

## TECHNICAL COMMITTEE

March 6, 2018  
9:34 to 10:56 A.M.

### MINUTES

The meeting was called to order at 9:34 a.m. by Mr. Kwaku Duah.

#### 1. APPROVAL OF JANUARY 10, 2018 MINUTES

Mr. Duah asked for approval of the minutes from the January meeting of the Technical Committee. Mr. Duah suggested adding a word to the paragraph describing Item 4, "Maximize2045 Elements," instead of "funds will be projected to the horizon," the text should read "funds will be projected to the horizon **year.**" This will make the meaning more clear. Mr. Alex Rawls moved to approve the minutes with Ms. Martha Arzu-McIntosh seconding the motion. The minutes were unanimously approved. Staff will make the suggested revision.

#### 2. RECOMMENDED ACTION OF RESOLUTION #18-10

Mr. Zach Kaufman introduced resolutions 18-10, 18-11, and 18-12 involving amendments to *Maximize2040*, the current long-range plan, and to the FY 2018-2021 TIP. In doing so, he mentioned the air quality conformity determinations that staff conducted as well as the public meetings held to solicit comments on the proposed amendments.

Mr. Michael Rothenheber of JMT presented information about the proposed amendment that is the topic of Resolution 18-10. The Maryland Transportation Authority (MDTA) is proposing to extend express toll lanes (ETLs) northbound on Section 200 of I-95. Following the presentation, Mr. Rawls asked if the project involves only the slip ramp from MD 43 to northbound I-95. The answer is yes. Mr. Graham Young asked about traffic volumes on Section 200. MDTA had seen a decrease in traffic volumes compared to the initial estimates, owing to the economic downturn. However, volumes have increased recently. Ms. Regina Aris noted that comments from the public meeting in the area had indicated concerns about how this project will be affected by the replacement of the US 40 bridge over the Gunpowder River. That is, US 40 will not be available as an alternate route to I-95 during the bridge replacement. Mr. Rothenheber responded that MDTA will work with SHA to coordinate construction of the projects to minimize disruption. Mr. Steve Cohoon asked about the availability of traffic volume data on both the main line and the ETLs. MDTA will need to get additional traffic counts. MDTA has used recent counts as well as forecasts from the BMC travel demand model.

Mr. Rawls moved to recommend approval of the resolution, with a second from Mr. Cohoon. The committee voted unanimously to recommend approval.

**[Handout: TIP Amendments Summary, PowerPoint: Express Tolls Lanes on I-95]**

### **3. RECOMMENDED ACTION OF RESOLUTION #18-11**

Ms. Tara Penders of the Maryland State Highway Administration (SHA) presented information on this project, which proposes to implement an Active Traffic Management approach on I-695 from I-70 to MD 43, with use of the inside shoulders of I-695 during a.m. and p.m. peak periods. This resolution also would remove the I-70 / I-695 “Triple Bridges” study from the current TIP as well as the I-695 project from MD 122 to I-95 from both the TIP and the current long-range plan.

Ms. Arzu-McIntosh asked if the goal of this project is to make hard shoulder running on this section of I-695 eventually permanent. Ms. Penders noted that throughout much of the section SHA already has the necessary right-of-way. Also, the project proposes hard shoulder running only during peak periods at least for the next 10 years. Mr. Duah asked if this could become permanent in the long run. Ms. Penders replied that hard shoulder running might become a permanent feature, but this hasn’t been decided yet. Also, there are no definitive answers yet to address concerns about incident management if shoulders are being used for traffic. Mr. Cohoon asked if the \$196 million in federal funds represents new funding or funding diverted from other projects that have been removed or delayed. Ms. Penders noted that funding has come from a combination of new and diverted funds. An example of a project that no longer needs funding is the proposed improvement of roadway infrastructure in the Greenbelt area (no longer needed since the FBI headquarters will not be moving to that area). Mr. Young wondered about the use of ramp metering. Will this be at the I-70 / I-695 interchange only or also at other locations? Ms. Penders replied that there is a potential for ramp metering to be applied at other locations. This is still to be determined.

Mr. Cohoon moved to recommend approval of the resolution, with a second from Mr. Rawls. The committee voted unanimously to recommend approval.

