

TECHNICAL COMMITTEE

March 7, 2023
9:30 to 10:44 A.M.

MINUTES

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

1. APPROVAL OF FEBRAURY 2022 MINUTES

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

2. RECOMMENDED ACTION ON RESOLUTION #23-15

Mr. Shane Sarver introduced the resolution regarding acceptance of the Locally Operated Transit Systems (LOTS) Tier II Transit Asset Management Performance targets. FTA established a system in 2016 to monitor and manage public transportation assets, which requires the LOTS to submit a TAM plan update every four years, in addition to annual submission of asset inventory data to NTD. The TAM plan for Tier II agencies includes: 1) an inventory of assets, 2) a condition assessment of inventoried assets, 3) a description of a decision support tool, and 4) a prioritized list of investments. In addition to state/local requirements, MPOs must adopt new targets when it updates the MTP on a four year cycle. Mr. Sarver shared the LOTS 2022 TAM performance and 2023 TAM targets, which are regional targets.

There was a request for a motion regarding Resolution #23-15. Mr. Kwaku Duah made a motion to send Resolution #23-15 to the BRTB as presented and Mr. Tyson Byrne seconded the motion. No members of the public had any comments. A vote was taken on Resolution #23-15, with unanimous support from the members.

[PowerPoint: LOTS Asset Management Targets]

3. RECOMMENDED ACTION ON RESOLUTION #23-16

Mr. Sarver introduced the resolution regarding acceptance of transit safety targets for the Baltimore region. FTA's Public Transportation Agency Safety Plan (PTASP) requires recipients of federal transit funds to develop public transportation agency safety plans, which must include safety performance targets in four categories: fatalities, injuries, safety events, and

system reliability. These targets are required to be shared with MPOs, which must reference them in TIPs and MTPs, and must adopt targets within 180 days of receiving them.

Mr. Sarver shared the safety performance targets of each Locally Operated Transit System and MDOT MTA. Mr. Duah noted that while TAM targets are done regionally, each transit agency develops safety targets individually. The LOTS show information for fixed route buses and demand response service. MDOT MTA shows information by transit mode, including: local bus, light rail, metro subway, mobility, and commuter bus.

There was a request for a motion regarding Resolution #23-16. Mr. Duah made a motion to send Resolution #23-16 to the BRTB as presented and Ms. Lane seconded the motion. No members of the public had any comments. A vote was taken on Resolution #23-16, with unanimous support from the members.

[PowerPoint: Public Transportation Agency Safety Plan Targets]

4. RECOMMENDED ACTION ON RESOLUTION #23-17

Mr. Bala Akundi provided background and proposed targets for the three reliability performance measures.

Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. These include two measures related 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, as well as a Truck Travel Time Reliability (TTTR) Index or ratio of Interstate System mileage indicating reliable truck travel times.

State DOTs and MPOs are required to assess the performance of the NHS under the National Highway Performance Program (NHPP) and establish 2 and 4 year targets. State DOTs were required to set performance targets for travel time reliability by October 1, 2022. MPOs are required to set performance targets for travel time reliability by March 31, 2023. MPOs can adopt their state's targets or set their own regional targets. Data from FHWA's National Performance Management Research Data Set (NPMRDS) can be used by DOTs and MPOs for setting targets.

In 2018, BRTB adopted MDOT SHA statewide targets for 2019 and 2021. For the next set of 2 and 4-year targets for 2023 and 2025, BMC recommends using the average of the actual results from 2017 and 2019. Mr. Akundi explained that the reasoning behind this is due to the fact that regional traffic volumes and congestion are trending towards pre-pandemic levels, the region has major freight generators such as the Port of Baltimore and TradePoint Atlantic, and 13 of the top 25 truck bottlenecks are in the Baltimore region. This approach results in target values that are lower than MDOTs for the two LOTTR measures and higher for the TTTR. This can be seen in Attachment 1 of the resolution.

There was a request for a motion regarding Resolution #23-17. Mr. Byrne made a motion to send Resolution #23-17 to the BRTB as presented and Mr. Duah seconded the motion. No

members of the public had any comments. A vote was taken on Resolution #23-17, with unanimous support from the members.

[PowerPoint: Travel Time Reliability Targets]

5. RECOMMENDED ACTION ON RESOLUTION #23-18

Ms. Eileen Singleton presented the details for Resolution 23-18 on Proposed Regional Targets for Bridge and Pavement Performance. The targets apply to all bridges and pavement in the region that are part of the National Highway System (NHS), regardless of owner. The state submitted its targets in October 2022, and the MPO has up to 180 days to submit its targets.

The bridge and pavement measures are as follows:

- 1) percent of NHS bridges in Good Condition;
- 2) percent of NHS bridges in Poor Condition;
- 3) percent of NHS interstate pavement in Good Condition;
- 4) percent of NHS interstate pavement in Poor Condition;
- 5) percent of NHS non-interstate pavement in Good Condition; and
- 6) percent of NHS non-interstate pavement in Poor Condition

The bridge condition is based on data from the National Bridge Inventory. The state collects all of the data. There are a total of 903 NHS bridges in the region, 110 of these are locally owned (by Baltimore City and Baltimore County).

