

## TECHNICAL COMMITTEE

June 6, 2023  
9:00 to 10:20 A.M.

### MINUTES

Mr. Joel Gallihue opened a Closed Session of the Technical Committee in order to discuss three proposed Requests for Proposals. The members agreed by consensus to the closed session and the discussion began at 9:00 a.m.

**Baltimore Regional Freight Needs Study:** Mr. Keith Kucharek discussed the tasks and deliverables for this effort. Freight movement in the Baltimore region is expected to continue growing in the coming years. BMC and a selected consultant team will develop a comprehensive freight needs assessment and collaborate with state and local agencies to identify potential overnight truck parking locations. The study will also include coordination with MDOT to develop a freight commodity flow profile and CAV policies and priorities. The study is anticipated to take one year from consultant notice to proceed.

Technical committee members agreed with the project scope and gave approval to move forward.

**Making Transit-Oriented Development (TOD) Viable in the Baltimore Region:** Mr. Shane Sarver discussed the tasks and deliverables for this project. Nationwide, evidence suggests that TOD can improve transit ridership and economic development. However, there is an impression that TOD will not have these effects in the Baltimore region. This project will study TOD best practices and the likely effects of TOD in the Baltimore region, and will develop regional guidelines for improving the viability of TOD.

Technical committee members agreed with the project scope and gave approval to move forward.

**Exploring Public Attitudes Regarding Housing and Transportation:** Mr. Dan Pontious began with background from newspaper and journal articles related to the tight housing market and rising costs. This in turn has pushed up rental costs as well. This task will include some data gathering from the public and private sector followed by a series of demographically representative focus groups. Findings and recommendations will be prepared for use by a range of groups.

Technical committee members agreed with the project scope and gave approval to move forward.

Mr. Gallihue asked for a motion to close the Closed Session of the RFP discussion. Mr. Steve Cohoon made a motion and Mr. Dan Janousek seconded the motion. The Closed Session ended at 9:29 a.m.

The business meeting of the Technical Committee was called to order at the customary time of 9:30 A.M. by Mr. Gallihue.

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

Mr. Gallihue asked for approval of the minutes from the May meeting of the Technical Committee. Mr. Cohoon moved to approve the minutes with Mr. Luciano Diaz seconding the motion. The minutes were unanimously approved.

## **2. RECOMMENDED ACTION ON RESOLUTION #23-23**

Ms. Aris explained the purpose and origin of a Language Assistance Program and who the Program is intended to assist. Limited English Proficiency is a term used to describe individuals whose primary language is not English *and* are not proficient in the English language. The key to creating or updating the LEP is taking reasonable steps to ensure meaningful access to the information and services the BRTB provides. To do this a four-factor process is considered. The factors include: 1) the number and proportion of LEP persons in the eligible service area; 2) the frequency with which LEP persons come in contact with the program; 3) the importance of the service provided by the program; and 4) the resources available to the recipient.

BMC updated the data by using the American Community Survey Estimates for 2017-2021 found in Table B16001. Based on the current low levels of residents that are limited in their capacity to speak and understand English, translation of all BRTB plans and programs is not required. For instance, the top language in this category is Spanish with 1.61% of the region's population speaking English less than "very well". This was followed by Chinese at 0.41% and Korean at 0.34%. However, to engage the largest group (Spanish speakers) the BRTB commits to translation of several key documents. Additionally, the BMC updated its Google Translate button to allow web content to be translated into 103 languages. Of the 35 languages identified that are spoken less than "very well" in the region, 34 are included in the Google Translate capabilities. Additional assistance is available from [Google to translate](#) portable document format (pdf) files.

Mr. Gallihue asked for approval of Resolution #23-23. Mr. Cohoon moved to approve the resolution with Mr. Janousek seconding the motion. The resolution was unanimously approved.

***[PowerPoint: Language Assistance and LEP – Update to the 2019 Plan]***

### 3. PRESENTATION: SSA UPDATE

Ms. Cindy Burch gave a brief status update on the Safe System Approach project from the UPWP and introduced Ms. Nicole Waldheim, consultant from Fehr & Peers, to provide further detail. Ms. Waldheim quickly reviewed traffic crash fatality trends in the region and the Safe System Approach components. Ms. Waldheim then outlined the project, which included several workshops with local Strategic Highway Safety Plan (SHSP) teams and the development of Best Practices, Case Studies and Guidelines. She then shared summary outcomes from each workshop, the three selected case studies, and the outline of the Guidelines document.

**[PowerPoint: Safe System Approach Project]**

### 4. UPWP UPDATES

- **Update on Resilience 2050:** Mr. Zach Kaufman provided updates on the public comment period for *Resilience 2050*, the 2024-2027 TIP and the associated Air Quality Conformity Determination. The comment period began on May 17 and runs through June 20. Mr. Kaufman shared materials created to support the public comment period including a website on [publicinput.com](http://publicinput.com), a story map and interactive mapping.

Staff held a virtual public meeting on May 24 as well as in-person meetings in Carroll County and Harford County. In-person meetings for the remainder of the BRTB jurisdictions extend through Thursday, June 15. The meetings are structured as an open house, with a presentation when most people have arrived. BMC staff shared cue sheets for the presentation with TC and BRTB members last week.

