

TECHNICAL COMMITTEE

August 9, 2022
9:34 to 11:22 A.M.

MINUTES

The meeting was called to order at 9:34 A.M. by Mr. Joel Gallihue.

1. APPROVAL OF JULY 2022 MINUTES

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

2. RECOMMENDED ACTION ON RESOLUTION #23-2

Mr. Keith Kucharek presented an overview of the 2023-2026 Transportation Improvement Program (TIP) and Conformity Determination. This TIP includes 131 federally funded and regionally significant projects requesting a total of \$4.25 billion - \$2.59 billion in federal funds and \$1.66 billion in state and local funds.

Funding in the TIP is broken down by agency with MDOT SHA accounting for over \$1.5 billion, MDOT MTA with about \$1.05 billion and the Maryland Transportation Authority (MDTA) accounting for \$714 million. Locally sponsored projects program about \$495 million and Maryland Ports Administration adds about \$449 million.

There are nine funding categories in the TIP. Highway Preservation is the largest category with more than one third of all spending, followed by Highway Capacity at 21% and Transit Preservation at 19%. Other categories including Ports, Emission Reduction and Commuter Rail make up the remainder of funds.

Since Highway Preservation projects tend to be smaller, funds can be further broken down into a few types of projects. Bridge Repair and Deck Replacement account for about 39% of Highway Preservation funds. Roadway Resurfacing/Rehab is next at 29% followed by "Other" types of Highway Preservation projects at 19%.

Highway Capacity funds can be broken down into more individual projects. There are a handful of projects that make up the majority of Highway Capacity funds including MDTA's I-95 Express Toll Lane project that accounts for nearly 70% of the funds. Expansion of I-695 from I-70 to White Marsh Boulevard use 16% of the funds while MD 175 and MD 32 projects account for 5% and 3% respectively.

Transit Preservation can be broken down into a few specific projects as well. 31% is for Metro and Light Rail Rolling Stock, 26% is for Bus and Rail Preventive Maintenance, 12% goes towards Metro and Light Rail Improvements, and the Eastern Bus Facility accounts for another 7% of Transit Preservation Funds.

MDOT MTA utilizes the public participation process for the TIP to meet the Federal Transit Administration's public participation requirements. The majority of funding for MDOT MTA projects are mainly concentrated in a few FTA fund sources:

- Section 5307C: Capital requests in urbanized areas accounts for \$484 million
- Section 5337: State of Good Repair accounts for \$286 million
- Congestion Mitigation and Air Quality (CMAQ) accounts for \$217 million

The TIP summarizes the anticipated impact of TIP investments towards the achievement of performance measures and targets. These targets were established in MAP-21 legislation and strengthened in the FAST Act legislation.

Mr. Kucharek provided an overview of new and large projects in the 2023-2026 TIP including a multimodal transportation center in Anne Arundel County, the RAISE Transit Priority Project (Formerly the East-West Bus Corridor) in Baltimore City, Snowden River Parkway in Howard County, MDOT SHA I-695 from I-70 to MD 43, the MDOT MPA Howard Street Tunnel and Rail Capacity Modernization Project, the MDOT MDTA Baltimore Harbor Tunnel Toll Plaza and the I-95 Express Toll Lanes Northbound.

Mr. Kucharek then provided a brief explanation of the air quality conformity determination purpose and process for the 2023-2026 TIP. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NOx) and volatile organic compounds (VOC's) emissions. Projects were modeled for the region as a whole with incorporation of the existing transportation network and proposed TIP and Plan projects for horizon years 2022, 2025, 2035, and 2045. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan.

The Public Comment period ran from June 29 through August 1, 2022. BMC posted a recorded presentation on the BMC website as well as holding a virtual public meeting on July 26. As a result of the public comment period, over 38 comments were received including 19 from the interactive map and 11 from emails and PublicInput. In addition, 55 favorable "likes" were received on the interactive map.

Most of the comments were similar to previous years where they call for a reduction in highway expenditures and increased investment in transit and bicycle/pedestrian expenditures. There were several comments that supported several projects.

Mr. Gallihue asked for a motion from the Technical Committee regarding sending the 2023-2026 TIP to the BRTB with the understanding that there would be an amendment to include responses to comments received during the comment period. Mr. Gallihue moved to send Resolution #23-2 to the BRTB. Mr. Kwaku Duah seconded the motion. The resolution passed unanimously.

[PowerPoint: Overview of the 2023-2026 Transportation Improvement Program & Associated Air Quality Conformity]

3. RECOMMENDED ACTION ON RESOLUTION #23-3

Ms. Regina Aris presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs.

The Metropolitan Planning Rule directs all Transportation Management Areas to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements. Applicable requirements include the Metropolitan Planning Regulations, the Clean Air Act as it relates to air quality conformity, nondiscrimination requirements, involvement of disadvantaged business enterprises, and equal opportunity employment. Self-certification occurs each year concurrent with the submittal of the proposed Transportation Improvement Program to federal agencies.