***[PowerPoint: Active Traffic Management on I-695]***

### **4. RECOMMENDED ACTION OF RESOLUTION #18-12**

Ms. Penders also presented information on this resolution, which covers TIP amendments: (1) the switching of federal funding sources and the updating of funding for preliminary engineering, right of way acquisition, and construction for the U.S. 40 bridge replacements over Little and Big Gunpowder Falls and (2) the addition of federal funds for construction and state funding for preliminary engineering for the I-83 bridge replacement over Padonia Road.

She noted that the US 40 bridge replacements already have been advertised for bid. The main reason for the cost increase is that the project will include beam replacements, the need for which surfaced from recent bridge inspections. Construction is expected to start in the spring of 2018. Also, SHA is aware of the maintenance of traffic concerns given the potential effects of MDTA’s I-95 ETL project and will be working with MDTA to address these concerns. Mr. Rawls asked if there will be accommodations for bicycles on the bridges. Ms. Penders noted that the project will include 10-foot shoulders. Mr. Young asked if the decision to widen the bridge came before or after SHA’s findings from the bridge inspection. Ms. Penders replied that the decision to replace the bridges was based on the conditions of the bridges as shown in the inspections.

Ms. Penders stated that construction on the I-83 bridge project is expected to begin in the summer of 2018.

Ms. Mary Lane moved to recommend approval of the resolution, with a second from Mr. Cohoon. The committee voted unanimously to recommend approval.

***[PowerPoint: US 40 and I-83 Bridge Replacements]***

**5. PRESENTATION: DATA ANALYTICS AND MODELING METHODS FOR TRACKING AND PREDICTING ORIGIN-DESTINATION TRAVEL TRENDS BASED ON NMOBILE DEVICE DATA**

Mr. Sephr Ghader of the University of Maryland's National Transportation Center presented information on the kickoff of this project. The project team includes members from the University of Maryland, the Baltimore Metropolitan Council (BMC), and SHA. Subrecipients include AirSage, INRIX, and StreetLight. The objectives of the project are to produce origin-destination (O-D) tables, at both the national and metropolitan levels, using all three major sources of mobile device data: cell phones, GPS, and smartphone apps. The project team will categorize data by mode, trip purpose, time period, and socioeconomic and demographic characteristics.

Mr. Ghader gave a summary of the research products at all levels (national-level, MPO-level, and micro-level). The team will use these products to calibrate a person-level microsimulation-based U.S. national travel demand model that will be capable of generating predicted future year O-D tables. The BRTB MPO-level product will involve 2,922 TAZs covered by BMC's travel demand model. The time period to be studied is the entire year of 2017. Times of day covered by the study will be compatible with BMC's travel demand model, and O-D tables will be categorized by trip purpose and demographic groups.

Mr. Robert Berger of BMC asked several questions about the ability of data providers to supply micro-level locations. Mr. Ghader responded by talking about the use of ground truth data and matching such data with labels to develop algorithms. Ground truth data provide the ability to test apps and serve as the basis for conducting user surveys from apps. These surveys provide insights into trip purposes, locations, and modes. The project team will use the data to apply probabilities in developing the O-D algorithms. Mr. Choi asked how the data are validated. Mr. Ghader replied that validation is based on ground truth data and other available data sets. These will be integrated and validated with BMC's upcoming household travel survey.

***[PowerPoint: Data Analytics and Modeling Methods for Tracking and Predicting Origin-Destination Travel Trends based on Mobile Device Data]***

**6. OTHER BUSINESS**

- UPWP Public Review – Ms. Regina Aris noted that FY 2019 Unified Planning Work Program is available for public review through March 23. This document is considered an addendum to the FY 2018-2019 UPWP that outlines the available funding and uses of FY 2019 resources. A resolution will be considered at the next meeting.

- Electric Vehicle Charger Survey – Ms. Aris reminded committee members about this survey, which had been discussed at an earlier committee meeting. The survey will be using funds generated by the Volkswagen settlement. Committee members should think about potential locations for electric vehicle charging stations. Ms. Aris asked that members return the survey to Ms. Sara Tomlinson within three weeks.

