

TECHNICAL COMMITTEE

September 1 2020
9:30 to 10:35 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Mr. Joel Gallihue in a virtual GoToMeeting format.

1. APPROVAL OF AUGUST 4, 2020 MINUTES

Mr. Gallihue asked for approval of the minutes from the August meeting of the Technical Committee. Mr. Dan Janousek moved to approve the minutes with Ms. Mary Lane seconding the motion. Due to the online nature of the meeting, a Roll Call vote was taken and the minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #21-5

Mr. Zach Kaufman introduced Resolution #21-5. MDOT MTA is requesting to add an FTA Section 5339(c) Low or No Emission Vehicle discretionary grant to the 2021-2024 TIP.

Ms. Lara Bachman, MDOT MTA, summarized the project. MDOT MTA was awarded \$2.95 million in FTA Section 5339(c) funds to purchase three new electric buses and the associated charging infrastructure. In addition to the federal money, MDOT MTA is contributing \$2.95 million in state matching funds. There is a goal for Maryland's bus fleet to be 50% zero-emission by 2030. The purchase of the three electric buses is the first step in transitioning the MDOT MTA fleet to low or zero emission vehicles. This grant funding provides the opportunity to purchase, test and evaluate zero-emission technology. The buses are anticipated to be in service by December of 2022.

Mr. Gallihue asked if there were any questions from the members. Ms. Bihui Xu asked if the nearly \$6 million in funding represents a standard cost for electric buses. Mr. Zach Chissell, MDOT MTA, clarified that the \$5.9 million in funding will be a near even split between the purchase of the three electric buses and the charging infrastructure. These costs are standard for electric buses. Mr. Kwaku Duah asked for clarification of the level of matching funds required by the Section 5339(c) grant program. Mr. Chissell said that MDOT MTA looks at the amount of matching funds provided by previous successful applicants when applying for grants. While the minimum match for this grant program is 20%, previous applicants often contributed a larger share.

Mr. Gallihue asked for a motion regarding Resolution #21-5. Mr. Duah made a motion to send Resolution #21-5 to the BRTB as presented and Mr. Dan Janousek seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-5, with unanimous support from the members.

[PowerPoint: TIP Amendment Request for new MDOT MTA Grant]

3. RECOMMENDED ACTION ON RESOLUTION #21-6

Mr. Kaufman introduced Resolution #21-6. Baltimore County is requesting to add the Phoenix Road Bridge over Gunpowder Falls and the NCR Trail to the 2021-2024 TIP. The bridge is located in Baltimore County, but it is owned and maintained by Baltimore City as it is located within the Loch Raven Reservoir. The construction phase is funded with federal funds originally intended for Baltimore County. Both Baltimore City and Baltimore County are contributing matching funds.

Mr. Christopher Brown, BCDOT, and Mr. Kevin Sabolcik, Baltimore County DPW, presented details on the project. The project was originally scheduled to advertise for construction in FY 2020. However, delays in right-of-way acquisition related to the COVID-19 pandemic delayed advertisement until FY 2021, necessitating inclusion of the project in the 2021-2024 TIP. Construction funding includes \$9.6 million in federal Surface Transportation Block Grant Program funds along with \$2.4 million in local matching funds. The bridge, originally built in 1922 and rehabilitated in 1982, is rated as poor. The bridge was converted to one-way controlled by traffic signals after a 2010 inspection noted severe corrosion and deterioration to floor beams. The bridge replacement project will advertise upon BRTB approval of the TIP amendment, with project completion anticipated in 2023.

Mr. Gallihue asked for a motion regarding Resolution #21-6. Mr. Janousek made a motion to send the resolution to the BRTB as presented and Mr. Steve Cohoon seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-6, with unanimous support from the members.

[PowerPoint: TIP Amendment Request for Phoenix Road Bridge]

4. RECOMMENDED ACTION ON RESOLUTION #21-7

Mr. Todd Lang introduced Resolution #21-7. This action is needed in order to amend the FY 2021 UPWP to carry over funding for tasks that were not completed in FY 2020. This applies to consultant or subarea tasks that were not completed so that the remaining funds will appear in the FY 2021 UPWP in order for reimbursement to occur.

Invoices are required to reflect activities in the current work program. Therefore, any incomplete activities must be identified at the close of any given fiscal year and be amended into the new work program.

Mr. Gallihue asked for a motion regarding Resolution #21-7. Mr. Duah made a motion to send the resolution to the BRTB as presented and Mr. Cohoon seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-7, with unanimous support from the members.

[PowerPoint: FY 2020 Carryover into FY 2021]

5. RECOMMENDED ACTION ON RESOLUTION #21-8

Mr. Kaufman introduced Resolution #21-8. Baltimore City is requesting to amend the 2021-2024 TIP for its Citywide Traffic Signals, Intelligent Transportation Systems, and Safety Improvements project. Baltimore City is requesting to shift \$4.5 million (\$3.6 million federal STBG/\$900,000 matching) in FY 2021 funds from the construction phase to the planning and engineering phases. These funds will be used for the traffic signal timing optimization project. FHWA requested this change prior to authorization of the project as the scope of work involves planning and engineering rather than construction.

Mr. Raj Sharma summarized the project. The project will involve the optimization of signal timing at over 1,100 intersections throughout the city. Signal timing optimization will focus on the AM and PM peaks, mid-day, weekends, overnight, and special events such as Orioles and Ravens games. The project scope includes data collection, an inventory of assets, development of citywide simulation models to optimize signal timing, implementation of the optimized signal timing, performance monitoring and field observation, and staff training. A Notice to Proceed is anticipated in early 2021, with project completion at the end of 2023.

