

TECHNICAL COMMITTEE

September 6, 2022
9:35 to 11:28 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Mr. Joel Gallihue.

1. APPROVAL OF AUGUST 2022 MINUTES

Mr. Gallihue asked for approval of the minutes from the August meeting of the Technical Committee. Ms. Angelica Daniel moved to approve the minutes with Mr. Dan Janousek seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #23-6

Ms. Charlene Mingus presented an updated overview and recommendations for funding of applications for the FY 2023 Transportation Alternatives (TA) program which includes Safe Routes to School (SRTS) projects under the Surface Transportation Block Grant umbrella. The TA program applications were presented at the July Technical Committee meeting, however, more time was needed to review the proposed projects and to work with applicants.

TA program applications were due mid-May and MDOT SHA and BMC staff reviewed the applications and conducted site visits in coordination with the applicants. The total TA program funds available in FY 2023 for the Baltimore region is \$6,512,688. Seven applications were received totaling \$6,040,550 in requests. The total TA program funds available in FY 2023 for the Aberdeen/Bel Air South/Bel Air North area is \$631,719. There are also funds available from previous years totaling \$1.3M. No applications were received for this urbanized area.

Anne Arundel County submitted an application to complete the design of the Baybrook Connector which will include a planned shared use path and cycle track that extends 2.15 miles from the Nursery Road Light Rail Station to Potee Street or MD 2 at the Anne Arundel County/Baltimore City line. The total cost of design projects is estimated to be \$900,000 with a 20% match commitment. As stated in the application, the purpose of the project is to provide safe access for pedestrian and bicyclists to the BWI Trail Loop Spur which connects to the B&A Trail and access to the Nursery Road Light Rail Station, as well as, when the planned section of the Baybrook Connector is completed in Baltimore City, access to health care, the Middle Branch Waterfront, and Gwynns Falls Trail.

Anne Arundel County also submitted a SRTS application for construction of a sidewalk along Hammonds Ferry Road from Kingbrook Road to Kingwood Road. The new sidewalk segment

would be 1,500 feet long with a total cost of \$620,000 and a 25% match commitment. The purpose of the project as stated in the application is to provide ADA compliant pedestrian infrastructure for children in the neighborhoods surrounding the Linthicum Elementary School.

Anne Arundel County submitted another SRTS project for the design of a sidewalk along Reece Road from Meade Heights Elementary to the Severn Intergenerational Center which is currently under construction. The sidewalk segment would be 2,600 feet long for a total cost of \$349,000 and a 28% match commitment from the jurisdiction.

The City of Annapolis submitted an application for construction of portions of the West East Express Trail which extends 1.86 miles. The total cost of the project would be \$2,402,400 with a 20% match commitment. The project purpose is to build, improve, and extend the Poplar Trail, the most heavily bike trail in Annapolis, to create a large regional loop by connecting to existing trails, and to increase equity and provide alternative transportation options to communities along the project.

Baltimore City submitted a SRTS application for construction of multiple improvements near Cecil Elementary. The project would seek to improve ADA enhancements and traffic calming at three intersections and install one mid-block crossing for a total cost of \$478,700 with a 60% match commitment. The project purpose is to address safety concerns around the school by: improving curb ramps to be ADA compliant, improving visibility of crosswalk markings, and encouraging driver awareness in the school zone.

Baltimore City also submitted an application for design of the two mile long Martin Luther King Jr. sidepath which will extend from Russell Street to Eutaw Street for a total cost of \$480,000 and a 20% match commitment. The project would develop final design plans to convert an existing sidewalk into a shared use path and the addition of traffic calming measures at intersections with the purpose of addressing ADA compliance issues, widening the existing sidewalk into a shared use path, and increasing options for multimodal travel for the surrounding neighborhood.

Howard County submitted an application for construction of the surface upgrade to the existing 1.3 mile Patuxent Trail for a total cost of \$2,495,500 and a 37% match commitment. The surface upgrade from dirt and gravel mix to a firm, weather resistant, and ADA compliant surface will provide a transportation based shared use path from Columbia to North Laurel and the City of Laurel.

The following projects are recommended for full funding: Anne Arundel County Baybrook Connector, Hammonds Ferry School Sidewalk SRTS, West East Express Trail, Cecil Elementary SRTS, Martin Luther King Jr. Sidepath, and Patuxent Branch Trail Surface Upgrade. The Reece Road Sidewalk SRTS project is not recommended for funding.

Mr. Patrick McMahon recommended approval of the resolution, and Mr. Steve Cohoon seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Transportation Alternatives Recommendations]

3. RECOMMENDED ACTION ON RESOLUTION #23-7

Mr. Gallihue introduced Resolution 23-7 regarding a reconciliation of FY 2022 carryover funding into the FY 2023 UPWP.

Mr. Todd Lang explained that in April of this year the BRTB approved the Fiscal Year 2023 Unified Planning Work Program (UPWP). He stated that a reconciliation is undertaken in September of each year to discuss if projects not completed by the close of the prior fiscal year are to be carried over into the following year to allow for planning and reimbursements to continue.