***[Handout: EV Charging Station Survey]***

- Transportation Alternatives (TA) Program – Ms. Aris told the committee members about the TA application cycle, to be announced soon by SHA. The timeframe to submit applications is mid-April to mid-May.
- Update of the Public Participation Plan (PPP) – Ms. Monica Haines Benkhedda described the upcoming revision of the PPP. This will include revisions such as accounting for additional interested parties because of new federal regulatory requirements and including Queen Anne’s County in the materials because of their being added as a voting member of the BRTB. Also, a revised procedure is being proposed for review of proposed amendments. That is, projects that involve such things as funding shifts and that do not involve scope changes will be available for review on the BMC website but will not be subject to a formal 30-day review and public meeting because they are more administrative than substantive in nature. Also, projects exempt from the air quality conformity determination process (e.g., roadway resurfacings or bridge replacements that do not add capacity) would not necessarily be subject to a 30-day review. This should streamline the amendment review process and make it less time consuming for the staffs of the modal agencies, the jurisdictions, and BMC. Ms. Haines Benkhedda added that the definition of an amendment will not change, just the process for reviewing certain amendments. Mr. Cohoon, Mr. Tyson Byrne, and Ms. Penders discussed the ramifications and benefits of such streamlining.

***[Handout: Highlights and Schedule for revised Public Participation Plan]***

- Mr. Don Halligan let the committee members know about a planned showing of a documentary titled *Citizen Jane: Battle for the City* on March 26 at 7:00 p.m. at the Owen Brown Interfaith Center in Columbia. The film is about Jane Jacobs, famed community activist and author in New York City. The BMC website includes more information about the event as well as registration details.

Finally, Mr. Byrne introduced new MDOT regional planner Mr. Dan Janousek and Ms. Penders introduced new SHA regional planner Mr. Stephen Miller. They will be regular participants in this and future Technical Committee meetings.

Mr. Todd Lang explained the need to conduct a closed session to discuss some upcoming requests for proposal. At 10:44 Mr. Cohoon moved to close the Technical Committee meeting, with a second from Ms. Arzu-McIntosh.

**7. CLOSED SESSION**

At 10:45 Mr. Duah asked for a motion to open the Closed Session meeting. Mr. Cohoon motioned and Mr. Rawls seconded.

Mr. Lang discussed two RFPs that BMC would like to initiate in the next few weeks. The first is for the MTA/LOTS Transfer Study identified in the FY 2018 UPWP. MTA and RTA have completed some major initiatives and are ready to participate. LOTS agencies will be asked to review the RFP and be prepared to participate.

The second RFP includes tasks for a firm to assist with development of committee brochures, managing the Maximize2045 document, and help with goals and measures to evaluate government-sector public involvement efforts.

Both RFPs were approved by the Technical Committee unanimously.

At 10:56 Mr. Duah asked for a motion to close the Closed Session. Mr. Cohoon made a motion and Mr. Rashidi Jackson seconded.

## **ATTENDANCE**

### ***Members***

Martha Arzu-McIntosh, Anne Arundel County Department of Planning & Zoning  
Greg Carski – Baltimore County Department of Public Works  
Ken Choi, Maryland Department of Planning  
Steve Cohoon – Queen Anne’s County Department of Public Works  
Kwaku Duah – City of Annapolis Department of Transportation  
Jacob Dunkle (for Zach Chissell) – Maryland Transit Administration (MTA)  
Rashidi Jackson (for David Cookson) – Howard County Department of Planning & Zoning  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Mary Lane, Carroll County Department of Planning  
Alex Rawls – Harford County Department of Planning & Zoning  
Tara Penders – State Highway Administration (SHA)  
Graham Young – Baltimore City Department of Transportation

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

Bala Akundi – Baltimore Metropolitan Council (BMC)  
Regina Aris - BMC  
Charles Baber - BMC  
Robert Berger - BMC  
Tyson Byrne - MDOT  
Blake Fisher - BMC  
Terry Freeland - BMC  
Sepehr Ghader – University of Maryland’s National Transportation Center  
Monica Haines Benkhedda - BMC  
Don Halligan - BMC  
Victor Henry - BMC  
Mara Kaminowitz - BMC  
Zack Kaufman – BMC  
Sanghyeon Ko - BMC

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Todd Lang – BMC  
Yijing Lu - BMC  
Stephen Miller - SHA  
Mike Rothenheber - JMT  
Rebecca Smith - BMC  
Sara Tomlinson – BMC  
Russ Walto – Maryland Transportation Authority