Mr. Gallihue asked for a motion regarding Resolution #21-8. Mr. Janousek made a motion to send the resolution to the BRTB as presented and Mr. Duah seconded the motion. Mr. Gallihue asked for a vote on Resolution #21-8, with unanimous support from the members.

[PowerPoint: TIP Amendment Request for Citywide Signals]

6. PRESENTATION: HOWARD COUNTY REPORT OUT ON U.S. 1 SAFETY EVALUATION

Mr. Chris Eatough of the Howard County Office of Transportation shared a presentation summarizing the U.S. 1 Safety Study. He provided an overview of the 11-mile corridor, its characteristics, and supporting partners for the study, including MDOT and the BRTB. There was an increasing trend in pedestrian and bicycle crashes and fatalities, with a sharp increase in 2016, that precipitated this study. The whole process was data-driven using quantitative (crash reports) and qualitative (field observations and public involvement) methods. The corridor was divided into four study areas and a series of strategies and recommendations for each area was included in the final report. Each of the four areas had a primary recommendation for short-term improvements and corridor-wide recommendations were provided, including items such as context-sensitive speed limits.

The members posed several questions related to the recommendations and speed reduction countermeasures. Mr. Eatough explained that future maintenance of new sidewalks and facilities would become part of the County's ongoing processes. He also explained that other countermeasures would not be appropriate because automated speed enforcement cameras are only permitted in school zones in Howard County and could not be installed along U.S. 1 and installing pedestrian overpasses may not encourage slower travel speeds because that

would make the roadway vehicles-only. He also explained that the goal of this study was to identify shorter-term, feasible, manageable, and fundable improvements in the corridor and lower vehicle travel speeds. TC members suggested evaluating the travel speeds since some of the speed limits were lowered and again once bicycle lanes are added during road improvements.

[PowerPoint: U.S. 1 Safety Evaluation]

7. UPWP ACTIVITIES: BEGIN DISCUSSION OF FY 2022 FOCUS AREAS

Mr. Lang reviewed prior topics and shared progress by the state and BMC. Mr. Steve Cohoon mentioned promising activities that they would like to see continue, such as the segments of the Patapsco Regional Greenway or implementation of activities from the Climate Change Toolkit or Evaluation of Public Involvement activities. Mr. Zach Chissell mentioned that there may be actions coming out of the RTP that is suitable for the MPO to take the lead on.

[PowerPoint: Review of Potential Activities for FY 2022]

8. OTHER BUSINESS

Ms. Regina Aris mentioned that MDOT is conducting a survey on CAV interests. The TC members will receive the survey in an email from Ms. Eileen Singleton and it is due later in the week.

Mr. Lang shared that the CTP was released today and contains information on the Tour schedule.

The next TC meeting will take place on October 6, 2020. The TC adjourned at 10:55 a.m. with a motion from Ms. Arzu McIntosh and a second from Mr. Janousek.

CLOSED SESSION

Mr. Gallihue asked for a motion to open a Closed Session of the Technical Committee in order to discuss proposed RFPs. Ms. Duah made a motion to open the Closed Session and Mr. Cohoon seconded the motion at 10:56 a.m.

Ms. Aris introduced a two-topic RFP that will examine the process for development of Capital Improvement Programs in the region as well as policies or barriers to healthy communities. For purposes of the CIP work, the focus will be on best practices associated with the transportation component(s) of a CIP, in particular how transportation projects are programmed in a CIP, and the value of the transportation agencies and stakeholder input and involvement in the CIP development process. For Healthy Communities, the focus is to identify areas where improvements can be made to the built environment to allow for active lifestyles, promote connections to jobs and services, and encourage walking and biking on a regular

basis. This task will identify areas of local government and regional planning where a new perspective on development can lead to better health outcomes for all members of society.

Members had several questions and recommended that examples be included in the Healthy Communities portion so that consultant team(s) know what we are looking for.

Mr. Gallihue asked if members were ready to move this RFP forward. Mr. Janousek made a motion to move forward with Mr. Duah seconding the motion.

Mr. Gallihue asked for a motion to close the Closed Session of the TC. Ms. Lane made a motion to close the session after discussion of the proposed RFP. Mr. Janousek seconded the motion to close the session. The session ended at 11:11 a.m.

ATTENDANCE

Members

Zach Chissell – Maryland Transit Administration (MDOT MTA)
Steve Cohoon – Queen Anne’s County Department of Public Works
Angelica Daniel – Baltimore County Department of Public Works
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning & Zoning
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Lisa Nissley (for Alex Brun) – Maryland Department of the Environment
Lisa Sirota – State Highway Administration (MDOT SHA)
Linda Taylor-Newton (for Graham Young) – Baltimore City Department of Transportation
Bihui Xu (for Ken Choi) – Maryland Department of Planning

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris – BMC
Charles Baber - BMC
Lara Bachman – MDOT MTA
Christopher Brown – Baltimore City DOT
Cindy Burch - BMC
Rebecca Deibel - BMC
Chris Eatough - Howard County Office of Transportation
Blake Fisher, BMC
Terry Freeland – BMC
Cole Greene – MDOT MTA
Don Halligan – BMC
Victor Henry, BMC
Zach Kaufman - BMC
Todd Lang – BMC
Kevin Sabolcik – Baltimore County DPW

Raj Sharma – Baltimore City DOT
Ed Stylc - BMC