shift from FY 2020 to FY 2021. The estimated total cost of the project remains the same at \$2.1 million. The shift of funds is necessary due to delays in the P.S. & E., milestone review, advertisement, and award process due to COVID-19. The P.S. & E. process took place in FY 2020 but advertisement was delayed until October of 2020 (FY 2021) which necessitated the inclusion of this project in the FY 2021-2024 TIP.

The existing conditions of the bridge include a single span, pre-stressed concrete box beam bridge that was constructed in 1971. The Structure Inventory and Appraisal (SI&A) rating for this bridge is poor with the superstructure rated 4 out of 10 (poor) and the substructure rated 6 out of 10 (satisfactory). Numerous repairs have been done on the bridge over time. The bridge is currently posted for restricted loads and replacing the bridge would allow for removal of those restrictions. It is anticipated that the contract will be awarded in June 2021, with construction beginning in summer 2021 and completion of the project in summer 2022.

Mr. Gallihue asked for a motion regarding Resolution #21-27. Mr. Kwaku Duah made a motion to send Resolution #21-27 to the BRTB as presented and Mr. Steve Cohoon seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-27, with unanimous support from the members.

[PowerPoint: May TIP Amendments – Baltimore County]

5. RECOMMENDED ACTION ON RESOLUTION #21-28

Mr. Kucharek introduced the resolution. In Resolution #21-28, MDOT MTA is requesting to add a new project to the 2021-2024 TIP. MDOT MTA received Section 5339 (b) Buses and Bus

Facilities discretionary grant from the Federal Transit Administration in the amount of \$4.795 million.

Ms. Lara Bachman presented the details of the project. The \$4.795 million grant will be matched with \$808,000 from MDOT MTA for a total investment of \$5.603 million. As a result of COVID-19, there is no local matching funds for this project.

MDOT MTA will use this funding to help improve the safety and reliability of transit bus service as well as help maintain a State of Good Repair as the economy returns. The Section 5339 (b) funding will be used to fund the replacement of diesel fuel buses in Harford County with Compressed Natural Gas (CNG) buses. In Howard County, funding will be used to purchase replacement transit vehicles and implement an automated bus stop announcement system. And, in Carroll County, funding will be used to replace older vehicles with new vehicles.

The schedule for implementation has not been determined by the Locally Operated Transit Systems, however, all projects must be completed by August 31, 2022 according to the bus contract.

Mr. Gallihue asked for a motion regarding Resolution #21-28. Mr. Duah made a motion to send Resolution #21-28 to the BRTB as presented and Mr. Graham Young seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-28, with unanimous support from the members.

[PowerPoint: May TIP Amendments – MDOT MTA]

6. RECOMMENDED ACTION ON RESOLUTION #21-29

Mr. Kucharek introduced the resolution. In Resolution #21-29, MDOT MTA is requesting to add a new project to the 2021-2024 TIP. MDOT MTA received Consolidated Rail Infrastructure and Safety Improvement discretionary grant from the Federal Transit Administration in the amount of \$3.1 million.

Ms. Bachman presented the details of the project. The \$3.1 million grant will be matched with \$3.1 million from MDOT MTA for a total investment of \$6.2 million. Currently there is no schedule for the work as it is dependent on Amtrak which was not included in their original program.

This project, located at the Martin's Maintenance facility in Middle River, MD will replace and upgrade an old, manually-thrown switch on the Northeast Corridor (NEC) mainline with an automated control switch that can be integrated into Amtrak's remote operation system.

Benefits of this switch replacement project include improved crew safety and improved reliability. This project will support increased train movements in and out of Martin's Yard as a result of an expanded Martin's Yard facility.

Mr. Gallihue asked for a motion regarding Resolution #21-29. Mr. Janousek made a motion to send Resolution #21-29 to the BRTB as presented and Mr. Duah seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-29, with unanimous support from the members.

[PowerPoint: May TIP Amendments – MDOT MTA]

7. RECOMMENDED ACTION ON RESOLUTION #21-30

Mr. Kucharek introduced the resolution. In Resolution #21-30, MDOT MTA is requesting to add a new project to the 2021-2024 TIP. MDOT MTA received a State of Good Repair discretionary grant from the Federal Transit Administration in the amount of \$9.4 million.