A member of the public commented on the timing of the BRTB vote on *Resilience 2050* and the perception that comments will not change the preferred alternative. Ms. Aris responded that the board reviews all comments and can delay the vote on approval if they would like to shift the projects in the LRTP or TIP. At the bottom of page 10 of the 2022 Public Participation Plan it says the following: "To allow sufficient time for the BRTB to review and respond to comments, efforts will be made to close comment periods at least 14 days before a BRTB vote on these items. If additional time is needed, the BRTB will consider modifying the voting schedule to allow further time to review and incorporate comments." To further this point, the ability for the BRTB to delay the vote will be included in future comment period materials.

**[PowerPoint: Resilience 2050 Update]**

- **Maryland Travel Survey: Travel by Taxi and Private Car in the Baltimore Region:** Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), in particular a study of Travel by Taxi and Private Car in the Baltimore Region.

Mr. Berger noted that private car service means a private company, e.g., a limousine service, or a driver who drives his or her own car. He noted that Uber, Lyft and Rideshare are something different, and were not covered in the study.

The largest shares of taxi and private car riders are those 45-64 years old (44.2%), followed by and 65 years old or older (25.5%). The next largest shares of taxi & private car riders are those 18-44 years old (16.3%) and 5-12 years old (10.9%), adding that the 5-12 years olds may be accompanied by their parents. The smaller shares of taxi & private car riders include teenagers 16-17 years old (1.6%) and teenagers 13-15 years old (1.5%)

Regarding income, the largest share of taxi and private car riders are those with the lowest household incomes, less than \$15,000 (25.8%). The next largest shares are those with household incomes \$25,000 to \$34,999 (24.1%), and then \$15,000 to \$24,999 (23.7%). The smaller shares are represented by those with household incomes \$100,000 to \$149,999 (9.0%) and \$35,000 to \$49,999 (6.3%). The remaining smaller shares of taxi and private car riders have household incomes \$50,000 to \$74,999 (5%), \$150,000 or more (3.1%), and \$75,000 to \$99,999 (3.0%).

Looking at Race and Ethnicity, Mr. Berger noted that the largest share of taxi and private car riders are "African Americans, Blacks" (67.9%). The next largest shares of taxi and private car riders are Whites (25.7%) and Hispanics (5.0%), and finally, a smaller share of taxi and private car riders are Asian (1.4%).

It was noted that the largest share of taxi and private car trips are for personal business and other tasks (42.5%), the second largest share of taxi and private car trips are for shopping and meals (20.8%). The third largest share of taxi and private car trips are for work (18.1%), the fourth largest share of taxi and private car trips are for school (13.2%), and the last share of taxi and private car trips are for social/recreation (5.4%) purposes.

#### ***[PowerPoint: Travel by Taxi and Private Car]***

- **Report from Nominating Committee:** Mr. Cookson reported for the Nominating Committee that after a search, the slate offered consists of MDOT is nominated for Chair and Baltimore County is nominated for Vice Chair. The slate will be open for nominations from the floor in July to be followed by a vote. The new officers will then assume their roles at the July meeting.

## **5. OTHER BUSINESS**

The next meeting will be in person, held jointly with the Interagency Consultation Group on Wednesday, July 5, 2023.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Cohoon made a motion that Mr. Cookson seconded. The meeting adjourned at 10:20 A.M.

After the meeting Mr. Janousek provided two announcements intended for Other Business:

Please see this recent announcement about MDOT's EV Charger Siting Tool, which helps determine the best sites in Maryland for EV charger investment. Please contact me if you have questions about a local CFI application or want to know more about MDOT efforts in the electric vehicle or zero-emission vehicle space.

<https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=687&PageId=38>  
See a brief training video here: <https://www.youtube.com/watch?v=bu500GEcOoc>.  
Direct link to the tool here:  
<https://storymaps.arcgis.com/stories/0483931ae013450089cfe54c7ba5d0ce>

There is a virtual transit/bicycle/pedestrian listening session planned for the evening of June 27<sup>th</sup> for the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study). The materials are in development and will be announced very shortly. This National Environmental Policy Act (NEPA) study that will analyze alternatives within the two-mile wide Selected Corridor Alternative (Corridor 7) that was identified at the conclusion of the Tier 1 Study. Please sign up for news and updates for all sessions here: <https://www.baycrossingstudy.com/>

## **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  
Luciano Diaz – Baltimore City Department of Transportation  
Kwaku Duah – Annapolis Department of Transportation  
Joel Gallihue – Harford County Department of Planning  
Tavon Hawkins – MDOT State Highway Administration (MDOT SHA)  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Mary Lane – Carroll County Department of Planning  
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)  
Catherine Salarano – Maryland Department of the Environment  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)  
Bihui Xu – 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  
Victor Henry - BMC  
Zach Kaufman - BMC  
Shawn Kimberly - BMC  
Keith Kucharek - BMC  
Todd Lang – BMC  
Sheila Mahoney - BMC  
Anna Marshall - BMC  
Travis Martin – MDOT MTA intern

Charlene Mingus – BMC  
Dan Pontious - BMC  
Shane Sarver - BMC  
Michael Scepaniak – Strong Towns Baltimore  
Graham Young - BMC  
Nicole Waldheim – Fehr & Peers