

## **TRANSPORTATION & PUBLIC WORKS COMMITTEE**

September 14, 2020

9:30 A.M.

Online Meeting

### **MINUTES**

#### **1. COMMENTS ON MINUTES FROM JUNE 8, 2020, MEETING**

There were no comments on the minutes.

#### **2. UPDATE ON ADDING EVACUATION ROUTES TO RITIS**

Doug Warner from CATT Lab provided an update on the work to add regional evacuation scenarios and related data to RITIS. Much of the data can be seen live in the RITIS map already.

For those who do not have a RITIS account, they can request an account at [www.RITIS.org](http://www.RITIS.org). RITIS is not open to the public; all local and state staff can access RITIS.

There will be some new evacuation sublayers added to RITIS to account for new categories in our data, such as Assembly Points and PODs; the new sublayers are not all visible yet. All Traffic Control Point (TCP) pdfs are now visible.

Another new sublayer will be “dam inundation areas.” There is a layer from the Baltimore evacuation work for Liberty Reservoir. Howard County has a layer for Howard T. Duckett Reservoir that can also be added.

When you select an evacuation scenario, there is an icon indicating what data is available for the scenario (i.e., evacuation route, TCP).

When all of the data has been added, the committee will have a chance to review it. Mr. Warner anticipates that will be in the next week.

Eileen Singleton asked Shelley Kellam to check if any of the evacuation routes and/or TCPs would change due to the opening of the HOT lanes, which were not open when the original work was done.

There was a comment that seeing the data in RITIS will be very helpful for agencies.

### **3. GROUP DISCUSSION**

Ms. Singleton opened the discussion with a comment about identifying potential regional project ideas for consideration for the FY 2022 Unified Planning Work Program.

Ms. Singleton reminded the group that the Maryland Road Closure Reporter sends road closures to Waze; if a local jurisdiction is interested in using the Reporter, they should contact Marshall Stevenson.

The group discussed the status of pandemic operations.

In many jurisdictions, field staff are back to work with some modifications (split shifts, staggered arrivals, masks in vehicles with two people, needing to request permission to enter a county office building if they do not usually enter).

Also, office staff in many jurisdictions have returned to the office to some degree, including:

- A portion of the office staff in the building each day with others working at home; this could vary by ability to work at home or be split evenly among staff.
- Offices have been retrofitted to space employees further apart and add physical barriers if needed.
- Some staff meetings are being held outside.

Staff who are going into their offices are supposed to wear masks when they are not in their offices. It was noted that not all staff comply.

Some jurisdictions have provided masks to staff. Carroll County has purchased masks from a county company that makes t-shirts and started making masks.

Some local DPW staff have provided traffic control support at COVID testing sites.

Carroll County DPW has been responsible for resource management.

It was noted that early in the pandemic, SHA did a lot of material management for the State Department of Health for items such as: PPE, ventilators, and hospital beds. Also early on, the Maryland National Guard assisted with delivering supplies. It was noted that there is a limit to how long National Guard Troops can be mobilized for a state emergency.

Under Armour donated warehouse space for State use, and SHA has provided crews to help in the warehouse and to help distribute materials around the State. SHA staff also has provided traffic control (materials and people) when needed.

Currently, the large MDOT Conference Room is being used as a PPE warehouse for MDOT agencies. The State has policies about who can be in State buildings. There have been a few isolated incidents of sick field employees. One issue has been transit riders not wearing/refusing to wear masks.

It was noted that vaccine distribution, when available, would likely be delivered with more security than PPE has been. Also, vaccines will likely need to be kept cold. There is a general

state plan for vaccine distribution; however, experience has shown that plans change and a good rule to follow is “semper gumbly.”

Bethany Brown noted that the Maryland Department of Human Services needs logistics professionals; and they are working to identify staff that can help with logistics. The National Guard has helped DHS but the mobilization period ended. It was noted that there are various private sector and military logistics professionals in the area that might be able to provide assistance.

Mark Harris said that the use of Vehicle Emissions Inspection stations for COVID testing should end by mid-October.

#### **4. UPDATES ON RELATED WORK**

##### T&PW Projects

- Evacuation Routes in RITIS: received update earlier in the meeting.
- RFP: Development Of A Resource Guide: Planning, Designing, Operating, And Maintaining Local Infrastructure In A Changing Climate
  - The RFP was issued by BMC today. Ms. Singleton will send a link to the committee to share with any potential bidders.

##### Disaster Debris Planning Task Force

- The Task Force has had presentations from three of the five state debris contractors. The fourth presentation will be later this week. If any T&PW Committee members would like to attend or get notes from these meetings, let Ms. Singleton know.

##### UAWG and Emergency Management Committee

- There have not been many committee meetings held during the pandemic but the emergency management departments have been very busy.

#### **5. OTHER BUSINESS**

Information Exchange Forum: Ideas for an event should be sent to Ms. Singleton. At this time, there does not seem to be a need for an event focused on road closures.

Automated Flood Warning System: Houston TranStar has an automated flood warning system. There was interest in having a presentation on this; Ms. Singleton will look into a speaker for a future meeting.

Safe Routes Partnership Project: The Safe Routes Partnership is looking to work with five communities across the country to understand the effects that navigation apps are having on walkability, bikeability, and overall livability. They have put out a call for communities to participate in Routes of Health: A Community-Based Legal & Policy Framework for Prioritizing Health in Traffic Routing Systems. Ms. Singleton will send the notice to the committee.

Mapping frequent flooding locations: Many jurisdictions maintain maps to track frequent flooding locations; these are often used to update hazard mitigation and flood mitigation plans. There was a question about how to determine if a location gets “frequently flooded.” Our upcoming project Changing Climate Resource Guide may provide some guidance on this.

State Safety Grants: Mark Harris noted that the Maryland Highway Safety Office has allocated [\\$11.8 million of safety grants](#) for FFY 2021.

**2020 Meeting** – December 14

## **ATTENDEES**

### ***Members***

Alex Baquie, Anne Arundel Co Dept. of Public Works  
T.J. Bathras, Maryland Transportation Authority, Operations  
Bethany Brown, Maryland Department of Human Services  
Mark Harris, Maryland Department of Transportation  
Bill Johnson, MDOT State Highway Administration, OOM  
Shelley Kellam, MDOT Maryland Transportation Authority  
Chris Letnaunchyn, Carroll Co Dept. of Public Works, Bureau of Engr.  
Keith Link, Baltimore Co Dept. of Public Works  
JJ Lynott, MDOT Maryland Transit Administration  
Michel Sheffer, MDOT State Highway Administration  
Steve Walsh, Harford Co Dept. of Public Works  
Kristofer Singleton, Howard Co Dept. of Public Works

### ***Staff and Guests***

Tom Jones, University of MD CATT Lab  
Eileen Singleton, Baltimore Metropolitan Council  
Sara Tomlinson, Baltimore Metropolitan Council  
Doug Warner, University of MD CATT Lab