

TECHNICAL COMMITTEE

October 4, 2022
9:31 to 10:31 A.M.

MINUTES

The meeting was called to order at 9:31 A.M. by Mr. Joel Gallihue.

1. APPROVAL OF SEPTEMBER 2022 MINUTES

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

2. PRESENTATION: A PREVIEW OF THE LOCAL FINANCIAL FORECAST TASK

Mr. Zach Kaufman introduced Mr. Eduardo Maeyama from Kimley-Horn. BMC worked with Kimley-Horn to develop a tool for forecasting transportation revenues available at the local level for use in the LRTP. Historically, the LRTP has focused on state and federally funded major capital projects. However, understanding local funds available for transportation helps us to get a more complete picture of revenues available to support the transportation network. These forecasts will be included in the LRTP.

The methodology began with data collection from BRTB jurisdiction documents including capital budgets, operating budgets, and Capital Improvement Programs. Kimley-Horn also conducted a series of interviews with staff members from local jurisdictions to confirm available revenues and the typical breakdown of funds between operating, system preservation, and expansion categories.

Kimley-Horn then worked to develop an excel-based forecasting tool for local revenues. This tool is structured so that it can be updated for use in future LRTP documents. They first determined baseline values for transportation funding for capital (system preservation and expansion) and operating categories. These baseline values were projected forward using reasonable growth rates for various sources of funds such as Highway User Revenues, General Funds, and Bonds.

Mr. Maeyama then summarized the various tabs in the excel based funding projection tool, including baseline FY 2022 funding levels for capital and operating funds for each jurisdiction. The tool includes projected funds through 2050 to match the planning horizon for *Resilience 2050*. The team at Kimley-Horn recognizes that the tool can be improved in future years,

particularly if local jurisdictions can verify baseline values for funds when it is updated. BMC staff will share the projections with Technical Committee members.

[PowerPoint: LRTP Local Funding Forecast Tool]

3. UPWP ACTIVITIES

Look Alive – Mr. Bala Akundi briefed members on the Look Alive Pedestrian and Bicycle Safety Campaign currently underway in the Baltimore region.

In the region, pedestrians account for one in three traffic deaths. Pedestrian fatalities in the region increased from 61 in 2020 to 66 in 2021. Less than three percent of traffic crashes in the region involve pedestrians, yet they account for 29 percent of all regional roadway deaths.

He noted that this campaign – featuring Signal Woman - was initially developed and implemented in 2019 with grant support from MDOT’s Highway Safety Office (MHSO) to address the alarming trend in the number of pedestrian crashes, fatalities and injuries. The National Highway Traffic Safety Administration (NHTSA) has designated October as National Pedestrian Safety month – which is typically the month with the highest number of pedestrian crashes due to the change in seasons and shorter daylight hours.

The FY 2022 campaign, with continued support from MHSO, includes among other things the creation of a brand new 30-second video spot featuring Signal Woman and several shorter video clips for use on social media. Ms. Cindy Burch played the new spot and a few of the social media video clips for the committee. All content will shortly be available on lookalivemd.org. These new creative materials, along with the original content developed in 2019, will provide BMC and MHSO with an expanded toolbox to continue this campaign over the next 2-3 years.

In terms of outreach, over the past two weeks, the team has conducted multiple signal people street team events and a virtual reality exhibit (dates and locations are included in the presentation). In addition, paid media includes bus ads (4-week flight starting 9/19) and social media (9/19-30) on Instagram, Twitter and You Tube.

In closing, Mr. Akundi asked the committee members to get involved and follow Signal Woman on the social media platforms. All local SHSP teams were provided with pedestrian safety month toolkits. By engaging with Signal Woman on social media, local jurisdictions can share new or planned engineering improvements that help pedestrian and bicycle safety, key dates and events in support of any local outreach events, etc.

Mr. Kwaku Duah suggested using local transit systems – such as Annapolis Transit – to promote the campaign. BMC staff and the Sherry Matthews consultant team will reach out to the local transit agencies to see if this can be done for this current wave or future waves of the campaign.

[PowerPoint: Look Alive Campaign, Signal Woman Pedestrian Safety Toolkit Part I]

- **Resilience 2050 Activity** – Mr. Kaufman shared a number of updates regarding the upcoming LRTP, *Resilience 2050*. BMC staff have completed a number of [white papers](#) related to LRTP topics. Papers will be summarized for inclusion in the draft LRTP, primarily in chapters focusing on factors and trends and emerging technologies. Each white paper is accompanied by a series of survey questions. Comments will be used to adapt content for the LRTP. Upcoming white paper topics include active transportation, Round 10 socioeconomic forecasts, the financial forecast, demographic trends and resilience and adaptation.

