

TECHNICAL COMMITTEE

December 6, 2022
9:32 to 11:18 A.M.

MINUTES

The meeting was called to order at 9:32 A.M. by Ms. Regina Aris.

1. APPROVAL OF NOVEMBER 2022 MINUTES

Ms. Aris asked for approval of the minutes from the November meeting of the Technical Committee. Mr. Graham Young moved to approve the minutes with Mr. David Cookson seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #23-9

Mr. Joel Gallihue joined the meeting and introduced Ms. Monica Haines Benkhedda to discuss the Public Participation Plan (PPP). Ms. Haines Benkhedda reported that the draft was released for a 45-day comment period from August 22 through October 7, 2022. The draft plan was created after a review of other PPPs, prior consultant recommendations, staff debriefs, and the results of a public participation survey this year. Highlights of changes include:

- Added virtual or hybrid meetings options for BRTB committee meetings and public meetings or events
- Added new ways to comment such as voicemail, text, and through our PublicInput engagement hub
- Clarified how to submit comments via social media
- Updated accessibility policy to use plain and inclusive language
- Added information about EO 13985 – Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- Reorganized several sections to streamline information and make it easier to understand policies.

Nearly 1,000 people visited the PPP project page at publicinput.com/2022PPP and 65 participants completed 90 survey questions and shared 29 comments. Staff have reviewed all of the comments and added a few points in addition to the original recommendations to the final PPP.

The first recommendation is to update the list of interested parties to include civil rights organizations. Staff will review and update our mailing list in 2023 and reach out to additional

civil rights organizations to ensure they're informed of opportunities to comment or be engaged on behalf of clients.

The second recommendation relates to a section on page 10 stating that the BRTB will close a comment period at least 14 days before a vote. One individual raised a concern that this is not enough time to meaningfully consider and incorporate comments. Recognizing that this may not always allow for sufficient time to review and respond to comments, we recommend adding a sentence stating "If additional time is needed, the BRTB will consider modifying the voting schedule to allow further time to review and incorporate comments." This has occurred before even without the written statement.

The third recommendation relates to the suggestion by several folks that we add recordings of all the committee meetings online. Staff recommend adding language on page 14 to make recorded presentations and meetings available on the BMC website and possibly other communication channels such as public input and YouTube. We already livestream the meetings and make copies of presentations available. Adding recorded presentations will give the public access to see and hear the many informative presentations, as well increase transparency of the decision making process.

The fourth recommendation relates to meaningful public participation and a sense that many in the public don't feel their comments are meaningfully incorporated into the TIP and LRTP specifically. Others are unclear how their comments are being used. This summer new guidance was issued on meaningful public participation and staff are continuing to review the new guidance from USDOT and attend webinars on the topic to learn more. For now, staff recommend the evaluation section be updated to incorporate some metrics for measuring meaningful engagement and include best practices from national research. This includes adding measurements of outcomes which can be evaluated using a combination of both opinions and facts.

Recommendation five suggests that public participation extend to Title VI. In 2023, staff is scheduled to refresh the Title VI plan. This will be done in conjunction with an equity scan project that the BRTB funded.

There was a request for a motion regarding Resolution #23-9. Mr. Kwaku Duah made a motion to send Resolution #23-9 to the BRTB as presented and Mr. Cookson seconded the motion. No members of the public had any comments. A vote was taken on Resolution #23-9, with unanimous support from the members.

[PowerPoint: 2022 Public Participation Plan Update]

3. RECOMMENDED ACTION ON RESOLUTION #23-10

Mr. Keith Kucharek introduced the resolution. In Resolution #23-10, MDOT SHA requested to amend the FY 2023-2026 TIP to add eight projects (seven new and one that has been on hold).

Ms. Lisa Minnick presented the details of the projects. MDOT SHA is requesting to add \$234,000 in planning funds and \$2.0 million in engineering funding for the TSMO System 1

project in FY 2023-2024. These funds will be used to develop 30% design for a combination of Information Technology and geometric improvements along I-70, US 40, and US 29.

MDOT SHA is requesting to add \$3.9 million in engineering funds for the I-97: US 50 to MD 32 TSMO project in FY 2023-2024. These funds will be used to develop 30% design for a combination of Information Technology and geometric improvements including extending the left entrance ramp from EB US 50 to NB I-97.

MDOT SHA is requesting to add \$5.0 million in engineering funds for the I-795: Dolfield Boulevard Interchange project in FY 2023-2024. This project was in previous TIPs but has been on hold for several years. The project will add a full interchange at I-795 and Dolfield Boulevard and widen I-795 from 4 to 6 lanes from Owings Mills Boulevard to Franklin Boulevard.

MDOT SHA is requesting to add \$900,000 in engineering funds for the MD 32: 2nd Street to Main Street project in FY 2023-2025. This project will provide safety improvements by upgrading intersection geometry, extending turn lanes and modifying access along MD 32.

MDOT SHA is requesting to add \$500,000 in planning funds for the MD 97: MD 140 to MD 496 Corridor Study project in FY 2023. These funds will be used to identify multi-modal transportation needs, including safety and capacity improvements.

