*The Metropolitan Planning Organization for the Baltimore Region*

## TECHNICAL COMMITTEE
July 6, 2022
9:34 to 11:35 A.M.

## MINUTES

The meeting was called to order at 9:34 A.M. by Mr. Brian Ulrich.

## 1. APPROVAL OF JUNE 2022 MINUTES

Mr. Ulrich asked for approval of the minutes from the June meeting of the Technical Committee. Ms. Mary Lane moved to approve the minutes with Mr. Steve Cohoon seconding the motion. The minutes were unanimously approved.

## 2. ELECTION OF OFFICERS FOR FY 2023

Mr. Ulrich restated the slate of officers presented in June, consisting of Harford County for chair and Anne Arundel County for vice chair. Mr. Ulrich thanked the Nominating Committee. Mr. Ulrich asked if there were any nominations from the floor, none were offered. Ms. Mary Lane moved approval of the slate of officers, Ms. Angie Daniel seconded the motion. Mr. Ulrich asked for all in favor to say aye, it was unanimous. In closing, Mr. Ulrich graciously thanked the committee for the opportunity to serve another year.

## 3. RECOMMENDED ACTION ON RESOLUTION #23-1

Mr. Shawn Kimberly presented on the draft Round 10 socioeconomic forecasts. He explained the forecasting process of the Cooperative Forecasting Group (CFG), noting that the group utilizes a "bottom-up" approach, where the local jurisdictions develop estimates and forecasts that sum to a regional total. There is no regional constraint. The primary benefit of this type of approach is that it incorporates local knowledge and expertise, from those who know their respective areas best. Mr. Kimberly described what was new in the development of Round 10:

- The Pandemic: The group included pandemic impacts in the base-year jurisdiction level employment estimates, with the inclusion of annualized data for 2020 from the Quarterly Census of Employment and Wages;
- New Jurisdiction Base-year Employment Methodology: Timing of data availability required a modification to the wage and salary source data, and the CFG made a further adjustment in changing the source for the self-employment component of total employment (resulting in a more conservative estimate);

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Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Queen Anne's County, MD Department of Transportation and Annapolis Transit. Non-Voting: MD Department of the Environment, MD Department of Planning, and MD Transit Administration.

- 2020 Decennial Census: The August 2021 release of block-level redistricting data from the 2020 Census allowed time for CFG members to include this data in Round 10 development. Decennial census data provided an opportunity for the CFG members to recalibrate their demographic data to a "known" base-year estimate – from which population and household data are forecast;
- New Base-year and Horizon-year: Round 9A had a base of 2015 and a horizon year of 2045. Round 10 has a base-year of 2020 (due to the availability of decennial census data) and a horizon year of 2050 (to meet the requirements of the long-range transportation plan update).
- New TAZ Structure: BMC staff and CFG membership collaborated in an effort to develop an updated TAZ structure based upon the most recent Census geography available.

He then provided a region level summary of population and employment. Regional population is expected to grow by 360,000 from 2020-2050 (12.6%) in Round 10. This is slower than the growth from 1990-2020 when the region expanded by 460,000 (19.4%). Mr. Kimberly shared a slide demonstrating the region's historical population growth from 1950 to 2020, and noted that the region's share of Maryland population has been declining over that time period, and in 2020 stood at 46.0 %. Regional employment is expected to grow by 375,000 jobs from 2020-2050, a growth rate of 25.5 %. In numeric terms, population and employment growth are quite similar, but the employment growth rate is double that of population.

Mr. Kimberly then provided a summary of the Round 10 jurisdiction level population growth expectations. While Baltimore County remains the largest jurisdiction in the region, Anne Arundel County expects the biggest numeric growth, with an additional 102,000 persons forecast. The largest percentage increase in population is forecast in Howard County, where population is expected to grow by 24.8% from 2020 to 2050. The 2020 census marked the first time that Anne Arundel County's population surpassed that of Baltimore City.

For employment, the largest numeric increase is (also) expected in Anne Arundel County, where an additional 111,000 jobs are forecast. For base-year 2020, Anne Arundel County was ranked third in terms of total employment. By 2050, the forecast job growth moves Anne Arundel County to the first rank, just ahead of both Baltimore City and Baltimore County. Together, these three jurisdictions account for about 75% of regional employment. The largest percentage increase is shown to be in Harford County, where employment is expected to grow by 61.3% from 2020 to 2050.

Mr. Kimberly then shared a series of charts and dot-density maps detailing population and employment growth at the Regional Planning District level of geography (a BMC geography between jurisdiction and TAZ), for each of the region's jurisdictions.