The baseline bridge conditions in the region (18.2% good; 4.8% poor) are lower than the baseline statewide conditions (24.3% good; 2.6% poor). So the regional bridge targets were developed starting with the regional baseline conditions; the 2-year and 4-year targets were calculated using the percent difference of the state targets (from 2022 to 2024 and from 2024 to 2026).

The pavement conditions are based on international roughness index, cracking, and rutting/faulting. The state collects the pavement data for the NHS in the region. Approximately 17.8% of the NHS in the region is locally owned. The pavement targets were developed similar to the bridge targets, using the regional baseline conditions and creating targets based on the difference between state targets.

Ms. Singleton noted that there was an error in the draft resolution that was distributed to the committee prior to the meeting. The baseline and targets for Interstate Poor had an error, the correct numbers were included in the presentation and the resolution will be updated to include the correct numbers. The resolution had baseline 1% and targets 1.4% and 1.4%. The corrected values are baseline 1.2% and targets 1.7% and 1.7%.

The bridge and pavement targets are:	2024	2026
% of NHS bridges in Good Condition	18.3%	18.6%
% of NHS bridges in Poor Condition	4.6%	4.1%
% of NHS Interstate pavement in Good Condition	45.3%	42.5%

% of NHS Interstate pavement in Poor Condition	1.7%	1.7%
% of NHS non-Interstate pavement in Good Condition	22.5%	21.7%
% of NHS non-Interstate pavement in Poor Condition	13.7%	15.4%

There was a question about what portion of the NHS bridges are in the Baltimore region. That data was not available but will be provided after the meeting.

There was a request for a motion regarding Resolution #23-18. Mr. Byrne made a motion to send Resolution #23-18 to the BRTB as presented and Mr. Duah seconded the motion. No members of the public had any comments. A vote was taken on Resolution #23-18, with unanimous support from the members.

[PowerPoint: Bridge and Pavement Targets]

6. DISCUSSION ON CARBON REDUCTION FUNDING PROJECT SELECTION PROCESS

Mr. Todd Lang reviewed the eligible activities under this new federal grant program as well as the amount of funding to urbanized areas in the region. Mr. Lang mentioned that bus purchases were eligible and that all members have requests in their ATPs currently. MDOT MTA has an open contract that would allow for a relatively quick process to proceed.

[PowerPoint: Carbon Reduction Opportunities]

7. UPWP UPDATES

- **Resilience 2050 Update:** Mr. Zach Kaufman shared that several chapters of *Resilience 2050* are nearly ready for review by TC members. BMC staff will email a list of chapters for review and are looking for 1 to 2 members to review each chapter. Dates are not yet finalized, but members will have at least 2 to 3 weeks to review their chapter.

Mr. Kaufman also shared that the public comment period for *Resilience 2050* is tentatively set for May 17 - June 16, with one public meeting in each jurisdiction. Mr. Kaufman asked members for recommended locations and preferred dates for meetings. BMC will share a google document in the coming weeks allowing members to sign up for their preferred dates and reminded members to keep holidays and local graduation schedules in mind.

- **2024 UPWP:** Ms. Regina Aris quickly reviewed the remaining schedule for the upcoming UPWP. While the comment period has not closed, several comments have come in. They will be shared with the Tech Committee and BRTB for review and consideration. Ms. Aris indicated a need for several members to send local planning studies. Also, to address a new requirement that 2.5% of PL funds go to Complete Streets standards or policies, an update will be made to the final document.

[PowerPoint: Draft UPWP Update]

8. OTHER BUSINESS

The next meeting will be held on April 4, 2023.

Ms. Lisa Minnick introduced the new regional planner at MDOT SHA responsible for Anne Arundel and Howard counties. Mr. Tavon Hawkins was welcomed to the Tech Committee.

Ms. Aris made several requests for feedback from the members relating to:

- Ms. Anna Marshall is looking for updates on emission reduction strategies for the air quality Conformity Determination.
- Mr. Keith Kucharek is looking for TIP information.
- Ms. Eileen Singleton sent out the recommendations for the Connected & Automated Vehicle project.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Byrne made a motion which Mr. Duah seconded. The meeting adjourned at 10:44 A.M.

ATTENDANCE

Members

Tyson Byrne (for Dan Janousek) – Maryland Department of Transportation (MDOT)
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne’s County Department of Public Works
Angelica Daniel – Baltimore County Department of Public Works & Transportation
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning
Tavon Hawkins - Maryland State Highway Administration (MDOT SHA)
Mary Lane – Carroll County Department of Planning
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)
Lisa Minnick – MDOT State Highway Administration (MDOT SHA)
Catherine Salarano – Maryland Department of the Environment
Patrick Smith (for David Cookson) – Howard County Office of Transportation
Brian Ulrich – 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
Anna Batista – High Street Consulting
Youngmin Choi - MDOT SHA
Rebecca Deibel - BMC
Praveen Desaraju, MDOT SHA
Monica Haines Benkhedda - BMC
Don Halligan – BMC

Victor Henry - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Toria Lassiter - MDOT SHA
Ethan McLeod – WSP USA
Sheila Mahoney - BMC
Anna Marshall - BMC
Charlene Mingus – BMC
Kelly Nash - MDOT SHA
Shane Sarver – BMC
Eileen Singleton - BMC
Jacob Took - BMC