

BALTIMORE REGIONAL TRANSPORTATION BOARD

November 24, 2015
Baltimore Metropolitan Council
9:12 to 11:05 A.M.

MINUTES

The 275th meeting was called to order at 9:12 A.M. by the Chair, Mr. Valdis Lazdins. Mr. Lazdins introduced himself as the new planning director for Howard County. Also introduced was Mr. Brian Ulrich, the new planning administrator for Anne Arundel County, who will be representing the county on the BRTB. And a welcome was given to Mr. Steve Cahoon from Queen Anne's County.

1. APPROVAL OF MINUTES

Mr. Lazdins requested a motion to approve the minutes of the September 22 and October 27 BRTB meetings. A motion was made by Mr. Pat Keller and seconded by Ms. Lynda Eisenberg. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Edward Cohen, Chair of the Maryland Transit Administration (MTA) Citizens Advisory Committee for Accessible Transportation (MTA CACAT) and the Acting Chair of the MTA Citizens Advisory Committee (MTA CAC) reported he was at the meeting to speak on three topics.

First, he is pleased to report that the report that the MTA CAC and MTA CACAT report entitled "A Proposal to Unravel Baltimore's Tangled Rail Lines" has been cleared for distribution and will be posted on the MTA website. The report includes a detailed proposal and sequence for preserving current rail capacity while setting the stage for future expansion, particularly with intercity lines. Print copies of the report were shared with BRTB members. A number of elected officials have expressed interest in seeing the report. Mr. Cohen noted that the online version will have high resolution maps that can be explored in greater detail.

Second, Mr. Cohen shared comments on the BaltimoreLINK proposal. While there are a number of things people like about the draft BaltimoreLINK plan, there are concerns about connectivity, coverage, and possible discrimination against Title VI populations. Regarding these matters, Mr. Cohen reported that the MTA is working to expand service by 18 miles with only 10 new buses. He

shared that all buses should at a minimum provide residential access to a pharmacy, grocery, and medical center without transfer. MTA CAC and MTA CACAT are working with MTA to provide detailed comments on the BaltimoreLINK plan and how to measure the impact on various populations of riders.

Lastly, Mr. Cohen inquired if MTA will now offer commuter bus service to Queen Anne's County once they become a member of the BRTB. Regarding the decision as to whether or not they should be a member of the BRTB, he deferred to what Queen Anne's County wants.

Mr. Kevin Racine reported that he was unable to attend last month's BRTB meeting with elected officials because of a lack of transit. He went on to share that although he has epilepsy he does not allow that to stop him from traveling (in thanks due to the education and support of the BMC/BRTB). However, he was frustrated that he was unable to get to this important meeting due to limited transit service. Mr. Racine also reflected on the cancellation of the Baltimore Red Line, noting that although the project was cancelled, many alternatives could be implemented. He went on to say that walkable and transit accessible communities are essential.

[Handout: A Proposal to Unravel Baltimore's Tangled Rail Lines]

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that there is one comment period open for an amendment to the BRTB Bylaws to add Queen Anne's County as a non-voting member. The comment period closes Tuesday, December 8. To date, no public comments have been received. Next, she reported that the comment periods for the Draft *Maximize2040: A Performance-Based Transportation Plan*, Air Quality Conformity Determination, and 2016-2019 TIP amendments for the Baltimore Red Line and the East Baltimore Development Inc. (EBDI) Road Reconstruction Project closed on October 15. During this time, six Town Hall Meetings and one Town Call (online) were held, in addition to outreach at over a dozen events around the region. Over 80 comments were received and the BRTB response to comments was sent out on November 17. Full documentation is available online at maximize2040.com. Lastly, a comment period for a TIP amendment for the Baltimore City Road Resurfacing Project closed on November 11 with no public comments received.

Ms. Haines Benkhedda wrapped up by noting that the Public Advisory Committee is currently in need of volunteers to serve 3-year terms starting January 2016. Applications are requested by December 1 and volunteers are especially needed from the city of Annapolis and Anne Arundel, Carroll, Harford, and Howard Counties. She asked BRTB members and the public to assist with recruiting new volunteers and sharing information about PAC openings. More information and a link to applications is online at www.baltometro.org/PAC.

[Handout: Public Involvement Report, September and October 2015]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Greg Shafer reported the PAC Vice-Chair, Mr. Stuart Stainman chaired the November meeting. He noted that Mr. Stainman is wrapping up six years of service on the PAC and thanked him for his leadership and service on the PAC. Mr. Shafer went on to report that Mr. Todd Lang presented information on the Baltimore Regional Transit Needs Assessment, released by the Baltimore Metropolitan Council in October 2015.

The Public Involvement Subcommittee reviewed the public participation process for *Maximize2040* and applauded the large number of written comments received on the draft plan, as well as a successful launch event and the substantial increase in the number of public project ideas received over the last plan (approximately 1,100 versus 180). In addition, the subcommittee reviewed a draft Guide to Transportation Planning that they have been working on. Once finalized, the PAC would like to work with students or staff from the MD Institute College of Art (MICA) or other volunteers to review the guide for readability and assist with graphic design. The purpose of this guide is to provide public education about the BRTB and promote civic engagement in the regional planning process.

The Policy and Legislation subcommittee reviewed TIP amendments under consideration by the BRTB. The PAC approved PAC resolution #2015-16 in support of the Baltimore Citywide Road Resurfacing project and the East Baltimore Development Inc. (EBDI) Road Reconstruction project. In addition, after a lengthy debate the PAC approved PAC Resolution #2015-17 (9 Approved, 8 Opposed, 0 Abstentions) stating that the PAC takes no position on the Baltimore Red Line TIP amendment.