Upon completion of the presentation, Mr. Ken Choi (Maryland Department of Planning), inquired about the difference between population and employment growth rates at the regional level. He noted that the employment growth rate is double that of population, and wondered if there would be sufficient labor force to fill the future jobs.

Mr. Kimberly explained there are a variety of factors that have the potential to inform the relationship between population and labor force, and between labor force and employment.

For example, the age composition of the population and age-specific labor force participation rates have significant influence upon the size of the labor force within a population. Other considerations include the fact that some people in the labor force are multiple job holders, and net commutation can have an impact upon the discrepancy between labor force and jobs. Mr. Kimberly added that the gap between labor force and jobs is forecast to expand through the forecast horizon, and that the scale of the gap is significant. He added that Mr. Choi's observation regarding the discrepancy between population and job growth is not unique to Round 10, as there have been significant differences in growth for many historical forecasts. Mr. Kimberly suggested that the observation warrants further discussion.

*[PowerPoint: Cooperative Forecast Group Round 10]*

## 4.  RECOMMENDED ACTION ON RESOLUTION #23-2

Ms. Charlene Mingus presented an overview of the fiscal year 2023 transportation alternative or TA program which includes Safe Routes to School projects. Ms. Mingus stated that it was not an action item today as more time is needed to review the proposed projects and to work with applicants. When applications are considered in coming months, only the original seven applications that were submitted in May will be reviewed.

TA program applications were due mid-May this year. MDOT SHA and BMC staff reviewed the applications and conducted site visits in coordination with applicants. The funds available in fiscal year 2023 for the Baltimore region totals $6,512,688. Seven applications were received totaling $7,238,514 in requests. Funds available in the Aberdeen, Bel Air South, and Bel Air North area include $631,718.84 in fiscal year 2023 and funds from previous years total $1,257,975.84. There were no application in the Aberdeen, Bel Air South, and Bel Air North area.

Anne Arundel County submitted an application to complete design of the Baybrook Connector which is a planned shared use path and cycle track that extends 2.15 miles from the Nursery Road Light Rail Station to Potee Street or MD 2 at the Anne Arundel County/Baltimore City line. The total cost of 30 – 100% design is $1,031,250 including a 20% match from the jurisdiction. As stated in the application, the purpose of the project is to provide safe access for pedestrian and bicyclists to; the BWI Trail Loop Spur which connects to the B&A Trail; the Nursery Road Light Rail Station; and when the planned section of the Baybrook Connector is completed in Baltimore City, health care, the Middle Branch Waterfront, and Gwynns Falls Trail.

Anne Arundel County also submitted a Safe Routes to School application for construction of a sidewalk along Hammonds Ferry Road from Kingbrook Road to Kingwood Road. The proposed new sidewalk segment would be 1,500 feet long with a total construction cost of $620,000 including a 20% match from the jurisdiction. The purpose of the project as stated in the application is to provide ADA compliant pedestrian infrastructure for children in the neighborhoods surrounding the Linthicum Elementary School.

Anne Arundel County's third TA application is a Safe Routes to School project for design of a sidewalk along Reece Road from Meade Heights Elementary to the Severn Intergenerational Center which is currently under construction. The proposed sidewalk segment would be

approximately 2,600 feet long for a total cost of $376,300 including a 20% match. The purpose of the project is to connect the community to the Meade Heights Elementary and the new Severn Intergenerational Center and existing Van Bokkelen Elementary School as expressed in a community meeting for the Severn Intergenerational Center.

The City of Annapolis submitted an application for construction and design of the West East Express Trail which extends 2.2 miles long from People's Park to MD 450 and MD 2. The total cost is estimated to be $3,747,249.20 including a 20% match. The project purpose is to; build improve and extend the Poplar Trail, the most heavily bike trail in Annapolis; create a large regional loop by connecting to existing trails; and to increase equity and provide alternative transportation option to communities along the project.

Baltimore City submitted a Safe Routes to School application for design of multiple improvements near Cecil Elementary. The project would seek to improve 7 intersections and install one mid-block crossing for a total cost of $451,464.50. The project purpose is to address safety concerns around the school by; shortening crossing distance for pedestrians; improving visibility of crosswalk markings; and encouraging driver awareness in the school zone.

Baltimore City also submitted an application for design of the 2 mile long Martin Luther King Jr. sidepath which extends from Russell Street to Eutaw Street for a total cost of $551,000 including a 20% match. The project would develop final design plans to convert an existing sidewalk into a shared use path and the addition of traffic calming measures at intersections with the purpose of enabling children to safely walk and bike to school , addressing ADA compliance issues, increasing options for multimodal travel for the surrounding neighborhood.

