

## TECHNICAL COMMITTEE

August 3, 2021  
9:30 to 11:10 A.M.

### MINUTES

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

Mr. Zach Chissell indicated he was leaving MDOT MTA later in the month. He appreciated serving on the Technical Committee and shared that Ms. Jade Clayton would be succeeding him in that role.

#### 1. ELECTION OF OFFICERS FOR FY 2022

Mr. Kwaku Duah restated the slate of officers presented in July, consisting of Harford County for chair and Anne Arundel County for vice chair. Mr. Duah thanked Mr. Dan Janousek and Mr. Cookson for serving on the Nominating Committee. Mr. Cookson asked if there were any nominations from the floor, none were offered. Mr. Brian Ulrich moved approval of the slate of officers, Mr. Duah seconded the motion. Mr. Cookson asked for all in favor to say aye, it was unanimous. In closing, Mr. Duah graciously thanked Mr. Cookson for two years of leadership with the Technical Committee.

#### 2. APPROVAL OF JUNE 2021 MINUTES

Mr. Gallihue asked for approval of the minutes from the July meeting of the Technical Committee. Mr. Tyson Byrne moved to approve the minutes with Mr. Ulrich seconding the motion. The minutes were unanimously approved.

#### 3. RECOMMENDED ACTION ON RESOLUTION #22-4

Mr. Keith Kucharek introduced the resolution. In Resolution #22-4 MDOT MTA requests to amend both the FY 2021-2024 and FY 2022-2025 TIPs. MDOT MTA is requesting to shift construction funds in FY 2021 and FY 2022 from Section 5339 to Section 5307.

Ms. Laurie Brown from MDOT MTA presented details of the project. This amendment revises construction funds in FY 2021 and FY 2022 in Sections 5307 and 5339 for the Kirk Bus Facility project. The projects originally funded under this grant application were not eligible to be 100% federalized under Section 5339. Funds in Section 5307 decrease in FY 2021 by 9.934 million and Section 5339 decreases by \$3.221 million. Section 5307 funds decrease in FY 2022 by

\$1.532 million. Section 5339 increases by \$6.04 million. This funding will be used to replace plastic seats and air purifiers.

Mr. Gallihue asked for a motion regarding Resolution #22-4. Mr. Duah made a motion to send Resolution #22-4 to the BRTB as presented and Mr. Graham Young seconded the motion. Mr. Gallihue asked for a vote on Resolution #22-4, with unanimous support from the members.

***[PowerPoint: August TIP Amendments – MDOT MTA]***

**4. PRESENTATION: MDOT MTA WILL UPDATE MEMBERS ON THE STATE TRANSIT PLAN**

Ms. Clayton briefed the Technical Committee on the status and schedule of the Maryland Statewide Transit Plan, with particular emphasis on how it relates to the Regional Transit Plan. The purpose of the plan is to develop a 50-year transit vision for Maryland centered on desired experiences and outcomes for riders. The approach to the plan includes stitching together local and regional plans to coordinate transit across the state and to create an action plan with performance metrics. Work on the plan kicked off in June 2020. Development of the Draft Transit Plan included a public survey with 514 responses, 63 presentations at statewide community meetings, and 45 newsletter and social media blasts from MDOT MTA and partners. Input also included a series of 15 regional roundtables (three rounds in each of MD's five regions).

Themes of public and stakeholder input varied throughout the regions. In the Baltimore region, the main themes included a desire for more rail and intercity service options, as well as east-west across city and suburb connections. Based on all input and responses, the statewide ranking of priorities for the Plan is as follows:

1. Providing equitable mobility for people of all abilities, races, and incomes
2. Providing regional connections/long trips within a region or statewide
3. Providing local connections/short trips within a community or county
4. Supporting the ability to live car free or with less car travel
5. Contributing to reduced environmental impacts
6. Ensuring a safer and more comfortable experience
7. Adopting the latest technology to improve efficiency and convenience

Following the final five roundtables on the Public Draft Transit Plan, MDOT MTA will conduct additional public comment, during which the revised Final Plan will be drafted this fall, and implementation will also include continued public involvement.

Ms. Clayton provided an opportunity for the Technical Committee members to provide input on plan priorities including areas that need more transit, new or improved infrastructure, policy and technology upgrades, and overall outcomes.

Mr. Duah asked about the designation of regions, while some transit services with small and large providers crossing urban and more on-demand rural services. Can the plan also look at the size and type of providers, and include short-term, medium-term, and long-term

recommendations similar to the RTP. He feels this would help to propel an action plan that is reflective of funding priorities and availability. Ms. Clayton agreed the RTP would help inform the Statewide Plan and suggest continuing the conversation when the Draft is released.

