

## **TECHNICAL COMMITTEE**

June 6, 2017  
9:34 to 11:10 A.M.

### **MINUTES**

The meeting was called to order at 9:34 A.M. by Ms. Lynda Eisenberg.

#### **1. APPROVAL OF MAY 2, 2017 MINUTES**

Ms. Eisenberg directed members to review the minutes of the May meeting. Mr. Terry Freeland pointed out that, at the previous TC meeting, he had told the committee members that SHA's presentation on a NEPA process project would be postponed until June. While this statement is correct, it should be noted that SHA's presentation will take place at the August TC meeting. Ms. Valorie LaCour made a motion to approve the minutes, and Mr. David Cookson seconded. The members voted to approve the minutes as is.

#### **2. RECOMMENDED ACTION OF RESOLUTION #17-22**

Ms. Regina Aris provided the purpose of updating the BRTB Bylaws. This is primarily to change the status of Queen Anne's County from a non-voting to voting member. There are however a few other updates to reflect current federal legislation and cleanup a few minor areas. After a quick review of each area being proposed to change. Ms. Aris indicated that a 30-day review was open through June 1 and the PAC would be meeting on June 7. Ms. Aris turned the discussion back to the Chair. The members were satisfied with all proposed changes. Ms. Eisenberg asked for a motion. Mr. Alex Rawls made a motion to move Resolution #17-22 to the BRTB as presented and Ms. LaCour seconded the motion. The resolution was approved with unanimous support from the members.

#### **3. RECOMMENDED ACTION ON RESOLUTION #17-23**

Ms. Aris indicated that the only change proposed to the Technical Committee Rules of Procedure were to change the status of Queen Anne's County from a non-voting to voting member on that committee. Ms. Eisenberg asked for a motion. Ms. LaCour made a motion to move Resolution #17-23 to the BRTB as presented and Mr. Cookson seconded the motion. The resolution was approved with unanimous support from the members.

#### **4. RECOMMENDED ACTION ON RESOLUTION #17-24**

Mr. Zachary Kaufman introduced Resolutions #17-24 and #17-25 to the Technical Committee. Each resolution adds a project to the 2017-2020 TIP. In Resolution #17-24, MTA is requesting to add a Section 5312 discretionary grant for the Fixed Location Train Detection and Worker Warning System project. In Resolution #17-25, SHA is requesting to add the MD 45: Padonia Road to Wight Avenue project. The ICG has determined that both projects qualify as exempt. The projects are currently publicized for public comment through Friday, June 9 with a public meeting tomorrow evening at BMC. No comments have been received thus far.

Ms. Laurie Brown provided details on Resolution #17-24. The project will install a fixed deployment application of a system (ZoneGuard) along the entire length of the MTA Light Rail line as part of a study that will analyze the effectiveness of such a system. The study will test the proof-of-concept of an electronic secondary warning system that warns work crews on the track of approaching Light Rail vehicles and railroad maintenance machines. The implementation will be Light Rail system-wide throughout the study and will remain for MTA to use at its conclusion. The project is scheduled to begin on July 1, 2017. Testing and data collection will extend through 2018, with a final report anticipated in early 2019.

This amendment adds the project to the FY 2017-2020 TIP utilizing a federal Section 5312 discretionary grant for research, development, demonstration, and deployment projects. The project utilizes \$688,000 in federal Section 5312 funds along with \$2,302,000 in matching funds for the construction phase. Matching funds include \$2,004,000 from private sources, \$18,000 from the state of New York to assist in the costs of implementation and sharing of information, and \$280,000 from the state of Maryland. The total project cost is \$2,990,000.

Ms. Eisenberg asked for a motion. Mr. Chris Witt made a motion to move Resolution #17-24 to the BRTB as presented and Ms. LaCour seconded the motion with unanimous support from the members.

***[PowerPoint/Handout: 2017-2020 TIP Amendment Presentation, TIP Amendment Summary]***

#### **5. RECOMMENDED ACTION ON RESOLUTION #17-25**

Mr. Ted Yurek provided details on Resolution #17-25. The project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and, upgrading intersection signal systems. The project is scheduled to advertise in June 2017, with completion anticipated in fall 2020.

This amendment adds the project to the TIP utilizing federal NHPP funds along with state matching and Baltimore County funds. Federal NHPP funds are added in the amount of \$2.736 million along with \$1.192 million in state matching funds. Baltimore County is contributing \$13.2 million for water utility replacement. The total project cost is \$17.369 million. The amendment is necessary due to the inclusion of the water utility replacement with the original resurfacing project. The total project cost now exceeds the \$10 million cost threshold for system preservation projects and a separate TIP project sheet is required as a result.

