

## TECHNICAL COMMITTEE

May 1, 2018  
9:40 to 11:09 A.M.

## MINUTES

The meeting was called to order at 9:40 a.m. by Mr. Steve Cohoon.

### 1. APPROVAL OF APRIL 3, 2018 MINUTES

Mr. Steve Cohoon began the meeting and asked for approval of the minutes from the April meeting of the Technical Committee. Mr. Alex Rawls moved to approve the minutes with Mr. Dan Janousek seconding the motion. The minutes were unanimously approved. Mr. Kwaku Duah arrived and continued chairing the meeting.

### 2. RECOMMENDED ACTION OF RESOLUTION #18-15

Mr. Don Halligan briefed the Technical Committee (TC) on the proposed Letter of Agreement (LOA) and accompanying resolution on the Performance Based Planning Process (PBPP) as required by MAP-21 and the FAST Act. The LOA and resolution together serve as the Federally required written agreement Outlining why the PBPP is needed, how the PBPP will work, assigning general roles and responsibilities to stakeholders in the 3C metropolitan transportation planning process, and when the PBPP will take effect. BMC staff are continuing to work closely with MDOT to finalize the language, but it is near completion.

Mr. Duah had several questions about the proposed language in the LOA and resolution. Mr. Halligan informed the Committee that he is trying to gain clarity on a specific provision regarding “Group Sponsor” responsibilities under the transit provisions, specifically who will serve that role, particularly as it relates to the assignment of collecting and reporting data from the Locally Operated Transit Systems (LOTS).

Mr. Rawls made a motion to recommend Resolution #18-15 and Mr. Cohoon seconded the motion. The resolution was unanimously approved.

***[PowerPoint: Crafting a Data Agreement to Support Performance Based Planning & Programming]***

### **3. RECOMMENDED ACTION OF RESOLUTION #18-16**

Ms. Meredith Hill, MDOT SHA, presented information on the performance measures related to peak hour excessive delay (PHED) and non-single occupancy vehicle (non-SOV) travel. Federal law and regulations require states and MPOs to agree on a single set of targets for urbanized areas. The due date for MDOT and the BRTB to set the joint targets is May 20, 2018, and the BRTB has until 180 days after that date (i.e., November 2016) to adopt the targets.

Ms. Hill also had presented information on these targets at the April 2018 TC meeting. This month's presentation was an update, primarily on the PHED targets. The Federal Highway Administration (FHWA) has partnered with the University of Maryland CATT Lab to use the Regional Integrated Transportation Information System (RITIS) tool. New inputs from this tool have resulted in changes to the data from which targets will be generated, and SHA and the CATT Lab are still working through some of the assumptions. As a result, the numbers in the resolution are draft.

Ms. Hill gave trend data on the non-SOV targets. As she noted, one of the questions relates to how well the ACS data accounts for efforts related to TDM and transit. Mr. Zach Chissell asked how the ACS data account for Transportation Network Companies (TNCs) such as Uber and Lyft. Ms. Hill replied that TNC services are considered to be similar to taxi and carpool services and therefore are non-SOV services. Mr. Duah asked a follow-up question on how the ACS data capture transit ridership.

For the PHED targets, SHA is working with the CATT Lab to resolve some discrepancies. The introduction of newly released vehicle occupancy rate data, as well as the now complete coverage with regard to posted speed limits, has led to data that show targets in excess of 20 hours of peak-hour excessive delay per capita. Ms. Hill added that SHA has asked the CATT Lab to "put pencils down" as of Thursday, May 3, so that SHA can get revised targets for the resolution to BMC staff in time to distribute to the BRTB members prior to the May 22 BRTB meeting.

Additional questions followed, addressing such topics as the classification of roadways covered by the RITIS tool, the inclusion of a bus occupancy factor in the vehicle occupancy data, and what will indicate progress toward meeting the targets.

Mr. Cohoon asked about the cross coordination that has taken place with the Transportation Planning Board (the Washington, DC area MPO). This coordination is necessary since both the Baltimore and Washington urbanized areas overlap into the other's MPO areas. Ms. Hill replied that two coordination phone calls have taken place at the staff level. At this time, the RITIS tool is providing only 65 percent coverage of speed limit data for the Washington urbanized area, so more remains to be done to get to complete coverage. This makes it difficult at this time to compare the preliminary targets being generated by the RITIS tool for the two areas.

Mr. Duah wondered how the committee should resolve the differences between the targets shown on the original draft resolution with the new numbers resulting from the newly released vehicle occupancy rate data and the now complete coverage with regard to posted speed limits. Mr. Todd Lang proposed that the members could agree now with the methodology presented by SHA and wait to concur with proposed targets once the data has settled. This would acknowledge that the target setting process has been a good faith effort to follow the FHWA's guidance and to work with the available RITIS data, with the flexibility to revise targets as the data become more refined.