Mr. Kaufman shared that BMC staff completed a draft Existing and Committed (E&C) project list. The E&C list includes all projects with funding in place to complete the project by 2027. The E&C list goes through 2027 as it extends through the timeframe of the TIP that will be considered by the BRTB in conjunction with *Resilience 2050* (2024-2027 TIP). The E&C list helps to present a more complete picture of planned transportation investments and is used as a baseline scenario for travel demand modeling. Mr. Kaufman asked that TC members review the draft E&C list by Friday, October 7.

Technical scoring is nearly complete. Accessibility and Mobility criteria will be completed soon. These criteria require additional time due to travel demand modeling. Mr. Kaufman also shared that cost estimation has just wrapped up. RKK completed cost estimates for local transit projects using information from project submittal forms, follow up questions for local jurisdictions, and cost estimates for similarly scoped projects. Cost estimates may differ significantly from those in the previous LRTP due to additional information. For example, it was determined that some BRT projects will not include dedicated lanes, resulting in a lower estimated cost. MDOT MTA completed their cost estimates based on various sources including Cornerstone plans, the Capital Needs Inventory, and the Regional Transit Plan for Central Maryland. Finally, MDOT SHA submitted roadway cost estimates drawn from the CTP or estimated costs using the 2022 MDOT SHA Cost Estimating Manual for non-CTP projects.

Financial forecasting is also almost complete. Kimley-Horn completed the local financial forecasting tool and the state and federal financial forecast is anticipated from MDOT soon. There will be a resolution on the financial forecast in November or December. In determining the number of projects that can be included in the preferred alternative, project costs must be inflated to their expected year of operation using an inflation factor consistent with MDOT expectations. Project costs are inflated to either the midpoint of the first half of the LRTP (2028-2039) or the second half of the LRTP (2040-2050) based on where their anticipated year of operation falls. The size of the inflation factor can make a big difference in year of expenditure costs.

BMC staff anticipate sharing a draft preferred alternative for the LRTP at either the November Technical Committee meeting or during a separate session in November.

[PowerPoint: Resilience 2050 Update]

- **Transit Governance & Funding Study** – Mr. Todd Lang briefed the TC on a BMC Workgroup looking at transit governance. BMC launched this work group and it has a tight timeline.

Information on the [Workgroup](#) can be found on the BMC homepage. The work group is chaired by Delegate Tony Bridges and 12 other stakeholders. There will be four meetings from September to December. Mr. Lang shared several slides from the initial Workgroup meeting that outlines the topics for each meeting leading to a recommendation in January to be considered by the General Assembly. In Sept a summary of the 2021 study by the BRTB with some initial prioritization, in October the focus is on WMATA and funding available in Maryland. There was also a revisit of the goals for transit in the region. The first report identified six possible models, including a status quo option. The other options are called: State Transportation Commission, State Transit Commission, Baltimore Advisory Board, Baltimore Transit Commission, and Baltimore Regional Transit Authority. The slides, which are online, describe the functions of each of the models.

The remaining meetings occur on the first Friday of the month and are open to the public.

[PowerPoint: Transit Governance & Funding]

4. OTHER BUSINESS

Mr. Gallihue mentioned that he had a productive meeting with BMC on opportunities to charge to the UPWP grant. He encouraged other jurisdictions to request one-on-one meetings to explore similar opportunities.

As a reminder, there is an open comment period for the draft Public Participation Plan until Friday, October 7th.

The next meeting will be held in person on November 1, 2022.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Brian Ulrich made a motion which Ms. Mary Lane seconded. The meeting adjourned at 10:31 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
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning
Mary Lane – Carroll County Department of Planning
Patrick McMahon – Maryland Transit Administration (MDOT MTA)
Lisa Minnick Sirota – 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
Cindy Burch - BMC
Rebecca Deibel - BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Nicole Hebert - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Sheila Mahoney - BMC
Eduardo Maeyama – Kimley-Horn
Anna Marshall - BMC
Charlene Mingus – BMC
Shane Sarver – BMC
Emma Sexton, Kimley-Horn