

## TECHNICAL COMMITTEE

January 2, 2024  
9:32 to 10:41 A.M.

### MINUTES

#### 1. APPROVAL OF DECEMBER 2023 MINUTES

Mr. Dan Janousek asked for approval of the minutes from the December meeting of the Technical Committee. Mr. David Cookson moved to approve the minutes with Mr. Stu Sirota seconding the motion. The minutes were unanimously approved.

#### 2. RECOMMENDED ACTION ON RESOLUTION #24-10

Ms. Cindy Burch shared the regional safety performance measure targets (fatalities, fatality rate per vehicle miles traveled (VMT), serious injuries, serious injury rate per VMT, and non-motorized fatalities and serious injuries) for Resolution #24-10. In 2022, traffic crashes-related fatalities, serious injuries, and non-motorist fatalities and serious injuries decreased in the Baltimore region while the state saw increases in fatalities. The MDOT SHA submitted state safety performance targets in August 2023 and the BRTB must set regional targets within 180 days of that report. This will be the seventh time targets are set and the BRTB previously decided to utilize the state methodology for setting targets, which remained the same as last year. Ms. Burch shared the anticipated targets for 2020-2024 average and goal for 2030, then she provided a snapshot of fatalities in the region for 2023 year-to-date. Unfortunately, those figures are higher and reports for 600 fatalities have been submitted statewide, the highest figure in over 15 years. Mr. Steve Cohoon asked about ideas for new projects in the current state of increased traffic fatalities and reduced transportation funding.

Mr. Janousek asked for a motion and a second. Mr. Steve Cohoon offered the motion and Mr. Cookson made the second. The members approved the highway safety performance measures.

***[PowerPoint: Highway Safety Performance Targets]***

#### 3. RECOMMENDED ACTION ON RESOLUTION #24-11

Ms. Erin Bolton updated the committee on the process for creating the Federal Highway Administration (FHWA) Adjusted Urban Areas. FHWA asks state DOTs to coordinate with local jurisdictions and MPOs to create these Adjusted Urban Areas. The general guidelines are that these must encompass the full urban areas as defined by the 2020 Census, but should also be

expanded as needed in order to align with existing planning boundaries, address irregularities in boundary shapes, and maintain consistency with the highway functional classification system. The urban/rural designation can impact funding for the Federal Aid Highway System. Specifically, minor collectors (functional classification 6) are eligible if urban, but not eligible if rural.

MDOT has participated in cooperative meetings with the local jurisdictions and MPOs to create adjusted urban area boundaries based on the 2020 Census urban areas. These were submitted to FHWA for review by December 27, 2023. The 2024 HPMS data submission must conform to the approved urban area boundary as of June 15, 2024. The next step is to begin the process to review and revise the functional classification of roadways, due by December 2025.

Mr. Janousek asked for a motion and a second. Mr. Sirota offered the motion and Ms. Clare Stewart made the second. The members approved the 2020 Urban Area boundaries.

***[PowerPoint: 2020 Census Urban Area Boundaries]***

**4. RECOMMENDED ACTION ON RESOLUTION #24-12**

Mr. Keith Kucharek provided background information on how the first 25 miles of Critical Urban Freight Corridors (CUFC) were established. The FAST Act established the National Highway Freight Network (NHFN) in 2016. This provided a mechanism for additional federal funding for freight corridors. The CUFC is a subsystem of the NHFN. The FAST Act laid out criteria for establishing a mileage cap for CUFC. Maryland was allotted a total of 75 miles of which 25 are in the Baltimore Region. BMC and SHA coordinated in 2017 to establish the original 25 miles of CUFC in the Baltimore Region based on a variety of criteria.

When the IIJA was adopted in November of 2021 the allotment of CUFC doubled, meaning Maryland now is eligible for 150 miles, 50 of which are in the Baltimore Region. The 50 miles does not have to include the original 25 miles. However, after reviewing the current 25 miles, it was determined that only 25 additional miles would be added and no changes would be made to the original 25 miles.

SHA partnered with the Texas Transportation Institute to identify over 200 miles of eligible roadway segments in the Baltimore Region. SHA developed a ranking system based on roadways with the highest Average Annual Daily Truck Traffic (AADTT), segments of roadway with 25% or more AADTT, and proximity to freight generators. Segments were ranked on a weighted scale to develop an overall ranking. SHA also created an interactive map which allows users to view segments and the freight generators in the area.

