

TECHNICAL COMMITTEE

June 1, 2021
9:30 to 10:13 A.M.

MINUTES

The meeting was called to order at 9:30 A.M. by Mr. David Cookson.

1. APPROVAL OF MAY 2021 MINUTES

Mr. Cookson asked for approval of the minutes from the May meeting of the Technical Committee. Mr. Dan Janousek moved to approve the minutes with Mr. Sam Snead seconding the motion. The minutes were unanimously approved.

2. UPWP ACTIVITIES

• Critical Urban Freight Corridors

Mr. Bala Akundi updated members on the Critical Urban Freight Corridors (CUFCs) that were endorsed by the BRTB in 2017, and included in the MDOT SHA Statewide Freight Plan. CUFCs are one component of the National Highway Freight Network (NHFN) established by the FAST Act. The components of the NHFN are:

- Primary Highway Freight System (PHFS)
- Other Interstate Portions not on the PHFS
- Critical Rural Freight Corridors (CRFC)
- Critical Urban Freight Corridors (CUFC)

This is important because the FAST Act created the National Highway Freight Program which provides dedicated funding to the states to be used for planning, engineering, and construction activities that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN). Maryland's portion of National Highway Freight Program funds is \$17 to \$20 million annually – or \$90 million over 5 years (from 2017).

Maryland was allowed to designate 75 miles of CUFCs under the FAST act. The Baltimore region and the National Capital region were each allocated 25 miles with the remaining 25 miles going to the other five MPOs in the state. BMC staff worked with MDOT SHA and their consultant on a methodology to select the 25 miles for the Baltimore region. These are shown in the attached resolution approved by the BRTB in June 2017.

Maryland is currently developing a comprehensive 2022 update to the [State Freight Plan \(SFP\)](#). After reviewing the latest data and the current corridors, MDOT SHA are recommending that

we preserve the network as is. The reasons for doing so is that is 1) the data used in evaluating the criteria have not changed significantly; and 2) the CUFC can be modified at any time, in conjunction with the Federal Highway Administration (FHWA).

BMC staff concur with this recommendation and once presented, the Technical Committee members also agreed. In response to a question on whether MDOT SHA had sought any funds under the National Highway Freight Program and if any of the CUFCs were included, we received the following response:

On the use of the National Highway Freight Program (NHFP) funds, Colgate Creek Bridge did get funding under and is the only CUFC currently receiving NHFP funds. The remainder of the funds are going toward Interstates and Statewide Freight/Truck Parking and TSMO Freight planning and projects. In the Baltimore region, the following projects are listed:

- I-83 Replace Bridge over Padonia Road
- I-695 Replacement of bridge 03113 on the IL over Benson Ave, Bridge 03114 on the IL over Leeds Ave, U.S. 1, AMTRAK, and Herbert Run
- I-695 South of U.S. 40 to MD 144
- Baltimore City Southeast Freight Corridor/Colgate Creek Bridge (TIGER VII project) - CUFC

It is important to note that the federal program with its mileage limitations of 75 miles for CUFC and 150 miles for CRFC, in addition to the FHWA set Primary Highway Freight System is very limiting, and it is also not new money. It does not at all limit a state from spending other pots of its funding on freight projects.

[PowerPoint: Critical Urban Freight Corridors]

- **Long-Range Transportation Plan**

Mr. Zach Kaufman provided an update on the development process and progress on the next Long-Range Transportation Plan (LRTP). The TC and BRTB chose *Resilience 2050: Adapting to the Challenges of Tomorrow* as the name of the next LRTP at their annual retreat in January 2021. The creation of a branding scheme and a strategic communications plan for Resilience 2050 is nearing completion. Mr. Kaufman shared several examples of graphics and logos created by communications staff in support of the LRTP. Other ongoing items include the creation of a public involvement plan, exploration of future trends and issues, and the update and review of performance measures and targets.