Ms. Mary Lane made a motion to recommend the resolution move forward and Mr. Cohoon seconded the motion. The committee voted unanimously to endorse the draft resolution, with the caveat that the PHED targets will be adjusted following the “pencils-down” deadline.

Ms. Hill added that there are opportunities for the committee members to learn more about the RITIS tool should they wish to do so. Mr. Subrat Mahapatra will be hosting some upcoming webinars, and committee members and BMC staff are welcome to participate. The next webinar will take place on Thursday, May 3. Ms. Hill said that she would send information on how to log in to this webinar to Mr. Terry Freeland for distribution to committee members. [Note: Ms. Hill sent this login information later in the day, and Mr. Freeland forwarded the information to the committee members.]

**[PowerPoint: TPM 3. Urbanized Area Performance Measures Discussion]**

**4. UPWP TASKS**

- **Review project evaluation criteria for *Maximize2045***

Mr. Freeland referred to the table showing the existing evaluation criteria and their connection to the approved goals for *Maximize2045*. The members had been asked several months prior to this meeting to review these criteria and recommend any changes they thought were needed to address regional goals and priorities. Mr. Freeland reminded the members of the need to have evaluation criteria in place before the call for projects, which staff hopes to initiate in late June or early July 2018. He asked if there were any recommended revisions to the existing criteria. Mr. Lang added that BMC staff recommends that the existing criteria be applied to evaluate candidate projects for *Maximize2045*. The members agreed, and Mr. Freeland stated that staff will prepare a draft resolution for the committee’s consideration in June 2018.

- **Finalize list of existing and committed projects for *Maximize2045***

Mr. Freeland asked if the members had any changes to the list of existing and committed (E&C) projects that had been distributed prior to the April committee meeting. This list of projects is needed for the travel demand model that staff will run to determine potential effects of new projects on the region’s transportation network. Mr. Rawls noted that Harford County has one change. He gave this information to Mr. Freeland after the meeting. Mr. David Cookson noted that he would send information on a new project that Howard County will have in the upcoming TIP. He did this by close of business on the same day. Mr. Freeland passed the changes from Harford and Howard counties to BMC’s modeling staff.

- **Report on building permit activity in the region**

Mr. Blake Fisher presented a summary of the region’s building permit activity. He provided an overview of the region’s residential and non-residential permits providing both current data and historical context for each permit type. A comparison of single-family and multi-family units permitted in the region over the past ten years was provided.

Through a series of charts and tables, Mr. Fisher illustrated regional permit authorizations for residential and non-residential uses. He highlighted the 12.5 percent decline in the total number of housing units permitted from 2016 to 2017. For the second consecutive year, the Marley Neck RPD in Anne Arundel County was authorized the highest number of single-family units in the region. The 2,884

of multi-family units permitted across the region decreased by 33.8 percent from 2016 to 2017. The Metro Center area of Baltimore City was authorized 351 multi-family units, making it the regional leader in multi-family units permitted.

Industrial uses dominated the non-residential categories, due to the continued development at Tradepoint Atlantic. The Tradepoint Atlantic permits fueled a major portion of the regions 22.5 percent increase in terms of total value of new non-residential construction authorized from the previous year. A pair of permits for that development had a combined permitted construction value of \$189 million, comprising 70.7 percent of the industrial use category and 27.7 percent of regions new non-residential total.

***[PowerPoint: 2017 Metropolitan Building Activity Summary]***

**5. OTHER BUSINESS**

- Nominating Committee – Mr. Freeland reminded the members of the need to set up a committee to nominate candidates for committee chair and vice chair for FY 2019. For reference, he named the jurisdictions whose representatives have served in these capacities over the past five years. Mr. Duah asked Mr. Dan Janousek to serve on the nominating committee and asked if there were other members willing to be on this committee. Mr. Rawls volunteered. He and Mr. Janousek will confer and come up with recommendations for members to serve as chair and vice chair, to be considered at the June meeting. Members will then vote on a new chair and vice chair at the July meeting.
- Per a court ruling, the 1997 ozone revocation has been vacated. Under the Final 2008 Ozone Implementation Rule, areas that did not meet the 1997 ozone NAAQS or that were maintaining the NAAQS, but did meet the 2008 ozone NAAQS, did not have to do conformity for ozone. With this court ruling, these so-called “orphan” areas now will have to do conformity analysis for ozone again.

**ATTENDANCE**

***Members***

Michael Filsinger (for 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

Zach Chissell – Maryland Transit Administration (MTA)

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

Kandese Holford – State Highway Administration (SHA)

***Staff and Guests***

Bala Akundi – Baltimore Metropolitan Council (BMC)

Regina Aris – BMC

Blake Fisher – BMC

Terry Freeland – BMC

Don Halligan - BMC

Victor Henry – BMC

Meredith Hill – MD State Highway Administration

Shawn Kimberly – BMC

Sanghyeon Ko - BMC

Todd Lang – BMC

Rebecca Smith – BMC

Sara Tomlinson – BMC