Ms. Eisenberg asked for a motion. Mr. Rawls made a motion to move Resolution #17-25 to the BRTB as presented and Ms. LaCour seconded the motion with unanimous support from the members.

***[PowerPoint/Handout: 2017-2020 TIP Amendment Presentation, TIP Amendment Summary]***

## **6. RECOMMENDED ACTION ON RESOLUTION #17-26**

Mr. Bala Akundi (BMC) and Ms. L’Kiesha Markley (SHA) introduced Resolution #17-26 – Endorsing Critical Urban Freight Corridors (CUFCs) for the Baltimore Region. They reminded members of the committee that CUFCs are one component of the National Highway Freight Network (NHFN) established by the FAST Act, which provides dedicated funding to the states to be used for planning, engineering, and construction activities that contribute to the efficient movement of freight.

The Technical Committee held a work session on Wednesday, May 31st, to go over the original scoring methodology developed by SHA and their consultant Cambridge Systematics, and the modifications and post-processing that led to the preliminary identification of the 25 miles of CUFCs for the Baltimore region. Committee members were very engaged in this process and provided good feedback that led to some new corridors being included in the list that was provided as an attachment to the resolution. Howard County and Harford County offered some additional suggestions just prior to the meeting today (handout). BMC and SHA will consider these before presenting the final list to the BRTB at their meeting on June 27. Staff will also look at Carroll County’s suggestion regarding MD 97, north of MD 140.

Ms. Eisenberg asked for a motion. Ms. Martha Arzu-McIntosh made a motion to move Resolution #17-26 to the BRTB as presented and Mr. Cookson seconded the motion with unanimous support from the members.

Ms. Markley added that SHA developed a preliminary list of Critical Rural Freight Corridors (CRFCs) – these do not have to be approved by the MPOs in the state – however, SHA is looking for comments and feedback from local jurisdictions. The list was emailed to members.

***[Handouts: Draft Attachment to Resolution #17-26, Proposed Changes from Harford and Howard counties]***

## **7. RECOMMENDED ACTION ON RESOLUTION #17-27**

Mr. Lang shared that this item is the first in a series of performance measures coming to the TC as part of federal performance based planning initiatives. Transit asset management is the initial performance target to be approved. By October of 2018 there will be a TAM Plan that will also be approved and targets will be updated. Targets are set for two sizes of transit agencies. In the Baltimore region MTA is the only Tier 1 agency, all of the LOTS in the region fall under the Tier 2 category. The final rule exempted 5310-funded agencies from compliance because they offer a closed-door service.

Mr. Lang reviewed the steps by which MTA guided the LOTS through a process whereby the targets were established. Once in place these targets will be linked to performance of the short- and long-

range transportation documents. At this time MTA considers the targets for informational purposes but may use them in relation to funding requests in the future. The target proposed is for the Baltimore region LOTS and not the same as the statewide LOTS target due to the newer fleets in place here. Next year there will be an effort to update the number of vehicles in the fleet and have a better accounting of facilities. The target needs to be approved by the BRTB in June since the FTA deadline is July 1.

Members asked questions about the following: Will the targets be used in grant applications? Can two of the LOTS agencies review the number of vehicles listed for their fleets. Were all LOTS represented in the work session developing the targets? Is there any penalty associated with the targets? Does having a regional target create more work than following the statewide target? When will the targets be updated? Mr. Lang responded to all of the questions and indicated that this and other performance measures will be discussed with the TC on an ongoing basis.

Ms. Eisenberg asked for a motion. Mr. Witt made a motion to move Resolution #17-27 to the BRTB as presented and Ms. LaCour seconded the motion with unanimous support from the members.

***[PowerPoint: Baltimore Regional Transit Asset Management Performance Targets]***

## **8. MTA UPDATE: BALTIMORELINK**

Mr. Michael Helta presented information on the Maryland Transit Administration's BaltimoreLink project. The launch date is Sunday, June 18. This is a week after school lets out.

Mr. Helta began with a summary of concerns from stakeholders about the current MTA bus service. To address these concerns, BaltimoreLink will: shorten some of the longest routes, increase frequencies on key routes, decongest the downtown corridors, and invest in layovers, transfer areas, and bus lanes.

Mr. Helta gave an overview of the major milestones of the project. These include extensive advertising, wayfinding, public and operator education, and community outreach efforts. On the launch date, teams of on-street staff will be available to assist riders.

With respect to planned transit signal priority corridors, Ms. LaCour asked if MTA could update the TC and BRTB with traffic data from these corridors once the TSP devices have been in place for a few months. Mr. Helta replied that this could be arranged and recommended waiting until September or October to enable the collection of sufficient data to be able to begin to identify trends.