Ms. Bachman presented the details of the project. The \$9.4 million grant will be matched with \$3.6 million from MDOT MTA for a total investment of \$13.0 million. Currently there is no schedule for the work as it is dependent on Amtrak. However it is anticipated that the facility will be usable by the end of 2023. This is subject to change depending on the timing of the pre-award authorization from the Federal Rail Administration and the procurement process. Additionally, construction of this project should not impact the scheduling or services considering there are a number of future service expansion legislations and discussions ongoing. However, if there are any schedule changes, they would likely result in one or two additional stops at Martins.

Benefits of this project include reduced storage and layover operating fees and increased flexibility and fluidity of revenue service through Penn Station in Baltimore. The reduced fees are a result of MDOT MTA paying less fees to Amtrak for train storage at Penn Station. This project will also support passenger rail traffic adjustments due to construction of the Baltimore & Potomac Tunnel replacement.

Mr. Gallihue asked for a motion regarding Resolution #21-30. Mr. Janousek made a motion to send Resolution #21-30 to the BRTB as presented and Mr. Cohoon seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-30, with unanimous support from the members.

[PowerPoint: May TIP Amendments – MDOT MTA]

8. UPWP ACTIVITIES

• **MTS: Study of Long-Distance Commuting and the Geography of Consumer Spending**

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), in particular Baltimore region commuting trends and related consumer spending.

The study, which was requested by Queen Anne's County, contrasted the consumer spending of: 1) Commuters who work in their home jurisdiction (Work Ins), and 2) Commuters who work outside their home jurisdiction (Work Outs).

In particular, the study sought to determine whether work location had an effect on whether commuters chose to: 1) Purchase goods and services in their home jurisdiction (Buy In), or 2) Purchase goods and services outside their home jurisdictions (Buy Out).

Mr. Berger noted that, Queen Anne's County has fewer commuters, both Work Ins and Work Outs than the other Baltimore region jurisdictions, a result that is unsurprising because it also has a smaller population.

Mr. Berger also pointed out that it's a well-established principle that, on average, persons with higher incomes have longer commutes than those with lower incomes, explaining that an economist would say that's because those with a higher salary have a greater incentive to put up with a long commute.

And, in fact, a larger proportion of Work Outs have incomes equal to or greater than \$50,000. Compared to Work Ins from the same jurisdiction, even if the differences are small in most cases.

The one notable exception is Queen Anne's County. There a larger proportion of Work Ins have incomes equal to or greater than \$50,000 compared to Work Outs.

In addition, Mr. Berger examined commute mode: Not surprisingly, most commuters from all jurisdictions, both Work Ins and Work Outs, travel to work in an automobile, whether as the driver or as a passenger.

A larger share of Work Ins commute by Uber, Lyft, or other Rideshare Companies;

A larger share of Work Outs commute by Bus or Rail, although Baltimore City, where a larger share of Work Ins commute by Bus, is an exception.

He also examined the relationship between age and commuting:

There are comparatively few 16 to 17 years olds who commute to work, but among those who do, Work Ins outnumber Work Outs, with two exceptions:

- 1) In Harford County, Work Outs actually outnumber Work Ins, three (3) to one (1)
- 2) In Queen Anne's County, no 16 to 17 year olds reported commuting to work, suggesting, at the very least, that fewer do, compared to other jurisdictions.

The largest cohort of commuters is 18 to 44 year olds. Among this group, Work Ins outnumber Work Outs in Anne Arundel, Baltimore, and Harford Counties, and in Baltimore City, and Work Outs outnumber Work Ins in Carroll, Howard, and

Mr. Berger also noted that the geography of consumer spending, particularly among commuters who work outside their Home Jurisdictions, varies by the product or service being consumed in several categories: 1) for Sit-Down Meals, 2) for QuickStop Meals, 3) for Shopping trips, 4) for Health care trips, and 5) for Gas purchases.