Mr. Lang and Mr. Don Halligan went through each BMC led consultant task, local support of regional tasks and local subarea tasks, then presented the balances as of close of the 2022 fiscal year (FY 2022). They presented an overview of the action needed to amend the FY 2023 UPWP to carry over funding for tasks that were not completed in FY 2022, or earlier, and suggested that the Committee recommend to the BRTB that the remaining funds need to be moved to the FY 2023 UPWP in order for reimbursement to occur in the current Fiscal Year.

Mr. Gallihue asked the Technical Committee members if they desired to vote on the carryover and discuss repurposing or reallocate some task that may not be moving. He felt there was a need to discuss moving some of these tasks as there may be underlying issues. Mr. Gallihue asked if there was a motion, Mr. Steve Cohoon stated he would move to support recommending that the full amount of funds from FY 2022 be moved to FY 2023, Mr. Dan Janousek seconded. Mr. Gallihue asked if there were any questions and a roll call vote was called. The motion passed and Mr. Lang stated that staff will reach out to local governments to talk about the carryover.

Mr. Gallihue made a motion for the Committee to discuss some of the challenges that local jurisdictions have in expending UPWP funds that results in carryover. The Committee had a consensus to discuss this topic. Mr. Lang provided some background regarding the UPWP funding, and discussed the "core" UPWP funding used by local jurisdictions versus the move to task specific reimbursements. Reimbursement for specific tasks (versus "core" and "subarea" projects) was preferred by both the State and Federal partners. Staff remains available to work closely with local members to repurpose and use the reimbursable funding. Mr. Gallihue asked if the State and Federal partners might reconsider "core" funding categories given that local jurisdictions participation in the process happens at almost all meetings of the Committee and the current policy may limit involvement (due to inability to obtain reimbursement) and ability to participate in the MPO activities. Ms. Regina Aris mentioned that the State and Federal partners have said that participation in the process is one of the requirements to access Federal aid for transportation projects available to the region but understands the commitment local staff make to participate. Mr. Gallihue asked that staff reach out to the State and Federal partners to see if they might reconsider their position in light of the difficulty local staff has in billing for reimbursement. Mr. Lang stated that staff will begin that conversation and offered to have the Committee hear more about what's going on at each of their meetings.

[PowerPoint: FY 2022 UPWP Carryover]

4. PRESENTATION: MARYLAND TRAVEL SURVEY (MTS) - NON-MOTORIZED TRAVEL IN THE BALTIMORE REGION

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), specifically, a Study of Non-Motorized Travel. The study used Baltimore region, rather than jurisdictional, data. In particular, he presented demographic and geographic data on persons who walk or bicycle.

The first variable for non-motorized travel was looking at Age Groups. Adults age 18-44 account for the largest share of Non-Motorized Travel (39.9%), followed by Adults age 45-64 for the second largest share at 25.2%, then Seniors age 65+ were the third largest share at 18.1%. This was followed by Children age 5-12 accounting for the fourth largest share at 10.6%, then Adolescents age 13-15 represent a much smaller share at 4.7%, and the smallest group of Adolescents age 16-17 at 1.5%.

The second variable looked at was Home Geography. Mr. Berger noted that Non-Motorized travel closely tracks residential density. Non-Motorized travel is highest in areas of high density down to the lowest density. The highest levels are reported by persons who reside in Very High Density Areas (22.1%), then High Density Areas at 16.3%, then Mid-Density Areas at 10.1%, followed by Lower Density Areas at 7.1%, and finally the lowest levels from Very Low Density Areas at 3.6%. He also noted that, in all areas, the share of persons reporting no Non-Motorized Travel greatly exceeds the share of persons reporting Non-Motorized Travel.

Finally, he presented an analysis of Non-Motorized Travel by Trip Purpose. The largest share of Non-Motorized Trips are for Meals and Shopping (30.5%), followed by Travel to Work at 21.4%. The third largest share is for Exercise at 13.7%, the fourth largest share is for Social/Recreation at 11.8%, the fifth largest share is for Travel to School at 10.5%, the sixth largest share is for Drop off or Pick someone up at 6.6%, and the smallest share is for Personal Business and Other Tasks at 5.6%.

[PowerPoint: MTS Data on Non-Motorized Travel]

5. PRESENTATION: MDOT'S MARYLAND ZERO EMISSION VEHICLE INFRASTRUCTURE PLAN (ZEVIP) AND NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM

Mr. Dan Janousek serves as the lead for developing the state's National Electric Vehicle Infrastructure (NEVI) program. NEVI is captured under the umbrella of the Maryland Zero Emission Vehicle Infrastructure Plan known as ZEVIP. Each year by August 1 a NEVI plan needs to be submitted from the state to FHWA to access \$60M annually in formula funds. As a first step, these funds must be used on Alternative Fuels Corridors and then can be used in communities. There are discretionary funds available for ZEV with guidance coming in late 2022. MDOT is coordinating with the Maryland Energy Administration on these programs. Mr. Janousek also touched on other programs that have funding for these types of projects. Mr. Janousek also reviewed the public process that started early in 2022 to develop the NEVI plan.