She also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the newly created Transportation CORE, activities approved as part of Resilience 2050, and Round 10 socio-economic forecasts.

Mr. Gallihue asked for a motion and a second. Mr. Duah moved to recommend approval of the resolution, and Ms. Angie Daniel seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Self-Certification of the Regional Transportation Planning Process]

4. RECOMMENDED ACTION ON RESOLUTION #23-4

Mr. Pete Regan, MDOT SHA, shared the basis for determining functional classification of roadways. Referring to the FHWA document: [Highway Functional Classification Concepts, Criteria and Procedures](#), Mr. Regan explained that the functional classification of roadways defines the role each element of the roadway network plays in serving these travel needs. There are 14 Functional Classifications that fall within 3 main categories: local roads, collectors, and arterials. MDOT SHA maintains an [ArcGIS website](#) for functional classification of roads in Maryland.

Based on the decennial update by the Census Bureau, a process is initiated to also update Urban Boundaries. This in turn leads to a regular update of urban and rural classifications. Interim changes can also be made. At this time Anne Arundel County is seeking to change the Functional Classification of MD 553 (Old South River Road). Segments of MD 553B and MD 553C currently have a Functional Classification of Local Road which is requested to change to Minor Collector. The justification is based of FHWA guidelines. Qualitatively, we know this road serves a mix of uses and feeds to MD 2 (Principle Arterial), Quantitatively, the typical section includes the verifying width, often times wide, shoulders. Traffic counts, usually a factor – not known for these segments.

Following the steps for an interim adjustment, Anne Arundel County has coordinated with MDOT SHA and now there is coordination with BRTB. Following BRTB approval (August 23 vote) MDOT SHA will submit the request to FHWA for concurrence. Following that an update is made by MDOT SHA's Data Services Division.

Mr. Gallihue asked for a motion and a second. Mr. Brian Ulrich moved to recommend approval of the resolution, and Mr. Duah seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Functional Classification Change to MD 553]

5. RECOMMENDED ACTION ON RESOLUTION #23-5

Ms. Aris provided context for the federal approach to performance based planning and programming. This performance measure is based on the CMAQ Program which supports two important goals of the U.S. DOT: improving air quality and relieving congestion. There are three measures relating to CMAQ that are based on the performance of CMAQ-funded projects toward achieving the two main program goals.

The resolution contains two reports, one summarizing the performance during the first 4-year cycle of 2018-2021. The second establishes targets for the 2022-2025 cycle. The presentation used historical trends and data to project targets for two traffic congestion measures, peak hour excessive delay as well as non-SOV travel. These two measures were established for both the Baltimore and Aberdeen urbanized areas. There is one on-road mobile source emissions measure that is provided for the entire MPO.

Both reports identify the projects that are most responsible for meeting the target, or proposed to meet the targets. Top performers are bus replacement, battery electric bus purchases, ridesharing, and guaranteed ride home. Upon BRTB approval of the 2-year and 4-year targets, these two reports will be sent to MDOT and appended to a statewide report for submission to FHWA.

Mr. Gallihue asked for a motion and a second. Mr. David Cookson moved to recommend approval of the resolution, and Mr. Graham Young seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: CMAQ Performance Plans]

6. PRESENTATION: 2018-2019 MARYLAND TRAVEL SURVEY (MTS) RESULTS – ZERO-CAR HOUSEHOLDS IN THE BALTIMORE REGION

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), relating to Zero-Car Households. Mr. Berger noticed that many more Baltimore region households than he would have expected must get by without a car, and although some households choose, for personal reasons, not to own a car, for the rest it is likely difficult. A

review of the MTS data provided an understanding of these households and how their daily travel compares with “Other HHs” that have cars.

Mr. Berger noted that some age cohorts are more likely to be zero-car households. The largest share of such households are headed by someone age 55-64 years old (29.9%). He noted that Seniors 65-74 years old (20.0%), and middle-age adults 45-54 years old (18.4%) represent smaller shares. Younger adults 25-34 years old (10.5%) and 35-44 years old (8.2%) likewise represent smaller shares. Older seniors 75-84 years old (6.9%) and 85 years or older (4.0%) represent still smaller shares. The smallest share of zero-car households are headed by a young householder 18-24 years old (1.9%).

Mr. Berger noted that some Racial & Ethnic groups are more likely to be zero-car households. The largest share of zero-car households are “African American, Black” households (68.5%). “White” households represent the second largest share (24.6%), “Multiracial” households represent a much smaller share (2.8%), “Hispanic” households (1.6%) and “Asian” households (1.5%) represent still smaller shares. Then “American Indian, Alaskan Native” households (0.8%) and “Native Hawaiian or Pacific Islander” households (0.2%) represent the smallest shares of zero-car households.

