AGENDA

1. WELCOME AND INTRODUCTIONS (5 min.)

2. APPROVAL OF MINUTES FROM JUNE 1, 2021 MEETING (5 min.)

3. MEETING OBJECTIVE (5 min.)

4. DISCUSSION OF 2021 PRIORITY LETTERS/CTP PROCESS (10 min.)
   Attendees will share thoughts on the process to prepare 2021 priority letters and the 2021 CTP to identify opportunities for greater regional coordination.

5. PREPARATION OF 2022 PRIORITY LETTERS AND REGIONAL PRIORITIES (30 min.)
   The group will discuss draft text for inclusion in 2022 priority letters to convey common regional priorities.

6. CORRIDOR STUDY LOCATIONS (15 min.)
   The group will discuss proposed suggestions for corridor studies focused on congestion mitigation.

7. OTHER BUSINESS (5 min.)
Meeting Objective

• Develop draft regional language for 2022 priority letters

• Identify corridors to study
Reminder: CMP Committee Schedule

- **February**: Business Units identify needs
- **March**: Needs are prioritized within each Business Unit
- **April**: Counties submit project priorities
- **May**: Initial revenue estimates made and provided to Business Units
- **June**: MDOT works with Business Units to make adjustments
- **July**: Formal revenue estimates developed in order to review program to match resources with projects
- **August**: Meeting with Secretary to review Draft CTP
- **September**: Draft CTP published
- **October**: Secretary visits each county to present the Draft CTP
- **November**: Final revenue estimates developed for the Final CTP
- **December**: Final CTP submitted to DBM and the Governor for review
- **January**: Final CTP submitted to Legislature
- **February**: Process begins again

**CMP Committee Meeting 1**: Review data analysis from the previous year; identify collaborative priorities

**CMP Committee Meeting 2**: Discussion forum for effective strategies, priorities prior to development of draft CTP

**CMP Committee Meeting 3**: Sharing information following the Fall CTP Tour; discussion for next year
4. Discussion of 2021 Priority Letters/CTP Process

• Opportunities/ideas for regional coordination that arose during 2021 priority letter development
5. Preparation of Common Text for 2022 Priority Letters

• Develop common write up for priority letters:

As members of the Baltimore Regional Transportation Board, we are very invested in addressing congestion and mobility within the Baltimore region. Therefore, we have identified several common cross-jurisdictional priorities for consideration.

• We strongly support the State’s plans to implement TSMO strategies, especially prioritizing the TSMO System corridors in the region -1, 2, 3, 4, 9, 10, 11, and 13 – which address our common interest in improving interjurisdictional mobility.

• We support the implementation of the high priority corridors in the Regional Transit Plan and request additional coordination as needed with local transit systems to facilitate mobility of transit users, particularly transit-dependent travelers.

• To facilitate this interjurisdictional coordination, we would particularly prioritize the following multi-jurisdiction corridors/projects that fall within our jurisdiction:
MDOT SHA TSMO System Corridors

Transforming Maryland's Transportation System

Existing Commitments
- TSMO
- Maryland Traffic Relief Plan
- I-70/I-695/I-95/I-97/I-795

Proposed Next Gear Systems
- System 1 - I-70/US 29
- System 2 - I-95/MD 32/MD 100
- System 3 - I-97/MD 2/MD 3
- System 4 - US 50/US 301
- System 5 - MD 210
- System 6 - MD 5/US 301

Future Systems
- Next TSMO Corridors
- Freight CAV Corridors
- Integrated Freeway/Arterial Corridors
- Freeway
- Arterial

DRAFT 3/16/2019

701 North Calvert St., Baltimore, MD 21202 | 410.659.0300 | TTY 800.735.2550 | mta.maryland.gov
Level of Truck Travel Time Reliability

Travel time reliability is the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.
6. Corridor Study Locations

- Roads near US 50 in Anne Arundel and Queen Anne’s counties (for example, MD 18 in Queen Anne’s County): what else can be done to encourage people to stay on US 50.
  - include MDOT SHA and MDTA
  - review what has been previously to avoid duplication of efforts