Ms. Eisenberg commended MTA for the work that has gone into this project to date and asked if MTA has adjusted proposed service changes based on public and stakeholder comments. Mr. Helta replied that there have been quite a few adjustments based on feedback. Public outreach began immediately following the initial October 2015 BaltimoreLink announcement, and MTA has gathered and incorporated feedback from three different versions of BaltimoreLink before developing the final version.

Ms. Eisenberg asked if there will be any additional changes as fall approaches and Mr. Helta noted that the scheduled "fall service change" probably will include additional changes. He expects the scheduled

“winter service change” potentially to include even more significant changes as more data accumulate about system performance.

Mr. Cohoon asked how space will be set aside for dedicated bus lanes. Mr. Helta stated that there are 25 corridors in the City that will have a dedicated bus lane. MTA will analyze the traffic data from these corridors and provide a grace period of a few months for violators so that motorists can get used to the changes. The penalty for using a dedicated lane will be \$90 and 1 point on your drivers license.

Ms. LaCour stated that the Lombard St. / Pratt St. corridor has seen a decrease in capacity, but it’s not as significant as expected. She expects that the next pair of roadways (Baltimore St. / Fayette St.) probably will have more issues. She also noted that the City has good east/west parallel streets, which should enable an effective phase-in of one roadway pair at a time.

To wrap up, Mr. Helta stated that the new system will be fare-free for 12 days after the launch. He acknowledged the need for extra support staff on the launch date and during the days following the launch. He also noted that the bus fare will increase on July 1, not as a part of the BaltimoreLink changes but rather per legislative mandate. MTA is trying to get as many people as possible to buy weekly and monthly passes to save money on fares.

***[PowerPoint: MTA – BaltimoreLink Update]***

## **9. OTHER BUSINESS**

Ms. LaCour reported that the Nominating Committee has a slate of officers to recommend for FY 2018. The committee, consisting of Ms. Lacour, Mr. Steve Cohoon, and Mr. Witt, nominate members from the City of Annapolis and Queen Anne’s County to serve as chair and vice chair, respectively. The Nominating Committee has contacted the members from these jurisdictions, and they are willing to serve in these capacities.

Mr. Freeland reminded the members about the traffic analysis software training scheduled to begin at 9:30 a.m. at BMC on Wednesday June 14.

Mr. Freeland also reminded members that the next TC meeting is scheduled for Wednesday, July 12, rather than Tuesday, July 5. This will be a joint meeting of the Interagency Consultation Group (ICG) and the Technical Committee.

Mr. Robert Berger reminded members about his request for information to help staff members in conducting the regional household travel survey. Previously, he had asked the jurisdictions for feedback on which communities the survey might give special attention to. For example, communities that have higher concentrations of low-income individuals, minority populations, elderly populations, etc. To date, he has received input from Harford and Baltimore counties and expects to receive information from Howard County soon. He also noted that Queen Anne’s County will not be covered by BMC’s household travel survey but will be covered as part of the statewide survey effort. He asked the representatives of the other jurisdictions to respond by next week.

Mr. Lang reminded members of the upcoming “What’s on Tap” event, “Data, Apps, and Analytics,” scheduled for Tuesday, June 20, from 6 to 8 p.m. at the Diamondback Brewing Company.

Ms. LaCour moved to adjourn the meeting, and Ms. Martha Arzu-McIntosh seconded.

## **ATTENDANCE**

### ***Members***

Martha Arzu-McIntosh – Anne Arundel County Department of Planning and Zoning  
Alex Brun – Maryland Department of the Environment  
Ken Choi – Maryland Department of Planning  
Steve Cohoon – Queen Anne’s County  
David Cookson – Howard County Department of Planning & Zoning  
Lynda Eisenberg – Carroll County Department of Planning  
Michael Helta – Maryland Transit Administration (MTA)  
Emery Hines – Baltimore County Department of Public Works  
Valorie LaCour – Baltimore City Department of Transportation  
Alex Rawls – Harford County Department of Planning & Zoning  
Chris Witt – Maryland Department of Transportation  
Ted Yurek – State Highway Administration (SHA)

### ***Staff and Guests***

Bala Akundi – Baltimore Metropolitan Council (BMC)  
Regina Aris – BMC  
Robert Berger – BMC  
Laurie Brown – MTA  
Terry Freeland – BMC  
Drew Gertner – SHA  
Don Halligan – BMC  
Zach Kauffman – BMC  
Shawn Kimberly – BMC  
Mary Lane – Carroll County Department of Planning  
Todd Lang – BMC  
L’Kiesha Markley, SHA