Mr. Berger also presented data on the total number of commuters who drive to each Baltimore Region jurisdiction from another jurisdiction to work. These outside commuters should be viewed as potential inputs to the local economy. Those jurisdictions like Baltimore City and Baltimore County that attract the most commuters stand to reap a sizable benefit. And those jurisdictions like Carroll and Queen Anne's that attract fewer commuters receive a proportionally smaller benefit.

Finally, Mr. Berger stated his conclusions:

1) It is clear that businesses in Queen Anne's County and other Baltimore region jurisdictions are deprived of income when commuters from these jurisdictions travel to jobs in other jurisdictions, where they also buy goods and services, although, as has been shown, some types of consumer purchases are less affected by work location.

2) But perhaps equally important as the commuters that these jurisdictions lose are the commuters from other jurisdictions that never arrive. In other words, there are large disparities among jurisdictions in how many outside commuters travel to each jurisdiction to work. If the presence of these commuters provides an infusion to local economies, then surely their absence is a lost opportunity that may explain, in part, the misfortunes of some local businesses.

[PowerPoint: MTS Results: Commuting versus Spending]

- **Census 2020 Urban Area Proposed Changes**

Ms. Mara Kaminowitz reviewed the Census 2020 Urban Area proposed changes. The Census Bureau is proposing changes to the 2020 Urbanized Area delineation process. BMC has been analyzing the proposed rule changes and has identified several significant items including a change in core density threshold, switching from using population density to housing density, reducing the amount of low density development is included in Urban Areas, and using commuter flow data to determine boundaries in adjacent Urban Areas.

While it is impossible to predict the exact outcome of the Urban Area delineation process, BMC believes, based on our analysis, that the new rules will cause some changes to the Baltimore Urban Area. Hampstead will likely be removed from the Baltimore Urban Area and there will be some reduction in boundaries along the edges of Howard, Baltimore, and Harford County. Sykesville will be excluded from the Westminster Urban Area but may become its own Urban Area. The southern boundary of the Baltimore Urban Area will be redrawn so that Laurel is now part of the Washington DC Urban Area, and parts of Bel Air may join the Baltimore Urban Area. Kent Island will likely remain in the Baltimore Urban Area.

BMC looked at the change from population to housing unit density and does not think this will have a significant effect on our Urban Area boundary. BMC also modeled growth by adding residential housing unit permits to Census housing unit data. The results did not indicate a substantial growth of the Baltimore Urban Area into new territory inside or outside of the region.

FHWA has not provided guidance yet on whether requirements for MPOs and other administrative rules based on Urban Areas will change. Based on the current analysis, despite all of the possible changes to the Baltimore Urban Area boundary, BMC does not think that the changes will affect the administrative status quo. BMC has shared the results of their work with MDP, AMPO, and other MPOs in Maryland and will continue to work with AMPO on analysis and in composing feedback to the Census Bureau.

The deadline to comment on the new rules to the Census Bureau is May 20. The complete list of rule changes and new proposed criteria as well as information on how to comment can be found in the Federal Register.

[PowerPoint: Census 2020 Urbanized Areas]

9. OTHER BUSINESS

Ms. Regina Aris shared that Bike to Work Week registrations have hit 790 riders to date.

Mr. Gallihue reminded members that the next meeting will be held on June 1, 2021 followed by a CMP Committee meeting.

The Technical Committee adjourned at 11:01 A.M. with a motion from Mr. Duah and a second from Mr. Young.

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
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Lisa Sirota – Maryland State Highway Administration (MDOT SHA)
Martha Arzu McIntosh – Anne Arundel County Office of Transportation (OOT)
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris - BMC
Charles Baber - BMC
Lara Bachman – MDOT MTA
Robert Berger - BMC
Erin Bolton - BMC
Cindy Burch - BMC
Rebecca Deibel - BMC
Jacqueline Djomo - MDOT
Erica Falk
Blake Fisher - BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC

Victor Henry - BMC
Mara Kaminowitz - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Stephen Miller – MDOT SHA
Kevin Sabolcik – Baltimore County DPW
Eileen Singleton - BMC