

## **TECHNICAL COMMITTEE**

March 1, 2022  
9:30 to 10:36 A.M.

### **MINUTES**

The meeting was called to order at 9:30 A.M. by Mr. Joel Gallihue.

#### **1. APPROVAL OF FEBRUARY 2022 MINUTES**

Mr. Gallihue asked for approval of the minutes from the February meeting of the Technical Committee. Ms. Mary Lane moved to approve the minutes with Mr. Steve Cohoon seconding the motion. The minutes were unanimously approved.

#### **2. PRESENTATION: DEMAND FOR RIDESHARE AND THE RIDESHARE EXPERIENCE**

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), specifically, an Analysis of Demand for Rideshare and The Rideshare Experience. The analysis used Baltimore region, rather than jurisdictional, data. In particular, he described Rideshare riders by several demographic variables.

The first variable was Age Group: the largest shares of rideshare riders are those 18-44 years old and 45-64 years old. The next largest shares of rideshare riders are those 5-12 years old and 65 years old or older. Also, surprisingly, the share of 5-12 years old rideshare riders exceeds the share of older children, including those 16-17 years old and 13-15 years old, perhaps because they are accompanying their parents.

The second variable was Household (HH) Income: the largest share of rideshare riders are those with the highest household (HH) incomes: \$150,000 or more. The next two largest shares have significantly lower HH Incomes: \$35,000 to \$49,999 and \$25,000 to \$34,999. In contrast, the next two shares have higher HH Incomes: \$50,000 to \$74,999 and \$75,000 to \$999,999. Once again, the next two shares have significantly lower HH Incomes: Less than \$15,000 and \$15,000 to \$24,999. It was noted that the smallest share of rideshare riders have the second highest HH Incomes: \$100,000 to \$149,999.

The largest shares of rideshare riders are, in order, African Americans and Whites. The next largest shares are Hispanics and Multiracial. The fifth largest share are Asians. The remaining shares represent fewer than one percent of rideshare riders and are American Indians or Alaskan Natives and Native Hawaiians or Pacific Islanders.

Mr. Berger also described the trip purposes for which rideshare riders use rideshare: the largest share of rideshare trips are trips to work. The second and third largest shares of rideshare trips are for Personal Business and Other tasks and Shopping and Meals. It was also noted that a smaller share of rideshare trips are for Socializing/Recreation and School.

The share of rideshare riders, in rank order, by trip purpose, is: Work (34.9%), Personal Business/Other (26.9%), Shop/Meal (25.5%), Social/Recreation (8.6%), and School (4.2%).

**[PowerPoint: 2018-2019 Maryland Travel Survey (MTS) Results – Demand for Rideshare and the Rideshare Experience]**

### 3. UPWP ACTIVITIES

- **Air Quality Conformity Methodology Letter** – As the ICG is preparing to initiate conformity analysis of the 2023-2026 TIP and Maximize 2045, Ms. Nicole Hebert gave an overview of the analysis assumptions and inputs. The presentation began with a brief transportation conformity summary including where in the conformity determination process planning assumptions and inputs are determined. Ms. Hebert then outlined the conformity analysis process, the inputs involved, and sources of those inputs.
- **Resilience 2050 Update** – Mr. Zach Kaufman shared an update on the next Long Range Transportation Plan (LRTP), *Resilience 2050*. He began with a summary of the schedule. The Round 10 socioeconomic forecasts are anticipated to go before the BRTB in June or July of 2022. The financial forecast is also in process but needs to be updated to reflect the new infrastructure bill. The call for projects will be held from April through June 2022, followed by BMC staff scoring in summer 2022 and development of the preferred alternative in fall 2022. This will be followed by analysis of the effects of the preferred alternative in winter 2022/2023, a public review in spring 2023, and a BRTB vote on the final LRTP in summer 2023.

Mr. Kaufman shared that BMC staff launched a [public input website](#) for the *Resilience 2050* white papers. These white papers will focus on topics related to the LRTP, with monthly releases through the release of the draft LRTP in February 2023. BMC staff released a white paper on the project scoring methodology in February and have already received a few comments from the public. BMC staff will keep TC members updated on comments received. Upcoming topics include traffic safety, freight, transit, air quality, active transportation, socioeconomic forecasting and demographic trends, and emerging technologies.

Mr. Kaufman then shared a minor update regarding the project submittal form. The form has been updated to reflect a comment received from MDOT. Users can now select multiple improvement types for roadway and transit projects. If multiple types are selected, the user is prompted to select the primary improvement type for project categorization purposes.