MDOT SHA is requesting to add \$1.59 million in engineering funds for the MD 22: MD 462 to Mount Royal Avenue Noise Abatement project in FY 2023. These funds will be used to provide final design for the extension of noise barriers along both sides of MD 22 to mitigate noise impacts resulting from previous BRAC improvements.

MDOT SHA is requesting to add \$500,000 for engineering funds for the US 29: Johns Hopkins Road to MD 32 Bicycle-Pedestrian Route project in FY 2023. This project will provide data collection in order to make recommendations for a preferred east/west alternative trail alignment between the Rivers Edge community, Clarksville Hunt community and the Johns Hopkins Library Service Center.

MDOT SHA is requesting to add \$500,000 in planning funds for the MD 18B: Castle Marina Road to the Kent Narrows Corridor Study project in FY 2023. This project will identify multi-modal transportation needs and develop conceptual improvements for future project funding.

There was a lot of discussion about the timing of these amendments. Mr. Young indicated that there was a lot of projects to review and digest and wondered if there was any political motivation for this amendment as a result of the outgoing administration.

General consensus was that there could have been some underlying political motivation, but most of these projects have been shown in the counties priority letters, previous CTP's and other planning documents and are all county priorities.

Mr. Gallihue suggested voting at the next Technical Committee meeting to give everyone a chance to review more thoroughly. After much discussion, everyone agreed that a vote could be taken at this meeting.

Ms. Minnick noted that these were all high priority projects and MDOT SHA does not want to jeopardize funding by delaying the amendment. Mr. Dan Janousek also noted that most of these projects were discussed during the recently completed CTP tours.

Ms. Mary Lane, Mr. Cookson and Mr. Steve Cohoon all indicated that projects in their respective counties were all on their annual priority letters, long range plan, as well as other planning documents. The public has seen these projects from multiple sources, so there wouldn't be any surprises.

Ms. Aris mentioned that BMC staff worked with MDOT SHA to adjust the scopes of the projects since the new CTP has not been approved. Otherwise, most of these projects would have been subject to the 30-day review process and running conformity analysis. Additional funding will likely be added to the new TIP for most of the projects.

There was a request for a motion regarding Resolution #23-10. Mr. Duah made a motion to send Resolution #23-10 to the BRTB as presented and Mr. Brian Ulrich seconded the motion. No members of the public had any comments. A vote was taken on Resolution #23-10, with unanimous support from the members.

[PowerPoint: December TIP Amendment 23-26 TIP Presentation]

4. PRESENTATION: MARYLAND TRAVEL SURVEY TOPIC - TRAVEL WITH FRIENDS IN THE BALTIMORE REGION

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), specifically, a study of *Travel with Friends in the Baltimore Region*. The study used regional rather than jurisdictional data.

Mr. Berger noted that we usually think of friends going places together by car, but seldom consider whether some people use public transit, both rail and bus, in the same way. He noted that the MTS asked survey participants to record the number of "Non-Household Travelers" who accompanied them on a particular trip, including transit trips. The study refers to Non-Household Travelers as "Friends".

He noted that the study excluded both Work Trips and Return Trips where the destination is Home, and included trips for School, Shopping and Meals, Social and Recreational Activities, Health Care, Civic & Religious Activities, Exercise, Entertainment, Trips to Drop off or Pick up someone, and Other purposes.

For Rail: Mr. Berger noted that the most common trip purpose for travel with Friends on rail is Shop/Meal (52.4%), the second most common trip purposes are Social/Recreation (14.3%) and School (14.3%), the third most common Trip Purpose is Health Care (9.5%). The fourth most common trip purposes are Civic/Religious (4.8%) and Drop off/Pick up (4.8%). The following trip purposes were not observed on transit: Exercise (0%), Entertainment (0%), and Other (0%).

For bus: He noted that the most common trip purpose for travel with Friends on bus is Shop/Meal (43.8%), the second most common trip purpose is Health Care (21.9%), the third

most common trip purposes are Social/Recreation (9.4%) and School (9.4%). The fourth most common trip purposes are Civic/Religious (3.1%), Exercise (3.1%), Entertainment (3.1%), Drop off/Pick up (3.1%), and Other (3.1%).

[PowerPoint: Travel With Friends]

5. PRESENTATION: BUILDING PERMIT ACTIVITY - RESIDENTIAL HOT SPOTS

Ms. Crystal McDermott reported on the region's housing growth in 2021, identifying ten housing "hot spots" in Anne Arundel, Carroll, Harford and Howard Counties, as well as Baltimore City. The top ten hot spots accounted for 39 percent of all new units. Ms. McDermott shared an interactive map displays the residential Hot Spots across the region.

The hot spots are: 1) Baltimore Peninsula (formerly Port Covington) (South Baltimore) with 531 permitted units, 2) Downtown Columbia (Columbia) with 472 permitted units, 3) Two Rivers (Crofton) with 403 permitted units, 4) Bristol Court Apts (Elkridge) with 311 permitted units, 5) 7900 Sandy Farm Rd (Jessup/Severn) with 300 permitted units, 6) Somerset (East Baltimore) with 268 permitted units, 7) The Edge (Aberdeen/Havre de Grace) with 237 permitted units, 8) 5501 Eastern Ave (Canton) with 227 permitted units, 9) Meades Crossing, Meadowbrook (Taneytown) with 168 permitted units, and 10) Watershed (Maryland City) with 153 permitted units.

