

TECHNICAL COMMITTEE

January 5, 2021
9:37 to 11:09 A.M.

MINUTES

The meeting was called to order at 9:37 A.M. by Mr. David Cookson.

1. APPROVAL OF DECEMBER 1, 2020 MINUTES

Mr. Cookson asked for approval of the minutes from the December meeting of the Technical Committee. Mr. Joel Gallihue moved to approve the minutes with Mr. Graham Young seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #21-13

Ms. Cindy Burch presented a brief review of recent crash data trends in the region and discussed updating the Transportation Performance Measures for Safety (TPM1). She reminded the committee of the federal requirement that MPOs set safety targets within 180 days of the state submitting targets to FHWA (August 30). This will be the fourth time the BRTB is setting targets. The BRTB has chosen to set regional targets in the past based on the state methodology, instead of adopting the state targets as presented.

Staff recommended Resolution #21-13, which applies the state target-setting methodology, *Toward Zero Deaths* with a 50% reduction from 2008 to 2030, to regional crash data. This aligns with Resolutions #18-08, #19-16, and #20-10. The Resolution sets the 2017-2021 Targets of: 179 fatalities, 1,203 serious injuries, 0.68 fatalities per 100 million vehicle miles traveled (VMT), 4.55 serious injuries per 100 million VMT, and 223 non-motorized fatalities and serious injuries. The last target, for non-motorized fatalities and serious injuries, is held over from Resolution #20-10 because recent reductions would have been resulted in a higher value.

[PowerPoint: Safety Targets for 2021]

3. RECOMMENDED ACTION ON RESOLUTION #20-14

Ms. Burch presented a brief introduction to the new federal performance measures and targets for transit safety. Any agency receiving federal funds under the Federal Transit

Administration's Urbanized Area Formula Grants must develop and submit a Public Transportation Agency Safety Plan (PTASP) with seven performance targets: total fatalities, fatalities per vehicle revenue miles (VRM), injuries, injuries per VRM, safety events, safety events per VRM, and VRM between failures (a measure of system of reliability). Similar to the traffic safety performance targets, MPOs must set regional transit targets within 180 days of the PTASP submission.

Staff recommended Resolution #21-13, which compiles safety targets from each of the eight agencies operating in the Baltimore Region. This will become an annual update.

[PowerPoint: Safety Targets for 2021]

4. RECOMMENDED ACTION ON RESOLUTION #20-15

Mr. Robert Berger presented the resolution in support of applications for statewide funding in the Rural or Small Urban category for the FY2022-2023 Federal 5310 Program. He provided a brief introduction to the two types of funding, capital and operating; the two review processes for Rural or Small Urban applicants and Large Urban applicants; and the program criteria.

There was only one Rural or Small Urban applicant, The Arc of Carroll County, Inc. Mr. Berger described the organization, their request, and the reasons they provided for their request. He stated that the recommendation of BMC staff was to endorse the application.

Mr. Cookson asked for a motion to approve the Resolution. Mr. Janousek made a motion to approve and Ms. Mary Lane seconded the motion. The TC approved sending Resolution #21-15 to the BRTB for approval.

[PowerPoint: Section 5310 Grant for Rural Areas]

5. RECOMMENDED ACTION ON RESOLUTION #20-16

Ms. Regina Aris presented the resolution in support of applications for statewide funding in the Large Urban category of the FY 2022-2023 5310 Program. After a brief introduction to the 5310 Program, including the four program criteria, comments on 18 applications, including 16 applications submitted for the Baltimore Urbanized Area (UZA) and 2 applications submitted for the Bel Air – Aberdeen UZA.

Ms. Aris noted that Baltimore UZA requests totaled \$5,904,403 while available funding is \$3,942,377. Likewise, Bel Air – Aberdeen UZA requests totaled \$248,821 while available funding is \$368,007. Staff recommended 15 applications for approval and recommended that due to low scoring and limited funding, 3 applications be denied. Of the 15 applications recommended for approval, 12 were for full funding and 3 were for partial funding.

Mr. Cookson asked for a motion to approve the Resolution. Mr. Janousek made a motion to approve and Mr. Gallihue seconded the motion. The TC approved sending Resolution #21-16 to the BRTB for approval.

[PowerPoint: Section 5310 Grant for Urbanized Areas]

6. RECOMMENDED ACTION ON RESOLUTION #21-17

Mr. Zach Kaufman introduced the resolution. In Resolution #21-17, Howard County is requesting to adjust the project scope for the Bridge Repairs and Deck Replacement project to include ten additional bridges. These ten bridges are in preliminary design and the 2021-2024 TIP must include these projects in order to finalize NEPA documents for approval.

Mr. Cookson presented details on the project. This amendment updates the project scope to include one bridge replacement and nine bridge rehabilitation projects. Engineering funds are added to FY 2021 in the amount of \$777,000. Engineering is fully funded by Howard County. Construction funds are added to FY 2022 in the amount of \$4.627 million (\$3.702 million federal STBG/\$925,000 matching). The total amount of funding in the TIP increases from \$8.959 million to \$14.363 million. Howard County anticipates advertising these projects as one bid in FY 2022, with completion anticipated in FY 2023.