Howard County submitted an application for construction of a surface upgrade to the existing 1.3 mile Patuxent Trail including upgrading the surface of the existing trail from dirt and gravel to a firm, weather resistant, ADA compliant surface and upgrading the trail crossing at Vollmerhausen Road. The purpose of the project is to improve accessibility, preserve the natural feel of the area, improve safety, and manage future maintenance.

*[PowerPoint: Transportation Alternatives Program]*

## 5. PRESENTATION: CENSUS 2020 URBAN AREAS – FINAL CRITERIA

Ms. Erin Bolton updated the committee on the Census Bureau's published final criteria for delineating urban areas for the 2020 Census. The Census Bureau delineates urban areas that represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Federal Highway Administration (FHWA) requires all urban areas with a population of 50,000 or more to be covered by a Metropolitan Planning Organization (MPO). Currently the BRTB region includes three 2010 Census urban areas: Baltimore, MD; Aberdeen--Bel Air South--Bel Air North, MD; and Westminster--Eldersburg, MD.

For the 2020 Census, the Census Bureau has changed the criteria considerably in order to address their goal of capturing only truly urbanized areas and not including some adjacent non-urbanized areas that previously were included. One overall change is that most of the new

criteria are now based on housing unit counts rather than population counts, but these generally represent the same levels of population density, and this change won't tend to create large differences between the 2010 and 2020 urban areas. There are three changed criteria that will likely have impacts on the urban areas in our region: 1) Urban areas criteria are evaluated at the block level, rather than being primarily evaluated at the tract level, which will result in more refined and nuanced boundaries, 2) When "hops" of up to 0.5 miles and "jumps" of 0.5 to 1.5 miles are used to join together two qualifying urban areas, the road corridor between them will no longer be included. Therefore, a single urban area may be composed of a group of smaller areas that aren't geographically adjacent, and 3) The maximum "jump" distance is reduced from 2.5 miles to 1.5 miles, so some qualifying urban areas that are spaced out from each other will no longer be combined together.

It is anticipated that the overall effects of these changes will result in some urban areas that are composed of a discontinuous group of smaller areas with gaps between them. Some qualifying urban areas will no longer be connected to other nearby urban areas and will instead become their own urban areas. This may affect our urban area boundaries in some of our more suburban counties.

*[PowerPoint: Census Urban Areas Criteria]*

## 6.  PRESENTATION: HOUSEHOLD TRAVEL AND ENERGY - PART 2

Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), in particular a study of Household Travel and Energy, which analyzed how two different groups of Baltimore region households use the automobile to travel.

Mr. Berger also noted that, despite the presentation title, he was not able to determine the amount of energy used by various households, but was able to analyze and would present some indirect measures of energy consumption.

First, Mr. Berger noted that the premise of the presentation was that the two groups of households are very different from each other in their use of household autos and that these differences can be observed in the MTS Data.

Next, Mr. Berger described the methodology that he used to define the two groups of households:
1) Baltimore region households were ranked by daily HH auto miles and these miles were weighted to represent other similar households.
2) Next, total Baltimore region HH auto miles, also weighted, were calculated.
3) Then the households were divided into two groups such that each group represented 50% of total HH auto miles:

The Upper 12, which make up 12 percent of households, are a smaller group but travel more. The Lower 88, which make up 88 percent of households, are a larger group but travel less.

Mr. Berger next presented an analysis of travel differences between Upper 12 and Lower 88 households, including Daily Trips, Daily Miles, and the Vehicles they drive. He noted that Upper

12 households make almost twice as many daily trips as Lower 88 households, 14.4 trips vs 7.3 trips.

He also noted that Upper 12 households travel almost 50,000 more daily miles than Lower 88 households, 57,582 miles vs 7,704 miles. Also, Upper 12 households, own, on average, more automobiles than Lower 88 households: 2.7 vehicles versus 1.7 vehicles.

He noted that most of those vehicles run on gas or diesel, and the share of plug-in hybrid and hybrid vehicles among Upper 12 households is very small despite the advantages in fuel economy, and the share of plug-in hybrid and hybrid vehicles among Lower 88 households is also very small.

Finally, Mr. Berger noted that when he performed the same analysis after the 2007-2008 Household Travel Survey, the split was 20/80, thus, the contrast between the two groups of households has become even more pronounced.

*[PowerPoint: Maryland Travel Survey, Household Travel and Energy Part 2]*


## 7. UPWP UPDATES

- **Resilience 2050 Activity** – Mr. Zach Kaufman updated the Technical Committee on recent activity for Resilience 2050. BMC staff continue to publish monthly white papers on topics related to the LRTP. Five white papers have been published so far, with upcoming papers focusing on active transportation, socioeconomic forecasting and demographic trends, and emerging technologies.