There are 14 components to the NEVI plan, ranging from state agency coordination and public engagement to cybersecurity and labor/workplace considerations. The plan envisions Maryland as leading the nation with equitable, reliable and safe transportation electrification solutions. Planning for NEVI has presented a range of risks and challenges ranging from supply chain issues to grid capacity. The team also considered equity considerations around accessibility, affordability, and communication.

Another area of consideration was developing objective driven scoring criteria. Four criteria covered environmental justice, transportation, land use, and EV existing infrastructure. A GIS-based mapping tool has been developed to show existing and potential charging stations. Considerations for the location of charging stations includes resiliency, amenities, utility providers/grid capacity, cost, and supports greater deployment efforts.

Once the NEVI plan is approved by federal partners, MDOT will begin a competitive grant program to build out the alternative fuel corridors with 40 to 45 sites at a cost of \$350,000 to \$1M per site. There is 5 years of funding that will take up to 10 years to program. The first round of funding will kick off late this year or early 2023. The grants are geared to the private sector or PPPs.

[PowerPoint: Maryland Zero Emission Vehicle Infrastructure Plan]

6. UPWP

- **Resilience 2050 Activity** – Mr. Zach Kaufman shared that technical scoring for candidate projects submitted for Resilience 2050 is nearing completion. Cost estimates are also anticipated soon. Kimley-Horn submitted a draft of the local financial forecasting tool and a technical memo that describes the data, sources, and update process. BMC staff are reviewing the draft and hope to have Kimley-Horn present at an upcoming TC or BRTB meeting. MDOT has not yet submitted an updated federal/state financial forecast.
- **Progress on the Transportation Impact Study: Phase 2** –Mr. Bala Akundi provided a quick update on this FY 2022 UPWP project which builds on the [FY 2020 Phase I study](#). The steering committee had identified eight parameters for further consideration for a TIS. The eight parameters/topics of interest for Phase II are: 1) Making safety analysis a key consideration, 2) Controlling speeds, 3) De-prioritizing vehicular throughput, 4) Use of multi-modal performance metrics and multi-modal analyses, 5) Addressing impacts of multiple proposed developments, 6) Balancing the needs of more housing and business with less traffic, 7) Need for post-development audit, and 8) Need for different TIS requirements.

During a review meeting held in April, the committee decided all eight parameters/topics should continue to be considered for this study and no preference was identified for qualitative or quantitative measurement. The AECOM/ORGA team developed separate templates for each parameter/topic to provide a framework to work through the pluses and minus of adding a given parameter/topic. Mr. Akundi shared a sample evaluation template for safety analyses that local jurisdiction staff can easily fill out in a few minutes. At the bottom of the template are a series of Yes/No questions on whether a particular

parameter/topic should be included and the type of measurement (qualitative, quantitative, both or not applicable).

BMC staff and the AECOM/ORGA team completed sample templates for each of the eight parameters to relevant case study scenarios for demonstration purposes only. A total of six case study scenarios were developed – two case studies each representing rural, urban and suburban settings. This allows application of agency recommendations for each of the parameters/topics after working through the evaluation templates. Additionally, agency staff could develop additional case study scenarios or apply the evaluation templates to a current TIS under review. Any revision to TIS guidelines will be based on the process within each jurisdiction.

A final report will be submitted on 9/16 and will be posted to the BMC website.

[PowerPoint: Transportation Impact Study – Phase 2 Update]

- **FY 2024 UPWP and AMPO Annual Conference** – Mr. Lang mentioned that it is time to begin thinking about developing the upcoming UPWP to be approved in April 2023. The purpose of taking members to the AMPO conference is to learn about topics to bring into the work program and interest in topics on a regional basis. Arrangements are currently being made for the trip to Minneapolis.

7. OTHER BUSINESS

Ms. Aris reminded members that the Public Participation Plan is out for a 45-day comment period. A virtual public meeting will be held on September 20 at noon.

The next meeting will be held virtually on October 4, 2022.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Cohoon made a motion which Mr. McMahon seconded. The meeting adjourned at 11:28 A.M.

ATTENDANCE

Members

Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

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 & Transportation

Joel Gallihue – Harford County Department of Planning

Dan Janousek – Maryland Department of Transportation (MDOT)

Mary Lane – Carroll County Department of Planning

Patrick McMahon – Maryland Transit Administration (MDOT MTA)

Lisa Minnick – Maryland State Highway Administration (MDOT SHA)

Catherine Salarano – Maryland Department of the Environment

Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)

Regina Aris - BMC

Robert Berger - BMC

Erin Bolton - BMC

Cindy Burch - BMC

Kamron Chambers-Moore - guest

Cori Duggins - guest

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

Shane Sarver - BMC

Eileen Singleton - BMC

Dwight Tigner - BMC