Mr. Gallihue inquired about possible funding for infrastructure improvements. Ms. Clayton confirmed MDOT MTA has piloted some grants at the local level and will identify such sources as action items in the Plan.

Mr. Gallihue also inquired about connecting the fixed guideway systems in the future – MARC to SEPTA, MARC to VRE, etc. Ms. Clayton said these types of connections will be considered in the Plan.

***[PowerPoint: MDOT MTA Statewide Transit Plan]***

**5. PRESENTATION: 2018-2019 MARYLAND TRAVEL SURVEY (MTS) RESULTS - TELECOMMUTING IN THE BALTIMORE REGION**

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), in particular Baltimore Region Telecommuting Trends. He also discussed PEW Research Center analysis of national data on telecommuting from the 2019 National Compensation Survey (NCS) conducted by the U.S. Bureau of Labor Statistics, which provided information unavailable in the MTS.

Mr. Berger noted that, according to the NCS, access to Telework is more common in the private sector (7%,) than in State and Local Governments (4%), adding that the Federal Government is not included in the NCS and telework is available to federal employees on an agency by agency basis.

He noted that Telework is generally available to so-called “knowledge workers” and people who do most of their work on computers. This includes a quarter (24%) of workers in “Management, business and financial” occupations and fourteen percent (14%) of “professional and related” workers”.

Mr. Berger concluded his discussion of the NCS by pointing out that because most of the occupations that are eligible to telework are relatively well paid, access to telework varies by income, in particular:

- Among private sector workers whose occupations are in the top quarter of earnings, nineteen percent (19%) have access to telework.
- The share rises to 25% for the top ten percent (10%) of earnings.
- By comparison, only one percent (1%) of private sector workers in the bottom quarter of occupations have access to telework.

Next, Mr. Berger discussed the pros and cons of telecommuting, first from the point of view of policy, i.e. Transportation and Land Use, and then from the point of view of the participants, i.e. Employers and Workers:

Mr. Berger presented MTS data on the availability and use of telecommuting in the Baltimore region.

#### *Availability of Telecommuting*

Mr. Berger stated that workers were asked whether their employer offered telecommuting. The results were then calculated by Worker Home Jurisdiction.

- The results indicate that, in the Baltimore region, 31 percent (31%), of workers are offered the option of telecommuting by their employers. The majority, 69 percent (69%), are not offered that option.
- But the regional totals disguise significant difference among the jurisdictions:
  - In Howard County, 43 percent (43%), are offered telecommuting.
  - In Anne Arundel County, just over 32 percent (32%), are offered telecommuting.
  - In Baltimore City, just over 30 percent (30%), are offered telecommuting.
  - In Baltimore and Carroll counties, 29 percent (29%) are offered telecommuting.
  - And in Queen Anne's and Harford Counties, 24 percent (24%) and 23 percent (23%), respectively, are offered telecommuting.

#### *Use of Telecommuting*

Mr. Berger stated that workers who said that their employer offered telecommuting were asked whether they took advantage of the benefit and, if so, how many days each week they used it. These results were also calculated by Worker Home Jurisdiction.

- The results indicate that, in the Baltimore region, 31 percent (31%), of workers do not use their telecommute benefit, and another third, 31 percent (31%), telecommute 1 day a week.
- Smaller shares of workers telecommute 2, 3, 4, or 5+ days per week.
- Overall, almost sixty-nine percent (69%) of eligible workers took advantage of their Telecommute Benefit.

But, once again, the regional totals disguise significant difference among the jurisdictions:

- In Baltimore County and Baltimore City, 43 percent (43%) and 40 percent (40%), respectively, do not use their telecommute benefit.
- In Howard, Anne Arundel, and Carroll Counties, a much higher share of workers telecommute 1 day a week, 50 percent (50%), 47 percent (47%), and 44 percent (44%), respectively.
- Overall, almost eighty-four percent (84%) of eligible Anne Arundel County workers, eighty-one percent (81%) of Carroll County workers, eighty percent (80%) of Howard County workers, and seventy-seven percent (77%) of Queen Anne's County workers take advantage of their telecommute benefit.

- A smaller share, sixty-three percent (63%) of eligible Harford County workers, sixty percent (60%) of Baltimore City workers, and fifty-seven percent (57%) of Baltimore County workers take advantage of their telecommute benefit.

