

**TECHNICAL COMMITTEE**

September 6, 2017

9:35 to 10:35 A.M.

**MINUTES**

The meeting was called to order at 9:35 A.M. by the Vice Chair, Mr. Steve Cohoon. Mr. Cohoon welcomed Mr. Graham Young, new representative for Baltimore City, and Mr. Sanghyeon Ko, new modeler at BMC.

**1. APPROVAL OF AUGUST 1, 2017 MINUTES**

Mr. Cohoon asked for approval of the minutes from the August meeting of the Technical Committee. Mr. Chris Witt moved to approve the minutes with Mr. David Cookson seconding the motion. The minutes were unanimously approved.

**2. RECOMMENDED ACTION OF RESOLUTION #18-4**

Mr. Zach Kaufman began by stating that the FAST Act replaces the Transportation Alternatives Program with set-aside funding for transportation alternatives from the Surface Transportation Block Grant program. The categories of eligible projects have not changed. Applications were due on May 15, 2017. Both SHA and BMC staff review applications and met in early August to discuss project applications. BMC staff also attended two site visits for applications in August.

FY 2018 appropriations for the Baltimore region are \$2.14 million. Eight applications totaling \$15.54 million in funding requests were received for these funds. In addition to Baltimore region funds, there is also \$1.02 million available to applicants that fall within the Aberdeen-Bel Air South-Bel Air North urbanized area. These are composed of \$207,000 in FY 2018 appropriations and unawarded funds from previous years. Two application totaling \$3.45 million in requests were received for these funds. Mr. Kaufman presented a brief description and site map of each project. The BMC review team will meet with SHA on September 7 to discuss any outstanding questions and to finalize the recommendation. The final recommendation will be sent to the Technical Committee prior to the BRTB meeting on September 26. Applications not recommended for funding using Baltimore region funds will be eligible for funding in the statewide competition. Approximately \$7 million in statewide funds are available in FY 2018.

***[PowerPoint: Resolution #18-4 – Transportation Alternatives Applications]***

### **3. RECOMMENDED ACTION OF RESOLUTION #18-5**

Mr. Kaufman introduced Resolution #18-5 to the committee. SHA is requesting to add a drainage improvement project in the vicinity of I-695 and Cromwell Bridge Road to the 2018-2021 TIP. The ICG has determined that the project qualifies as exempt. The amendment is currently publicized for public comment through Monday, September 25. No comments have been received thus far.

The project is necessary to address an erosion issue and is required mitigation for the I-695 widening project from US 40 to MD 144. Specifically, the project involves restoration of the Minebank Run stream channel, repair of SHA drainage outfalls and outfall channels, construction of stormwater management facilities to provide water quality treatment, and relocation of the Baltimore County sewer line. SHA anticipates completing this project in the spring of 2020.

This amendment adds the project to the 2018-2021 TIP utilizing federal NHPP funds along with state matching funds for the preliminary engineering, construction, and right-of-way phases. The project requires its own TIP sheet because the total cost now exceeds \$10 million, and must be included as a major project in the Maryland Department of Transportation (MDOT) Consolidated Transportation Program. Federal NHPP funds are added in the amount of \$9.548 million along with \$2.387 million in state matching funds for a total of \$11.935 million added to the 2018-2021 TIP. The total project cost is \$13.455 million, with \$1.52 million expended in previous fiscal years.

Mr. Cohoon asked for a motion. Mr. Chris Witt made a motion to move Resolution #18-5 to the BRTB as presented and Mr. David Cookson seconded the motion with unanimous support from the members.

***[PowerPoint/Handout: 2018-2021 TIP Amendment Presentation, TIP Amendment Summary]***

### **4. REVENUE PROJECTIONS FOR MAXIMIZE2045**

Ms. Linda Williams, Financial Planning Manager in the Maryland Department of Transportation's Office of Finance, presented information on the financial forecast for the 2019 regional long-range transportation plan.

MDOT uses the period from FY1981 to FY 2016 as the base from which to make the forecast. In this process, MDOT analyzes historical growth rates in state funds and federal funds to determine potential future growth rates in these funding sources. MDOT also factors in forecasts of the Consumer Price Index to make projections about future operating expenditures and system preservation costs. To arrive at the amount of revenues expected to be available for major capital programs, MDOT subtracts the forecasted system operating and preservation costs from the total program revenues. Ms. Williams illustrated these points graphically through a chart showing the history of capital and operating expenditures as well as revenue forecasts based on historical trends and assumptions for the future.