He also compared the daily travel patterns of zero-car households and Other Households. Other households make significantly more trips than zero-car households in all Jurisdictions. The difference is largest in Queen Anne’s County (9.7 hh trips), Carroll County (7.1 hh trips), and Howard County (7.0 hh trips). The difference is smaller in Harford County (6.3 hh trips), Anne Arundel County (5.4 hh trips), and Baltimore County (5.1 hh trips). The smallest difference is in Baltimore City (3.4 hh trips), and that the difference for the Baltimore region is 4.7 hh trips.

The Queen Anne’s County results are based on one zero-car household that made no trips during the survey, and noted that these results suggest that there are few zero-car households in Queen Anne’s County.

Another comparison was for zero-car households and other households by Trip Purpose. Work trips represent a significantly lower share of the trips made by zero-car households (21.3%) than they do the trips made by other households (25.4%). As a result, Shopping and Meal trips represent a proportionally larger share of trips made by zero-car households (35.2% vs 29.1%), as do Social/Recreation trips (11.5% vs 8.0%), and trips for Personal Business/other activities (21.5% vs 16.6%). He noted that School trips represent the same share of trips for both (8.4%), and that trips to Drop off/Pick up others represent a much larger share of trips for Other Households (12.5% vs 2.1%).

He also presented a Map that shows the number of zero-car households by Census Tract as well as an Excel File that was used to create the map, includes the Jurisdiction FIPS Code, the Census Tract FIPS Code, and the number of zero-car households by Census Tract.

[PowerPoint: 2018-2019 Maryland Travel Survey (MTS) Results – Zero-Car Households in the Baltimore Region]

7. UPWP

- **Transportation & Land Use Grants**

Mr. Don Halligan provided members with an update on the Transportation Land Use Connection (TLC) Program. He reminded the Committee that the Program will provide short-term technical assistance to support local governments in their planning and preliminary design efforts to implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. He informed the Committee that in Round 1 three (3) projects were submitted, two (2) applications were from Baltimore City and one (1) was from the City of Annapolis. BMC staff have reviewed submittals and seek consensus from the Technical Committee to work toward refining the scopes on two projects. These projects, for up to \$80,000 each in technical support services, for Annapolis' Bay Ridge Avenue project (Toole Design) and Baltimore City's Wabash Avenue project (RKK). The Chair sought and received a voice confirmation of consensus, there were no dissenting opinions.

[PowerPoint: The Transportation & Land Use Connections Grant Program]

- **Resilience 2050 Status**

Mr. Zach Kaufman shared a status update for the LRTP in development, *Resilience 2050*. BMC staff continue to work on white papers on LRTP-related topics. The schedule has been delayed slightly due to staff time constraints. Upcoming topics include active transportation, cooperative forecasting and technical modeling tools, demographic trends, and emerging technologies.

Mr. Kaufman thanked members for their responses to BMC staff questions on candidate LRTP projects. BMC staff created an interactive map to aid technical project scoring. Technical scoring is anticipated to be complete in early September. Both the local and state/federal financial forecasts are now anticipated in late August or early September. Cost estimation is also in progress. Discussion of the draft preferred alternative is scheduled for fall 2022.

[PowerPoint: Update on Resilience 2050: Adapting to the Challenges of Tomorrow]

- **2022 Public Participation Plan**

Ms. Aris referred to a draft of the updated Public Participation Plan that had been circulated for comments prior to the meeting. Ms. Haines Benkhedda reported that this draft updates the existing PPP, adopted in 2018. The proposed updates were made after a review of other PPPs, consultant recommendations, staff debriefs, and the results of a public participation survey this year. Highlights of changes include:

- Added virtual or hybrid meetings options for BRTB committee meetings and public meetings or events - the 2022 Public Participation Survey showed strong support for virtual options and the ongoing pandemic has shown the need for virtual options.
- Added new ways to comment such as voicemail, text, and through our PublicInput engagement hub
- Clarified how to submit comments via social media
- Updated accessibility policy to use plain and inclusive language
- Added information about EO 13985 – Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

- Reorganized several sections to streamline information and make it easier to understand policies.

Members were satisfied with the update and authorized BMC to release the draft for public review from August 22 through October 7, 2022. Details will be posted at baltometro.org.

8. OTHER BUSINESS

The next meeting will be held in person on September 6, 2022.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Duah made a motion which Mr. Brian Ulrich seconded. The meeting adjourned at 11:22 A.M.

ATTENDANCE

Members

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
Patrick McMahon (for Jade Clayton) – Maryland Transit Administration (MDOT MTA)
Lisa Minnick – Maryland State Highway Administration (MDOT SHA)
Catherine Salarano – Maryland Department of the Environment
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)
Graham Young – Baltimore City Department of Transportation
Bihui Xu (for Ken Choi) – Maryland Department of Planning

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)
Robert Berger - BMC
Cindy Burch - BMC
Rebecca Deibel - BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Zach Kaufman - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Sheila Mahoney - BMC
Charlene Mingus – BMC
Eric Norton, CMTA
Molly Porter – Howard County Office of Transportation
Shane Sarver, BMC

Eileen Singleton, BMC