Mr. Berger added that, to better understand who in the Baltimore region is telecommuting and who's not, telecommuting behavior was analyzed by three (3) variables: Age, HH Income, and Travel Time to Work. Once again, the sample consisted of workers who said that they were eligible to telecommute.

Members engaged in discussion on this topic, including: hybrid telework could create midweek peaks. Not telework but remote technology may reduce travel, cause sprawl? Could higher income trend in teleworkers lead to preference to telework from smaller urban centers? A point about teleworkers giving up and commuting, getting the worst of both worlds. A point about once people are telecommuting it is not sprawl. Mentioned getting out of toll costs and using tunnel was a plus of telecommuting.

\* a more detailed summary is available upon request.

***[PowerPoint: Maryland Travel Survey Results – Telecommuting in the Baltimore Region]***

## **6. UPWP ACTIVITIES**

Ms. Regina Aris reviewed a range of topics that might be of interest to the members. First, Ms. Aris shared the website links for two major products, that of building permits and also of bottleneck and congestion reports. Then there was a review of how to access Technical Committee information easily online. A chart was shared that showed the topic areas in the UPWP and the staff that are leading those activities. Two years ago BMC included the development of brochures that relate to the sections of the UPWP into other work under a consultant task for the LRTP. These brochures are available for public outreach.

The final topic covered the status of all FY 2021 and FY 2022 consultant tasks. Proposed RFPs will continue to be brought to the Technical Committee to keep the work program moving. The AMPO conference in early October will be an opportunity for the members to glean ideas for additional work in the FY 2023 UPWP.

## **7. OTHER BUSINESS**

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Duah made a motion which Mr. Ulrich seconded. The meeting ended at 11:10.

## **CLOSED SESSION**

Mr. Gallihue asked for a motion to open a Closed Session of the Technical Committee in order to discuss proposed RFPs. Mr. Byrne made a motion to open the Closed Session and Mr. Duah seconded the motion at 11:11 a.m.

Ms. Charlene Mingus provided the proposed scope of work for a task for which an RFP is currently under development. The concept plan for bicycle/pedestrian improvements along U.S. 40 (Pulaski Highway) in Harford County was identified in the BRTB FY 2022 UPWP with a consultant budget of \$100,000. The selected consultant team will develop a multi-modal concept plan for a 4.5 mile segment of U.S. 40. The findings of this study could ultimately be applied to the rest of the U.S. 40 corridor in Harford County in future studies, or into Cecil and Baltimore Counties. The concept plan will be used for program specific construction projects and may be used to guide design standards for future development along the corridor.

The RFP will be released in August or September with consultant selection in September or October and start of work in October. The concept plan will be completed by June 2022.

Mr. Graham Young inquired about a multiuse sidepath being sited next to a highway and potential conflicts with vehicles. Ms. Mingus stated that there currently are no sidewalks along parts of U.S. 40 and pedestrians can be observed on Google Earth images walking along the shoulder. She stated that as part of the concept plan, BMC will have bicycle and pedestrian counts conducted at the intersections in the project area to get a sense of existing pedestrian and bicycle volumes. Construction of a bicycle and/or pedestrian facility could improve safety for users. The consultant for the concept plan will also identify potential areas of concern and safety interventions.

Technical committee members were in agreement with the project scope and agreed to move forward.

Mr. Gallihue asked for a motion to close the Closed Session of the TC. Mr. Byrne made a motion to close the session after discussion of one proposed RFP. Mr. Cookson seconded the motion to close the session. The Closed Session ended at 11:22 a.m.

## **ATTENDANCE**

### ***TC Members***

Tyson Byrne (for Dan Janousek) MDOT  
Zach Chissell – Maryland Transit Administration (MDOT MTA)  
Ken Choi – Maryland Department of Planning  
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  
Mary Lane – Carroll County Department of Planning  
Stephen Miller – Maryland State Highway Administration (MDOT SHA)  
Catherine Salarano - Maryland Department of the Environment  
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  
Robert Berger – BMC  
Laurie Brown – MDOT MTA  
Cindy Burch – BMC  
Jade Clayton – MDOT MTA  
Rebecca Deibel – BMC  
Erica Falk – MDOT MTA  
Monica Haines Benkhedda – BMC  
Don Halligan – BMC  
Victor Henry – BMC  
Zach Kaufman – BMC  
Keith Kucharek – BMC  
Todd Lang – BMC  
Sheila Mahoney – BMC  
Charlene Mingus – BMC  
Ed Style – BMC