- MDOT MTA bus routes/corridors where buses experience significant congestion in Baltimore City, Baltimore County, Anne Arundel County
  - Top 10 Bottlenecks in the Baltimore Region for Non Limited Access Roads in the first quarter of 2021 showing MTA routes.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Average max length (miles)</th>
<th>Average Daily Duration</th>
<th>All Events/Incidents</th>
<th>Volume Estimate (AADT)</th>
<th>MTA Routes - Main Street</th>
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<tbody>
<tr>
<td>1</td>
<td>MD-295 N @ BAYARD ST</td>
<td>0.29</td>
<td>8 h 21 m</td>
<td>349</td>
<td>32,500</td>
<td>69, 70, 210, 215</td>
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<tr>
<td>2</td>
<td>MD 7 S @ I-695/BALTIMORE BELTWAY LOOP</td>
<td>0.31</td>
<td>6 h 31 m</td>
<td>No Data</td>
<td>25,905</td>
<td>36, 56</td>
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<tr>
<td>3</td>
<td>US-1-15R S @ MD-24</td>
<td>0.38</td>
<td>11 h 31 m</td>
<td>No Data</td>
<td>15,331</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>MD-140 E @ SUDBROOK LN</td>
<td>0.64</td>
<td>5 h 42 m</td>
<td>58</td>
<td>15,643</td>
<td>83, 89, 92</td>
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<tr>
<td>5</td>
<td>MD-450 E @ MD-2/SOLOMONS ISLAND RD</td>
<td>0.42</td>
<td>4 h 52 m</td>
<td>7</td>
<td>18,366</td>
<td>70</td>
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<tr>
<td>6</td>
<td>MD-24 N @ PLUMTREE RD</td>
<td>0.68</td>
<td>4 h 7 m</td>
<td>14</td>
<td>19,261</td>
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<td>7</td>
<td>WINDSOR MILL RD W @ GWYNNS FALLS PKWY</td>
<td>0.38</td>
<td>9 h 52 m</td>
<td>No Data</td>
<td>9,703</td>
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<td>8</td>
<td>MCCOMAS ST W @ I-95/E CROMWELL ST</td>
<td>0.23</td>
<td>2 h 42 m</td>
<td>No Data</td>
<td>63,182</td>
<td>71</td>
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<tr>
<td>9</td>
<td>MD-45 N @ MD-146/DULANEY VALLEY RD/TRAFFIC CIRCLE</td>
<td>0.36</td>
<td>5 h 32 m</td>
<td>No Data</td>
<td>10,485</td>
<td>RED, 51, 52</td>
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<tr>
<td>10</td>
<td>MD-45 S @ MD-131/SEMINARY AVE</td>
<td>0.78</td>
<td>3 h 31 m</td>
<td>37</td>
<td>18,003</td>
<td>RED, 93</td>
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# Ranked Bottleneck Monthly Comparison

| Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 9   |     |     | 15  |     |     |     |     |     |     |     |     | 15  |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 3   |     | 18  |     | 14  |     | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  | 14  |
|     | 18  | 18  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|     |     |     |     | 6   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|     |     |     |     | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   |     | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   |
|     |     |     |     | 3   | 3   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 3   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

**Using INRIX data**

Updated June 30, 2021

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# Ranked Bottleneck Monthly Comparison

| Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|     |     |     | 17  |     |     | 20  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|     |     |     | 16  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 9   | 16  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 15  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 25  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

**Using INRIX data**

Updated November 1, 2021, 2:32 PM
Other Potential Regional Priority Corridors

• Priority letter projects that cross or end at jurisdictional boundaries.
  • Express Bus Link 163 (Baltimore City and County)
  • East West Transit Corridor (Baltimore City and County)
  • Bay Bridge Expansion Study (Anne Arundel and Queen Anne's County)
  • MARC Penn Line Additional service (through Anne Arundel County)
  • Transit extension on US 29 (Howard County to Montgomery County)

• Truck movement and delivery trucks will only increase, consider truck bottlenecks

• Expansion of the smart signals program; identify regional corridors to advocate for
Priority Letter Projects (2021) and Bottlenecks (2018)

From Online CMP Tool
(view in Slideshow mode to enable link)
7. Other Business

• Committee chair

• Next meeting: February 1, 2022