

BALTIMORE REGIONAL TRANSPORTATION BOARD

August 25, 2015

Baltimore Metropolitan Council

9:03 to 10:15 A.M.

MINUTES

The 272th meeting was called to order at 9:03 A.M. by the Chair, Mr. John Powell.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the July 28, 2015 BRTB meeting was made by Mr. Powell. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Mr. Pat Keller. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Ed Cohen identified which committees he was representing and stated that the MTA CAC had created an infrastructure subcommittee to consider how to proceed with rail development. He also stated he agreed with eliminating the Red Line since it was flawed due to sea level rise and the location of the portal in Canton. Mr. Cohen said that when considering future rail projects in Baltimore, the sequence of projects is critical.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda began by directing attention to comments submitted from Mr. John Cutonilli and Mr. James Leanos regarding the demise of the Red Line. There was also outreach by BMC staff in several locations in support of National Night Out on August 4.

The Public Involvement report also listed the public meetings scheduled to date to hear comments on *Maximize2040*.

[Handout: Public Involvement Report, August 2015]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Greg Shafer reported the following from the August PAC meeting:

- The PAC recommended six new members to the BRTB for appointment, the PAC is hoping they can be approved in time to attend the September meeting.
- The PAC also spent time discussing the elimination of the Red Line and prepared a PAC resolution to convey their disappointment and to ask the BRTB to take their concerns under advisement.

[Handout: PAC Resolution #2015-14 – A Resolution Regarding the Baltimore Red Line]

5. BRIEFING ON MAXIMIZE2040 – A PERFORMANCE BASED TRANSPORTATION PLAN

Mr. Terry Freeland presented a breakdown of proposed funding for *Maximize2040*, the next regional transportation plan. Estimated costs total more than \$54.5 billion, with nearly \$30 billion (55%) allocated to system operations, \$12.1 billion (22%) to system preservation, and nearly \$12.5 billion (23%) to major system expansion projects. Included in the \$12.5 billion for system expansion is \$620 million in small program set-asides. The joint Technical Committee / BRTB work group that decided on projects for the Preferred Alternative in mid-June agreed to set aside \$620 million to address issues of regional concern.

Of the \$12.5 billion projected for system expansion, approximately \$4.2 billion (34%) is allocated to major transit projects and approximately \$7.6 billion (61%) to roadway projects. The \$620 million in set-aside funds potentially could help fund Transportation Emissions Reduction Strategies (TERMs), Complete Streets and bike-pedestrian programs and projects, “Ladders of Opportunity” investments linked to job access recommendations in the *Regional Plan for Sustainable Development*, and Transportation System Management and Operation programs.

As part of outreach efforts to gather public input on the draft plan, the BRTB will hold a series of public “town hall” meetings (one in each jurisdiction) in September and October. The schedule for these meetings is included in one of the handouts given to each BRTB representative. In addition, a regional “town call” will take place on Thursday, October 1, from noon to 1 p.m. Details on how participants can access this webinar-type event are included in the handout. Several members asked questions about the upcoming “town hall” and “town call” events. Ms. Haines-Benkhedda provided additional information in response to these questions.

Mr. Freeland concluded the presentation with an overview of the final steps in the development of *Maximize2040*. These include BRTB approval of the final plan in November 2015 and expected federal approval of the final plan and acceptance of the air quality conformity determination by early 2016.

[PowerPoint: Maximize2040: Next Transportation Plan – Where Are We in The Process?]

6. BALTIMORE CITY TRUCK ROUTE SAFETY PLAN

Ms. Valorie LaCour, Chief, Transportation Planning, Baltimore City DOT, gave the BRTB an update on a project planning study requested by a residential community to look for a solution to the large volume of commercial vehicles travelling through the middle of the community.

The purpose of this project is to reduce large-truck traffic moving through the center of the community; provide commercial vehicles a more direct access to the commercial corridor; and provide a “main street” for the community.

The proposed solution is to convert both Curtis Avenue and Pennington Avenue to two-way roadways, applying elements to Pennington Avenue that will create a main street atmosphere, and modifications to Curtis Avenue to make it more appealing as a route for commercial vehicle operators.

Ms. LaCour noted that the study team completed field reviews, traffic data collection and sought community input. The data was subsequently analyzed and helped generate preliminary solutions. The team also identified preferred solutions for further analysis. She presented proposed modifications to both streets and challenges associated with each of the alternates. Some of the challenges include loss of parking along Curtis Avenue, encouraging trucks to use Curtis Avenue while providing convenient access to businesses on Pennington, truck access to gas station at Pennington and Plum, etc.

In conclusion, she noted that the project is feasible but to be successful the community needs to accept that some commercial traffic is inevitable and some commercial property owners may need to give us some property and/or access to accommodate a safe turning radius for trucks. Next steps include a preliminary engineering study along Curtis Avenue, complete streets evaluation for Pennington, a parking study, and a financial feasibility study.

[PowerPoint: Pennington Avenue and Curtis Avenue, Two-Way Study]

7. REPORT ON SELECTED UNIFIED PLANNING WORK PROGRAM PROJECTS

Mr. Todd Lang reviewed the process for developing the UPWP and the agreement by the BRTB to move to two-year documents. While the main content covers two years, the budget will be confirmed annually. Mr. Lang outlined key federal requirements as well as key topics that the BRTB has addressed in the work program. A review of subcommittees provided an indication into how tasks are generated and how they are managed in the process. Finally, Mr. Lang covered the two special projects in this UPWP, regional bike mapping and regional transit analysis along with the status of subarea projects from the three previous work programs. Based on input from MDOT, it is clear that the BRTB needs to clear the amount of carryover lingering from previous fiscal years.

[PowerPoint: UPWP Update]

8. OTHER BUSINESS

No other business

The meeting adjourned at 10:15 A.M.

ATTENDANCE

Members

Lynda Eisenberg, Carroll County Department of Land Use, Planning and Development
Lyn Erickson, Maryland Department of Transportation (MDOT)
Diane Franks, Maryland Department of the Environment, Air Quality Planning & Monitoring Program
Emery Hines, Baltimore County, Department of Public Works
Margaret Kaii-Ziegler, Anne Arundel County, Department of Planning & Zoning
Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development
Tony McClune, Harford County, Department of Planning
Frank Murphy, Baltimore City, Department of Transportation
Sally Nash, City of Annapolis, Department of Planning
John Powell, Howard County, Office of Transportation
Bihui Xu, Maryland Department of Planning, Transportation Planning

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Tyson Byrne, MDOT
Edward Cohen, MTA CAC/CACAT
Fleming Elamin, Baltimore City Department of Transportation (DOT)
Terry Freeland, BMC
Monica Haines Benkhedda, BMC
Mark Howard, BRTB PAC
Valorie LaCour, Baltimore City DOT
Todd Lang, BMC
Eric Norton, BRTB PAC
Tara Penders, MD State Highway Administration
Greg Shafer, Chair, Public Advisory Committee
Rebecca Smith, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board