BMC used the SHA rankings and compared them to projects in the Long Range Plan, eliminating Transit projects since they have other funding sources. BMC looked at continuity in segments, logical connections and overall mileage as additional factors. In all, BMC is recommending an additional 24.81 miles.

Mr. Janousek asked for a motion and a second. Mr. Cookson offered the motion and Mr. Sirota made the second. Mr. Cohoon asked if the US 50 segment included both directions of travel. Mr. Kucharek responded affirmatively. The members approved the proposed segments.

***[PowerPoint: Critical Urban Freight Corridors – New Segments]***

## **5. RECOMMENDED ACTION ON RESOLUTION #24-13**

Mr. Darren Bean, MDOT SHA, indicated that Anne Arundel County has requested a change of functional classification of several US 50 service roads from local road to minor collector. There are 4 segments of MD 908 and 2 segments of MD 931. The six segments serve as access to 1) residential and commercial areas, 2) US 50, or 3) St. Margarets Road. The request would align the current function of the roadway to the associated functional classification.

Mr. Janousek asked for a motion and a second. Mr. Brian Ulrich offered the motion and Mr. Sirota made the second. There were no questions from the members or guests. The members approved the requested change to the functional classification.

***[PowerPoint: Functional Classification Change: US 50 Service Roads]***

## **6. UPWP UPDATES**

- **CMP Update** – Ms. Eileen Singleton presented a refresher on the Congestion Management System in the Baltimore Region. *Resolution #98-7 Adopt the Work Plan for Development of a Regional CMS in the Baltimore Region*, passed in 1998, created the process for the region to meet the federal requirements for a Congestion Management System. There are eight steps that comprise the congestion management process (CMP), and each region can develop its own process to meet federal requirements. The regional CMP includes the initial resolution (#98-7), quarterly bottleneck reports, CMP Committee, Online CMP Tool, and the work of the UPWP CMP consultant project undertaken in 2019. An overview of regional CMP activities is available at <https://baltometro.org/transportation/planning-areas/congestion-management-process>.

To ensure travel demand reduction and operation management strategies are considered in the development process for projects that add capacity, the process in resolution #98-7 requires project sponsors to present to BRTB at three critical points in a project: Purpose and Need; Alternatives Retained; and Preferred Alternative. The last time this action was needed was 2017, so this refresher presentation was provided to prepare the Technical Committee for a presentation next month from MDTA on the Purpose and Need for the Bay Crossing Study. MDTA has been informing Anne Arundel and Queen Anne's counties about the project as it has been proceeding.

***[PowerPoint: Regional Congestion Management Process Overview]***

- **FY 2025 UPWP Addendum Discussion** – Mr. Todd Lang reviewed the schedule for the FY 2025 Addendum and noted the Technical Committee will review the tasks and budget at the February meeting and indicate if staff can begin a 30-day comment period.

From the prior month, members had ranked a list of proposed topics. Those tasks now have a scope and cost associated for each one. BMC continues to develop the overall estimated budget based on available information. That will be shared at the February meeting.

**[PowerPoint: FY 2025 YPWP Topics]**

## **7. OTHER BUSINESS**

Several items were mentioned by BMC staff: 1) the calendar of committee meetings would be emailed, 2) a request for members to identify a representative for the Electric Vehicle Steering Committee, 3) a reminder that the Transportation & Land Use grant opens on January 30, and 4) the TIP database is open with project information due March 1.

## **ATTENDANCE**

### **Members**

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  
Tina James – Maryland Department of Planning  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Clare Stewart – Carroll County Department of Planning  
Catherine Salarano – Maryland Department of the Environment  
Stu Sirota – Baltimore City Department of Transportation  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

### **Staff and Guests**

B Allen - guest  
Regina Aris - Baltimore Metropolitan Council (BMC)  
Charles Baber - BMC  
Darren Bean – MDOT SHA  
Cindy Burch - BMC  
Rebecca Deibel - BMC  
Blake Fisher - BMC  
Monica Haines Benkhedda - BMC  
Don Halligan – BMC  
Victor Henry - BMC  
Zach Kaufman - BMC  
Shawn Kimberly - BMC  
Keith Kucharek - BMC

Todd Lang – BMC  
Sheila Mahoney - BMC  
Anna Marshall - BMC  
Charlene Mingus – BMC  
Brian Ryder – BMC  
Jake Shutt - BMC  
Eileen Singleton – BMC  
Graham Young – Baltimore City