Mr. Cookson then shared details on the scope of work for the bridges. One bridge on Old Montgomery Road will be replaced. The remaining bridges will be rehabilitated, with work including elements such as cleaning and painting, replacement of bridge joints and steel bearings, repair of concrete spalls, beams, abutments and concrete decks, and repaving bridge approaches. No lanes are being added to the bridges and sidewalks will be maintained where they already exist. The ten bridges are as follows:

- Sheppard Lane over Middle Patuxent River (HO-0016): Built in 1983
- Watersville Road over Hay Meadow Branch (HO-0043): Built in 1935
- Henryton Road over a tributary to Patapsco River (HO-0053): Built in 1925
- Old Montgomery Road over Lake Elkhorn Branch (HO-0055): Built in 1935
- Tamar Drive over Little Patuxent River Tributary (HO-0109): Built in 1970
- Snowden River Pkwy over Robert Fulton Drive SB Lane (HO-0126): Built in 1976
- Snowden River Pkwy over Robert Fulton Drive NB Lane (HO-0128): Built in 1975
- Guilford Road over Middle Patuxent River (HO-0131): Built in 1982
- Park Circle Drive over Deep Run (HO-0141): Built in 1990
- Broken Land Parkway over Little Patuxent River (HO-0152): Built in 1986

Mr. Cookson asked for a motion regarding Resolution #21-17. Mr. Kwaku Duah made a motion to send Resolution #21-17 to the BRTB as presented and Mr. Gallihue seconded the motion. Mr. Cookson asked for a vote on Resolution #21-17, with unanimous support from the members.

[PowerPoint: January 2021 TIP Amendments]

7. PRESENTATION: INITIATIVE TO SIMULATE INDIVIDUAL TRAVEL EVENTS (30 MIN)

Mr. Charles Baber (BMC) gave a presentation describing the Initiative to Simulate Individual Travel Events (InSITE) model. In this presentation, the differences between the trip-based model currently in use by BMC, Model 44 c, versus the activity based InSITE model were described. Many metropolitan planning organizations are moving to the use of activity based models from the traditional 4-step travel demand model. Activity-based modeling is a disaggregate model while the traditional 4-step travel demand model is an aggregate model. The activity-based model, models the travel activity of a person, rather than a household, which is closer to reflection of real life.

The InSITE model was developed to update outdated aspects of Model 44 c. InSITE modeling components, validation, and application were also reviewed. The InSITE model uses the same input data such as highway and transit network as the BMC's current model. Documentation of model validation has been developed. Approval of the InSITE model will be requested at the February BRTB meeting.

Mr. Baber presented the results of an analysis of emission projections estimated using both the current travel demand model and the InSITE model. The new model results in increased light duty vehicles miles traveled (VMT) and less heavy duty truck VMT. As a result of the reduced heavy duty truck VMT, NOx emission projected will likely be lower.

After the presentation, attendees were invited to ask questions. Ms. Regina Aris (BMC) asked for a comparison of how long it takes to run InSITE versus Model 44 c. Mr. Baber explained that Model 44 c takes 24 hours to run, whereas InSITE takes four days. Attendees were invited to reach out to Mr. Baber if any further questions come up after the meeting. Ms. Tomlinson asked whether InSITE would be used for the upcoming 2022-2025 TIP conformity analysis, to which Mr. Baber replied yes, so long as a transition to using InSITE instead of Model 44 c is approved at the next BRTB meeting.

[Presentation: InSITE - Initiative to Simulate Individual Travel Events]

8. FY 2021 UPWP ACTIVITIES

- Mr. Todd Lang reminded members of the Retreat that Friday beginning at 10:30. He also reviewed recent contracts awarded, such as to Nelson Nygaard for Transit Governance and release of the remaining RFPs for the FY. BMC is working with MDOT MTA on which corridors BMC will move forward under the RTP Corridor Implementation task.

9. OTHER BUSINESS

- Mr. Kaufman announced that the call for projects for the 2022-2025 TIP starts on Friday, January 8, with updated project information due to BMC by March 1st.
- Mr. Halligan reminded local members that the 2nd Quarter UPWP Invoices are past due.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne’s County Department of Public Works
David Cookson – Howard County Office of Transportation
Angelica Daniel – Baltimore County Department of Public Works
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Jamie Richardson – Maryland Transit Administration (MDOT MTA)
Lisa Sirota – Maryland State Highway Administration (MDOT SHA)
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
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
Cindy Burch - BMC
Rebecca Deibel, BMC
Don Halligan – BMC
Zach Kaufman – BMC
Shawn Kimberly, BMC
Keith Kucharek, BMC
Todd Lang, BMC
Nirav Patel, Howard County
Sara Tomlinson, BMC