[PowerPoint: Hot Spot Report 2021]

6. FY 2023 UPWP Updates

- **Resilience 2050 Activity** – Mr. Zach Kaufman shared a number of updates regarding *Resilience 2050*, the upcoming long-range transportation plan (LRTP). Staff are drafting responses to the 40+ comments received on the white papers. Comment responses will be posted on public input at <https://publicinput.com/resilience2050whitepapers>. Recently released white papers focused on active transportation and the Round 10 socioeconomic forecasts of housing, employment, and jobs. Upcoming white papers will focus on demographic trends anticipated to impact transportation and climate change and resilience.

The January TC meeting will include a resolution on the financial forecast of federal, state, and local funds anticipated to be available through 2050 for system preservation, operations, and expansion. The resolution will include the forecast BMC received from the state (for state and federal resources) along with a summary of the methodology for generating the forecast. The financial forecast resolution will also add a short summary from the local financial forecast task recently completed with the help of a consultant. Local funds will be summarized regionally for operations, system preservation, and expansion as opposed to county-by-county. Mr. Kaufman shared a chart comparing the financial forecast for *Resilience 2050* with those from prior LRTP documents. The financial forecast for *Resilience 2050* includes approximately \$37 billion, \$21 billion, and \$12 billion for operations, system preservation, and expansion, respectively, in the Baltimore region. Projects submitted for

inclusion in *Resilience 2050* compete for the \$12 billion in expansion funds anticipated to be available through 2050. The January resolution and presentation will include more details on the forecast.

Mr. Kaufman shared that BMC staff are close to sharing a draft preferred alternative with the Technical Committee. Mr. Todd Lang has been reaching out to individual jurisdictions to discuss and will continue to do so over the coming weeks prior to sharing the draft preferred alternative with the TC and BRTB. Mr. Kaufman also highlighted a change in MDOT's categorization of projects that affects the preferred alternative. Prior LRTP project submittals were "major capital" projects, which could include large-scale projects that don't expand roadway or transit capacity. Examples include major overhauls of transit vehicles or large roadway reconstruction or interchange projects that don't add lanes. This major capital category is now exclusively expansion. This means that projects that had previously been categorized as major capital that don't include additional capacity are now categorized as system preservation. This results in an increase in system preservation funds in the financial forecast. In addition, some projects submitted for the LRTP will be listed under the system preservation portion of funding.

Finally, Mr. Kaufman shared that BMC staff are holding a kickoff with a consultant to begin design and layout of the *Resilience 2050* document.

[PowerPoint: Resilience 2050 Update]

- **Preview of Highway Safety Data for Annual Performance Measures** – Ms. Cindy Burch provided an update on recently released 2021 crash data and shared a preview of the regional safety performance targets (fatalities, fatality rate per vehicle miles traveled (VMT), serious injuries, serious injury rate per VMT, and non-motorized fatalities and serious injuries). In 2021, traffic crashes-related injuries and serious injuries increased while fatalities decreased across the region and state. This was in contrast to the increase in fatalities and decrease in crashes and injuries during the pandemic in 2020. The Maryland Department of Transportation State Highway Administration (MDOT SHA) submitted state safety performance targets in August 2022 and the BRTB must set regional targets within 180 days of that report. This will be the sixth time targets are set and the BRTB decided to utilize the state methodology for setting targets, which remained the same as last year - an exponential forecast using five-year rolling averages. Ms. Burch shared the anticipated targets for 2019-2023 average and goal for 2030; those figures will be shared at the January meeting with a Resolution. She also shared a state website with year-to-date fatality counts (<https://zerodeathsmd.gov/resources/crashdata/>); this is updated monthly.

[PowerPoint: Safety Update]

- **Continued discussion of upcoming UPWP focus areas** – Ms. Aris reminded members that Mr. Todd Lang had sent out a survey of UPWP focus areas and it is important that each member indicate their priorities so progress can be made on the upcoming UPWP.

7. OTHER BUSINESS

The next meeting will be in person on January 3, 2022.

Ms. Aris shared the 2023 calendar of committee meetings and noted that the Executive Committee supported the BRTB and TC moving to 4 in-person meetings per year. This calendar will be shared with all members.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Duah made a motion which Mr. Dan Janousek seconded. The meeting adjourned at 11:18 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
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

Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Robert Berger - BMC
Cindy Burch - BMC
Allison Calkins – Howard County Office of Transportation
Rochelle Carpenter – Toole Design
Rebecca Deibel - BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Victor Henry - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Sheila Mahoney - BMC
Anna Marshall - BMC
Crystal McDermott - BMC

Charlene Mingus - BMC
Brian Ryder - BMC
Eileen Singleton – BMC
Dwight Tigner - BMC