

CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

November 10, 2020

10:15 A.M. – 11:30 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Eileen Singleton opened the meeting of this new committee. She went through the attendee list and provided an overview of the agenda for the meeting.

2. PURPOSE AND CHARGE OF THE CMP COMMITTEE

The CMP Committee was proposed during the CMP consultant project, and its purpose will be to:

- Implement recommendations of the CMP consultant project
- Better integrate CMP into the regional transportation planning process

3. SUMMARY OF CMP CONSULTANT PROJECT

Ms. Singleton provided a summary of the CMP consultant project that was completed in June 2020. The project and deliverables followed the elements of the CMP:

1. Develop Regional CMP Objectives
2. Define CMP Network
3. Proposed Performance Metrics
4. Data Collection and Management Plan
5. Development of a Process to Analyze Areas of Congestion and Associated Mobility Issues
6. Congestion Management Strategy Guide
7. Recommendations for Implementation
8. Process to Evaluate Strategy Effectiveness

Deliverables for elements 1 through 4 are defined and deliverables for elements 5 through 8 provide a process that we can follow as we work through our CMP. The deliverables are being posted on the BMC web page on the [Congestion Management Process section](#).

4. DISCUSSION OF RECOMMENDATIONS FOR IMPLEMENTATION

Ms. Singleton presented the goals for the meeting focused on implementing recommendations from the CMP consultant project:

- Develop/approve draft performance metrics for Objective 7: Enhance interjurisdictional coordination to optimize transportation system performance

- Review recommendations from several CMP consultant project deliverables
 - Performance Metrics and Data Collection and Management Plan
 - Process to Analyze Areas of Congestion and Associated Mobility Issues
 - Recommendations for Implementation
- Discuss how CMP project deliverables can be used
- Identify missing stakeholders

Develop/approve draft performance metrics for Objective 7

These metrics were proposed in the CMP consultant project:

- Has the CMP Committee met at least twice this year (yes/no)?
- Have at least 2/3 of jurisdictions participated in at least one CMP Committee meeting (y/n)?
- Have interjurisdictional needs been identified through this forum (y/n)?
- Have interjurisdictional projects or area-wide strategies been identified for consideration through corridor studies or projects proceeding to the TIP (y/n)?

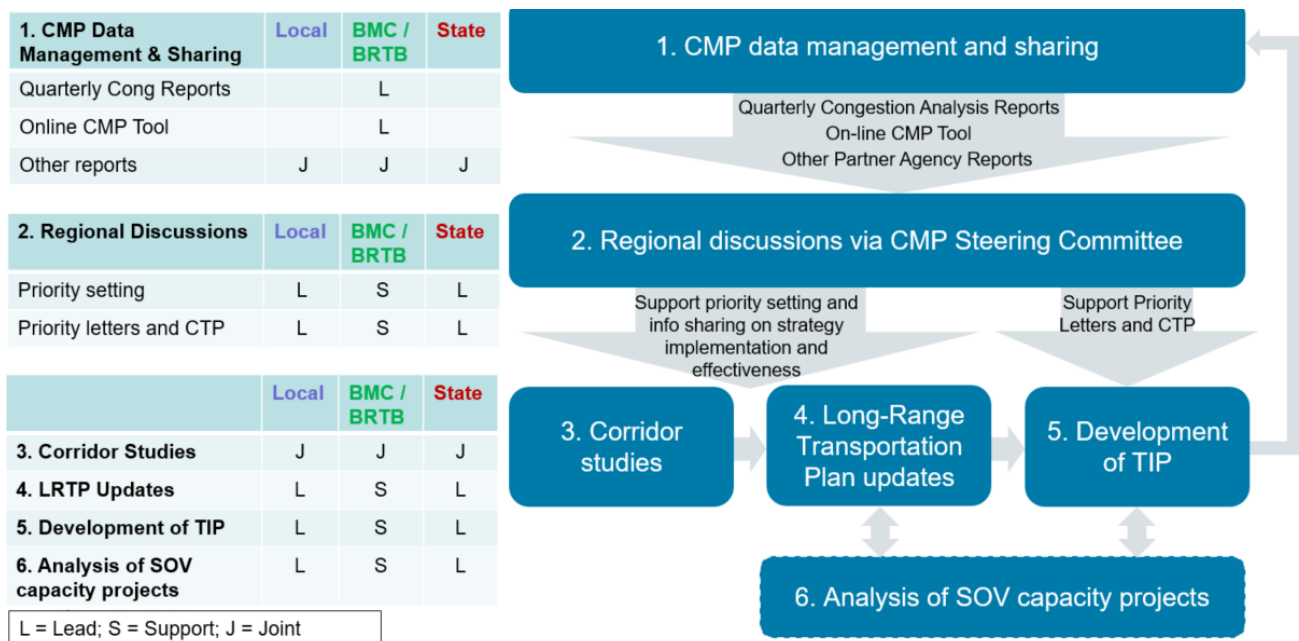
There were questions about the performance metrics proposed in the CMP consultant project:

- What is the definition of “interjurisdictional need”?
 - Maybe two or more jurisdictions are included in the project?
 - Also need to define “needs”
 - Suggested to separate the “needs” list from the project list
- What happens when there is a project or strategy that there is not agreement on?
 - This may not matter, but there will be a process to deal with it.