Financial and socioeconomic forecasts for the LRTP will extend to a horizon year of 2050. Both were delayed to account for data reflecting the impacts of COVID-19. The financial forecast is tentatively scheduled for a BRTB vote in late 2021 or early 2022. Round 10 socioeconomic forecasts of population, households, and jobs through 2050 are scheduled for a BRTB vote in July 2022.

The call for projects for the LRTP is currently scheduled for April 2022 through June 2022, followed by project scoring and BRTB adoption of the preferred alternative in October 2022. BMC staff will model and analyze the effects of programs and projects through January 2023,

including air quality conformity modeling, travel demand modeling, environmental justice analysis, and a natural and cultural resources analysis. The draft LRTP will be released for public review along with meetings in each jurisdiction in the spring of 2023, followed by a response to comments and BRTB vote in July 2023.

Mr. Kaufman provided further details on progress on the LRTP goals and strategies. BMC staff reviewed the existing goals and strategies for the previous LRTP in the summer of 2020. The goals were retained with minor rewording, while BMC staff recommended some revisions, additions, and consolidations of existing strategies supporting the goals. The revised goals and strategies are ready for a public comment period to begin in the summer of 2021.

Mr. Kaufman also summarized the process for scoring candidate projects for the LRTP. Projects receive a policy score that is worth up to 40 points. The policy score is composed of a priority score of 10, 20, or 30 points for low, medium, and high priority projects, respectively. An additional 10 points is given to projects with demonstrated financial support. Projects also receive a technical score that is worth up to 50 points. BMC staff review candidate projects in multiple areas connected to the LRTP goals including safety, accessibility, mobility, environmental conservation, security, and economic prosperity. BMC staff are currently reviewing the methodology for each of the technical scoring areas and will follow up with a more detailed presentation to the TC once recommended updates are more defined. Mr. Kaufman shared some potential updates such as modifying the mobility scoring so that scores better reflect transit and highway outcomes and system improvements and incorporating equity as either a stand-alone criteria or as a subcategory within the existing technical scoring criteria.

Mr. Cookson inquired about the process to include a range of bicycle and/or pedestrian projects. Ms. Regina Aris indicated that the BPAG was discussing a possible recommendation for the TC and the BRTB regarding these types of projects.

[PowerPoint: 2023 Long-Range Transportation Plan]

• **Section 5310 Update**

Ms. Aris reported for MDOT MTA. For over twenty years the BRTB and BMC staff have been very involved in the review and recommendations for FTA 5310 applications. Both the FHWA TA program and the FTA 5310 program have funds identified for the Baltimore region, therefore the BRTB approves the selection of projects and the funding level.

As a result of this year's review of 5310 applications, BMC had questions about a revised MDOT MTA process and the divergent awards at the end of the process. In a discussion with Mr. Travis Johnston, he indicated that MDOT MTA has the final say and that he assumed the BRTB had an interest and that is why that we have been so involved. Unless the BRTB wishes to discuss this process with MDOT MTA, BMC staff will no longer make funding recommendations to the BRTB. The review will be limited to a decision on whether to endorse the application or not.

3. OTHER BUSINESS

Mr. Janousek stated that a Nominating Committee is being stood up and needs one additional member. The Nominating Committee will prepare a slate of officers for FY 2022. It was noted that when approached, Mr. Joel Gallihue, who is the current Vice Chair, was willing to be nominated for Chair. Mr. Kwaku Duah volunteered to be the third member of the committee.

Mr. Cookson reminded members that the next meeting will be held on July 13, 2021 and will be a joint meeting with the Interagency Consultation Group.

The Technical Committee adjourned at 10:13 A.M.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment
Ken Choi – Maryland Department of Planning
Jade Clayton – Maryland Transit Administration (MDOT MTA)
Steve Cohoon – Queen Anne’s County Department of Public Works
David Cookson – Howard County Office of Transportation
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
Stephen Miller – Maryland State Highway Administration (MDOT SHA)
Sam Snead – Baltimore County Department of Public Works & Transportation
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)
Regina Aris - BMC
Charles Baber - BMC
Don Halligan – BMC
Victor Henry - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Todd Lang – BMC
Charlene Mingus, BMC
Eileen Singleton - BMC