All candidate projects for Resilience 2050 were submitted by the June 15 deadline. 110 projects were submitted. Of those, 57% were in Maximize2045 and 43% are new. Roadway projects comprise 54% of submissions, with transit projects comprising 46%. Mr. Kaufman noted that BMC staff sent follow up questions to all jurisdictions the previous week, with responses due by Monday, July 11.

An updated financial forecast extending through 2050 is anticipated from MDOT in July. In addition, the consultant team at Kimley-Horn is working on finalizing a tool for forecasting local transportation funds. BMC anticipates presenting a resolution for the financial forecast to the TC and BRTB in August or September. BMC staff will score projects in July and August. MDOT MTA and MDOT SHA have agreed to develop cost estimates for LRTP projects in July and August. Once project scores, cost estimates, and the financial forecast are in hand, BMC staff will draft a proposed preferred alternative for review and discussion by the TC and BRTB.

*[PowerPoint: Resilience 2050 Update]*

- **Preview of Congestion Mitigation and Air Quality Improvement Program Performance Measures** – Ms. Nicole Hebert shared a presentation outlining FFY22-25 mobile source ozone emissions 2- and 4-year targets and target setting methodology proposed by MDOT. These targets are to be outlined in the second performance period baseline performance plan, for which a draft is in progress by BMC. A draft full performance report is also in under development by BMC for the first performance period, which will outline progress in meeting

the previous CMAQ targets. BMC aims to provide draft congestion targets, as well as the draft full first performance period report and draft baseline second performance period plan, to TC in July. The target date for BRTB approval of the targets and documentation is August 23.

*[PowerPoint: CMAQ Planning Update]*


## 8. OTHER BUSINESS

The next meeting will be held virtually on a new date - August 9, 2022.

Mr. Lang shared the dates of the AMPO Annual Conference to be held in Minneapolis/St. Paul this fall. Technical Committee members will receive an email with the dates to gauge their interest in attending.

Mr. Ulrich asked for a motion to close the TC meeting. Mr. Cohoon made a motion which Ms. Angie Daniel seconded. The meeting adjourned at 10:59 A.M.


**CLOSED SESSION**

Mr. Ulrich asked for a motion to open a Closed Session of the Technical Committee in order to discuss three proposed RFPs. Mr. Cohoon made a motion to open the Closed Session and Mr. Young seconded the motion at 11:00 a.m.

**Expanding Coverage for Public Electric Vehicle Charging Stations**: Ms. Nicole Hebert discussed the tasks and deliverables for this effort. There were suggestions to refine the scope, however it was acknowledged that the budget would have to be kept in mind in incorporating them. There was also a question on the definition of public versus private charging infrastructure. Ms. Hebert and Ms. Regina Aris provided feedback on these topics.

Technical committee members agreed with the project scope and agreed to move forward.

**Evaluation of "Fares, Fees, and Fines" for Undue Burden**: Mr. Don Halligan discussed the task and the expected goals, findings, recommendations and deliverables. Providing insight and depth to understanding the impacts that transportation fees, fines and fares on the residents of the Baltimore region and how such measures may in turn impact transportation revenue goals is to be explored.

Technical committee members agreed with the project scope and agreed to move forward.

**Peer Study of MPO/COG Equity Best Practices**: Mr. Todd Lang discussed the tasks and deliverables for this effort. While this was originally intended to be a scan of best practices, BMC staff have identified key documents and reviewed for key findings. The task will shift to applying these best practices to specific BMC/BRTB planning processes as discussed. The task will also identify likely hurdles and take an incremental approach.

Technical committee members agreed with the project scope and then approved the RFP to move forward.

Mr. Ulrich asked for a motion to close the Closed Session of the TC. Ms. Mary Lane made a motion to close the Closed Session and Mr. Cohoon seconded the motion at 11:35 a.m.


**ATTENDANCE**

***Members***
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)
Ken Choi – Maryland Department of Planning
Patrick McMahon (for Jade Clayton) – Maryland Transit Administration (MDOT MTA)
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
Alex Rawls (for Joel Gallihue) – Harford County Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
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)
Robert Berger - BMC
Erin Bolton - BMC
Cindy Burch - BMC
Virginia Burke - MDOT
Rebecca Deibel - BMC
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Nicole Hebert - BMC
Victor Henry - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Sheila Mahoney - BMC
Charlene Mingus - BMC
Molly Porter - MDOT SHA
Brian Ryder – BMC
Dwight Tigner – BMC