The group agreed that the Performance metrics proposed were a good first start.

Recommendations for implementation

The CMP consultant project proposed a process for improved integration of the CMP into the transportation planning process (flowchart on the right) and the table on the left provides a proposal for how the elements in the flowchart could be implemented:



There was a question about why item 6. *Analysis of SOC capacity projects* is included. It was noted that this reflects federal language for MPOs.

There were several recommendations related to analyzing areas of congestion.

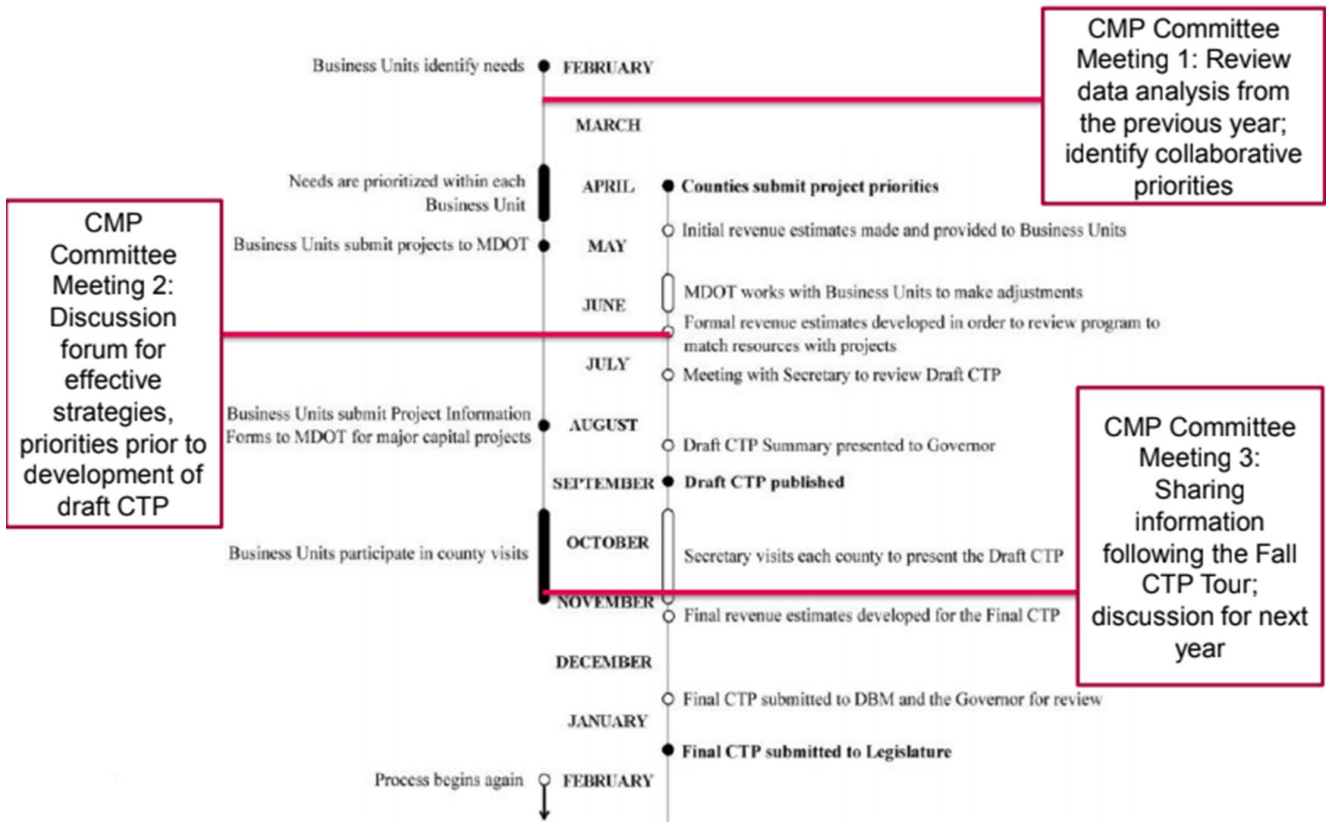
For the BMC quarterly reports, there were two recommendations:

1. Use "Total Delay" instead of "Base Impact"
 - Ed Stylc reported that he has started using that in the quarterly reports.
2. Separate Rankings for Freeways and Non-Freeways
 - Mr. Stylc noted that the current functionality in RITIS makes it difficult to separate freeways and non-freeways. He also said that the way the roads are divided into segments in RITIS that we have access to (TMC segments) result in the non-freeway results being less accurate. If/when we get access to Inrix XD segments, data accuracy for non-freeways will improve.
3. Integrate CMP performance metrics into the [BMC on-line CMP tool](#)
 - CMP performance metrics are being added to the on-line tool
 - Data will be added/updated annually; Mr. Stylc noted that new performance measures, such as Planning Time Index and Travel Tim Index, are being added to the tool.
 - BMC does not purchases additional data that the state does not purchase.
 - There was a question about how to address the issue of changing RITIS data. That will be addressed as it arises.
4. Identify priority congested roadway corridors
 - A recommendation from the CMP consultant project is to include the top 15 bottlenecks in the quarterly bottleneck report instead of 10, as is done now. Mr. Stylc suggested that we continue with the top 10 quarterly and continue with identifying the top 25 bottlenecks annually, similar to what the state does for its annual report. Since the bottleneck reports also include analysis, there is additional staff time needed to evaluate the additional bottlenecks and at this time, there is not sufficient staff support to expand to 15 corridors per quarter.