Ms. Williams next presented information on recent trends that have decreased the amount of revenue expected to be available statewide and for the region. The primary reason is that fuel prices have been lower than originally projected when the Transportation Infrastructure Investment Act of 2013 was enacted. For example, the average price of gasoline per gallon (net of tax) in July 2013 was \$3.135,

while in July 2016 the average price per gallon was \$1.752. This has had a major effect on motor fuel tax rate assumptions. Ms. Williams noted that every penny of fuel sales tax revenue translates roughly into \$30 million in revenue. Ms. Williams presented a revised chart showing the gap between future revenues forecasted for the 2015 plan and future revenues forecasted for the 2019 plan, a gap caused by fuel prices having been lower than originally expected.

Another reason for the decrease in funds expected to be available for major capital projects compared to the 2015 plan forecasts is that MDOT is devoting more funds to system preservation. This is consistent with the performance-based planning and programming approach and with FHWA's and FTA's emphasis on keeping transportation assets in a state of good repair.

A question-and-answer phase followed the presentation, with committee members asking about the process for making forecasts. This discussion will be continued, culminating in a BRTB resolution in the next few months.

***[PowerPoint: CLRP 2017 Financial Forecast]***

## **5. FAST ACT PERFORMANCE MEASURES/TARGETS – UPDATE**

Mr. Terry Freeland presented information on where the region has been, where it is now, and what remains to be done with respect to performance measures. This included, for context, an overview of the performance measures included in the 2015 plan. Mr. Freeland also presented an overview of the final performance measures that have now been identified with the publication of final regulations. These measures must be included in a system performance report in the 2019 plan and, eventually, incorporated into the Transportation Improvement Program (TIP). Also, the BRTB will need to decide if it wishes to keep the three accessibility-related performance measures adopted for the 2015 plan that are not required by federal law.

Part of the performance-based approach is the setting of targets for each of the required performance measures. As the designated MPO for the region, the BRTB will need either to adopt the targets set by MDOT or develop its own set of regional targets.

The BRTB has met the requirement to set targets for transit asset management (TAM). In June 2017, the BRTB approved Resolution 17-27, adopting TAM targets. Mr. Freeland presented due dates for target setting for all of the remaining performance measures: highway safety, pavement and bridge condition, and highway system performance (including general travel time reliability, truck travel time reliability, and traffic congestion). The performance measure related to the reduction in greenhouse gases is on hold. Also, as of this point, the due dates for transit system safety targets are unknown, but BMC staff plans to check with FTA and/or MTA about these due dates.

The first of the known due dates for BRTB action is February 27, 2018 for highway safety targets. Mr. Freeland has asked MDOT and SHA to present information on the state's highway safety targets at the October Technical Committee meeting. BMC expects that MDOT will present information to the committee over the next several months as state targets for other performance measures are set.

## **6. OTHER BUSINESS**

- Mr. Freeland offered a number of handouts/products from several previous meetings for anyone who missed a meeting.
- Mr. Witt announced that the draft CTP is now online and that the schedule for Tour meetings has also been posted.
- Mr. Todd Lang reminded TC members of a consultant effort to develop Transportation Data Books. BMC will release an RFP on Wednesday, September 6 to solicit proposals.
- Mr. Cohoon mentioned the recent edition of COG Quarterly and the range of topics in it. He has shared with elected officials in his county.

## **ATTENDANCE**

### ***Members***

Ken Choi, Maryland Department of Planning  
Steve Cohoon – Queen Anne’s County  
Mary Lane, Carroll County Department of Planning  
Graham Young - Baltimore City Department of Transportation  
David Cookson – Howard County Department of Planning & Zoning  
Chris Witt – Maryland Department of Transportation (MDOT)

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

Regina Aris – Baltimore Metropolitan Council (BMC)  
Mark Berger – Louis Berger Group  
Terry Freeland - BMC  
Blake Fisher - BMC  
Don Halligan - BMC  
Victor Henry – BMC  
Sanghyeon Ko - BMC  
Todd Lang – BMC  
Sara Tomlinson – BMC  
Linda Williams – MDOT- Office of Finance