Finally, the Executive Committee approved funding in December 2021 for a local funding task intended to help the BRTB to better understand local funding sources for operations

and system preservation. This will create a more complete picture of the funding available for transportation projects in the region in the financial plan of *Resilience 2050*. Any local funds identified will be reserved for exclusive use by the relevant jurisdiction. The task will be led by Kimley-Horn. Ms. Aris and Mr. Lang sent a letter on February 22 to all TC and BRTB members summarizing the project and requesting the appropriate contacts in each jurisdiction for data collection purposes. Kimley-Horn will set up interviews with these contacts, followed by development of a funding projection tool and technical memorandum. BMC hopes to finish the project by May or June of 2022. Mr. Kaufman requested recommended contacts from the jurisdictions that have not yet responded.

**[PowerPoint: Resilience 2050 Update]**

- **Draft Addendum to the FY 2023 UPWP Comments** – Ms. Regina Aris indicated that the draft UPWP was out for public review through March 10. To date there has been one comment submitted and that related to transit connecting to Carroll County.

**4. OTHER BUSINESS**

The next meeting will be held on April 5, 2022.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Gallihue made a motion which Mr. Cohoon seconded. The meeting adjourned at 10:15 A.M.

**CLOSED SESSION**

Mr. Gallihue asked for a motion to open a Closed Session of the Technical Committee in order to one proposal. Mr. Cohoon made a motion to open the Closed Session and Mr. Gallihue seconded the motion at 10:16 a.m.

Ms. Charlene Mingus presented an overview of the proposed scope of work for a task for which an RFP is currently under development. The 30% design of a segment of the Patapsco Regional Greenway which will stretch from Guinness to Southwest Area Park was identified in the BRTB FY 2022 UPWP with a consultant budget of \$325,000. The shared use path is planned to primarily follow the Baltimore Gas and Electric (BGE) maintenance road and corridor. The segment is 6.4 miles in length and may include 1000 feet of boardwalk, a 100 foot bridge, and potential railroad crossings which impact the cost of 30% design. The project will connect to the Elkridge to Guinness segment of the PRG which previously had 30% design completed, will provide a connection to the BWI/B&A Connector Trail in Anne Arundel County, and could connect to the Patapsco Avenue Light Rail station platform.

With approval, the RFP for the Guinness to Southwest Area Park would be released later in March with consultant selection in May. The duration of the work would be from May 2022 to May 2023.

Technical committee members were in agreement with the project scope and schedules for both items and agreed to move forward.

Next, Mr. Don Halligan discussed issues facing local member jurisdictions on billing time toward UPWP tasks since the “core program” tasks are no longer eligible. As many contracts for FY 2022 are only now just getting started the inability to bill time against UPWP tasks involving them has become a growing concern. Mr. Halligan encouraged participation in proposal reviews and project working groups to guide contractor and BMC efforts as the tasks proceeded as one way to address these issues. He offered to meet directly with local member staff to discuss issues and potential remedies.

**[PowerPoint: UPWP Local Billing]**

Mr. Gallihue asked for a motion to close the Closed Session of the TC. Mr. Gallihue made a motion to close the session after discussion of the proposals. Mr. Kwaku Duah seconded the motion to close the session. The Closed Session ended at 10:36 a.m.

**ATTENDANCE**

**Members**

Tanya Asman (for Brian Ulrich) – Anne Arundel County Office of Transportation (OOT)  
Ken Choi – Maryland Department of Planning  
Jade Clayton – Maryland Transit Administration (MDOT MTA)  
Steve Cohoon – Queen Anne’s County Department of Public Works  
David Cookson – Howard County Office of Transportation  
Angelica Daniel – Baltimore County Department of Public Works & Transportation  
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 Minnick Sirota – Maryland State Highway Administration (MDOT SHA)  
Catherine Salarano – Maryland Department of the Environment  
Graham Young – Baltimore City Department of Transportation

**Staff and Guests**

Regina Aris - Baltimore Metropolitan Council (BMC)  
Charles Baber - BMC  
Robert Berger - BMC  
Cindy Burch - BMC  
Allison Calkins – Howard County Office of Transportation  
Rebecca Deibel - BMC  
Monica Haines Benkhedda - BMC  
Don Halligan – BMC  
Nicole Hebert - BMC  
Victor Henry - BMC  
Zach Kaufman - BMC  
Keith Kucharek - BMC  
Todd Lang – BMC

Sheila Mahoney - BMC  
Charlene Mingus - BMC  
Brian Ryder - BMC