The project submittal forms for both the long range transportation plan (LRTP) and the transportation improvement program (TIP) will be updated to reflect the CMP strategies and grouping in the CMP consultant project. Zach Kaufman reported that the LRTP project submittal form has been updated and the TIP form is being updated and will be available for use starting in January, for the next TIP submission cycle.

Proposed CMP Committee Schedule

The CMP consultant project proposed that the CMP Committee meets three times per year, at times selected to enable regional input to the CTP process.



The group revisited the schedule to ensure it will still enable a way to provide input to the CTP process. Many local jurisdictions start to prepare priority letters in December/January. The pre-tour meetings are in September/October. The group agreed on the following refined meeting schedule:

- Meeting 1 – early February
- Meeting 2 – early June
- Meeting 3 – early November

Process for integrating in CTP process

Attendees had some thoughts about how to use the regional approach:

- Use regional approach to get support for funding for larger projects.
- Use GIS to map to LRTP and CTP projects and congestion, top 25 bottlenecks for region (can be added to on-line CMP tool).
- If desired by a local jurisdiction, Mr. Stylc can send them the bottleneck list for the jurisdiction.
- Consider having a regional congestion coordination meetings (should not be called “tour meeting”).
 - Perhaps meet with elected officials/decision makers at MACo meetings (perhaps the August meeting).
 - Also consider holding an annual regional congestion meeting with MDOT secretary.
 - Hold regional congestion meeting (similar to the “pre-tour” CTP meetings) in June/July, perhaps use the June CMP Committee meeting.
- Identify strategies to recommend also (refer to Strategy Guide developed as part of the CMP Consultant project).

Other Items

- Include other stakeholders: there were no additional stakeholders identified that should be included at this time.
- Identify a chair and vice chair: Ms. Singleton asked for volunteers for a chair and vice chair. Committee members will consider the request.
- Question: should the CMP Committee meetings continue to be held immediately after the Technical Committee meetings? The Technical Committee chair (David Cookson) and vice chair (Joel Gallihue) will discuss.

5. NEXT STEPS

Action	Responsible
Add performance metrics for Objective 7 to the CMP performance metrics list	BMC Staff
Ensure local jurisdictions have access to all CMP documents as they begin preparing priority letters	BMC Staff resend to CMP Committee
Add new data to on-line CMP tool including CMP performance metrics, other reliability metrics (PTI, TTI), CTP/priority letter projects, and other CMP data as relevant	BMC Staff
Complete update of TIP project submittal form to mirror strategies proposed in CMP consultant project and updated LRTP form	BMC Staff
Determine if CMP Committee should meet immediately after Technical Committee	TC chair and vice chair
Add 2021 priority letter projects to on-line tool	Locals send priority letter to BMC; BMC staff add to on-line tool
Schedule next CMP Committee meeting	BMC Staff and TC chair
Develop approach for coordinating regional congestion needs at regional CMP meetings	Committee

ATTENDEES

Members

Daniel Allen, Baltimore County
 Kwame Arhin, Federal Highway Administration
 Martha Arzu-McIntosh, Anne Arundel Co Office of Transportation
 Jeremy Beck, MDOT State Highway Administration
 Steve Cohoon, Queen Anne's County Dept. of Public Works
 Virginia Collier, MDOT State Highway Administration
 David Cookson, Howard County Dept. of Planning & Zoning
 Carole Delion, MDOT State Highway Administration
 Kwaku Duah, Annapolis
 Joel Gallihue, Harford County
 Sarah Gary, MDOT State Highway Administration
 Alex Rawls, Harford County Dept. of Planning & Zoning
 Jamie Richardson, MDOT Maryland Transit Administration
 Lisa Shemer, MDOT State Highway Administration
 Lisa Sirota, MDOT State Highway Administration
 Sam Snead, Baltimore County
 Russ Walto, MDOT Maryland Transportation Authority

Staff

Bala Akundi, Baltimore Metropolitan Council

Regina Aris, Baltimore Metropolitan Council

Charles Baber, Baltimore Metropolitan Council

Blake Fisher, Baltimore Metropolitan Council

Don Halligan, Baltimore Metropolitan Council

Victor Henry, Baltimore Metropolitan Council

Zach Kaufman, Baltimore Metropolitan Council

Eileen Singleton, Baltimore Metropolitan Council

Ed Stylc, Baltimore Metropolitan Council