The Membership Subcommittee will review applications for new members in December and Mr. Shafer reiterated the request for assistance in recruiting a diverse group of constituents to serve on the PAC. In addition, elections for the 2016 PAC Chair and Vice-Chairs will be held at the December 2nd PAC meeting.

Lastly, Mr. Shafer reminded BRTB members of PAC Resolution #2015-15 that contains requests to change *Maximize2040* as follows:

- Update the plan within one year – The PAC feels very strongly about the need to revisit the plan within one year of approval in order to address changes brought about by the cancellation of the Baltimore Red Line as well as the transit needs identified in BMC's Transit Needs Assessment report and follow-up study on BaltimoreLINK.
- Include priorities for additional projects that make significant progress in achieving the *Maximize2040* goals in case the level of funding increases.
- Be more transparent by including scores on projects included and excluded from *Maximize2040* – Mr. Shafer thanked the BRTB for providing this scoring to the PAC and in the final version of *Maximize2040*.
- Consider how land use in each jurisdiction relates to transportation and *Maximize2040*.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported that there were two action items on the agenda when the ICG met on November 4th. The ICG addressed the three proposed TIP amendments for November. The ICG agreed that the Baltimore City East Baltimore Development Inc. Road Reconstruction project and the Citywide Road Resurfacing – Federal Aid Program project are both exempt from conformity requirements. The ICG also agreed that while the Red Line project is not exempt from conformity that it does not need to be included in the regional emissions analysis, because the project has been removed. The ICG recommended BRTB approval of the Conformity Determination of *Maximize2040* and the amended 2016-2019 TIP.

There was some discussion of the schedule of the Conformity Determination of the upcoming 2017-2020 TIP for next year. MDE is asking EPA for approval of the ozone bump-up SIP budgets submitted in 2012. These budgets are stricter than those used for the current conformity determination. They were reviewed and recommended by the BRTB several years ago. The ICG also has been discussing the new ozone standard set by EPA, which is 70 parts per billion.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Scott Graf reported:

- For Resolution #16-7, Baltimore City is requesting to add East Baltimore Development Inc. (EBDI) Road Reconstruction and Citywide Road Resurfacing – Federal Aid Program projects to the 2016-2019 TIP. The EBDI Road Reconstruction project reconstructs McDonogh Street, Rutland Avenue and several alleyways bounded by Chase and Eager Streets. Work includes milling and resurfacing, base repairs, reconstruction of curb and gutter, ADA-compliant pedestrian ramps, bicycle compatibility, landscaping, and various utility improvements. Citywide Road Resurfacing supports Baltimore City's long term vision of a sustainable transportation network and to prevent the further deterioration of roads citywide. Project work includes milling and paving, structural adjustments, base repairs as required, ADA-compliant ramps, new pavement markings, and replacement of damaged curb, gutter, sidewalks, and bus pads.
- For Resolution #16-8, MTA is requesting to amend the 2016-2019 TIP to reflect that the MTA Baltimore Red Line project is not moving forward. The project includes \$4.5 million in state funds only in FY 2016 to close out the project. Close-out activities include decommissioning 150 monitoring wells per Maryland Department of the Environment regulations, completing an existing contract for environmental mitigation, and assembling and archiving documents per MTA and federal requirements.
- The Interagency Consultation Group has determined that both Baltimore City projects are exempt according to the Conformity Rule while the Baltimore Red Line is not included in the regional emissions analysis for conformity since it is not moving forward. Both resolutions had unanimous support from the members.

- Resolution #16-9 is to support of *Maximize2040: A Performance-Based Transportation Plan* and the Conformity Determination of Maximize2040 and the Amended FY 2016-2019 TIP. The comment period extended from September 1 to October 15 and generated a range of comments. The resolution had unanimous support from the members.
- MDE presented information on the new ground-level ozone standard. In October, the US EPA lowered the national ambient air quality standard for ozone pollution to a level of 70 parts per billion (ppb). This stricter limit on air pollution is intended to better protect public health and welfare. The ozone monitoring season will be extended until the end of October, starting in 2017. Maryland's recommended designations for areas of the state are due to EPA by October 1, 2016. By October 2017, EPA will issue final area designations. Currently, the monitors with the highest design values in the Baltimore region are located at Padonia and Edgewood with values of 71 ppb. This means that the region is currently attaining the 2008 ozone standard of 75 ppb.
- The Regional Transit Needs Assessment was summarized. The study was produced in collaboration with the regional jurisdictions and also included public participation through a qualitative study. The study was developed at the request of County Executive Kevin Kamenetz in response to Governor Hogan's decision on the Red Line transit project and written by BMC staff. The presentation mentioned the similarities between the transit study and the Governor's new BaltimoreLINK bus system. The scope of the study was broken down into (3) categories: an overview of the existing system, an analysis of the system based on the users experience, and system needs in five areas. The recommendations were options that would augment the existing modes of transportation.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #16-7

The BRTB was asked to approve Resolution #16-7 in support of an amendment to the 2016-2019 TIP. Mr. Lang said that Baltimore City is requesting to add two projects to the TIP: East Baltimore Development Inc. (EBDI) Road Reconstruction and Citywide Road Resurfacing – Federal Aid Program. Mr. Frank Murphy said that the EBDI Road Reconstruction project includes infrastructure and roadway improvements to McDonogh Street, Rutland Avenue, and several alleyways bounded by Chase and Eager Streets in East Baltimore. The project adds \$6.8 million in funding split between FY 2016 and FY 2017. Citywide Road Resurfacing is a project for ongoing resurfacing and rehabilitation of various roadways on the Federal Aid system citywide. It allocates \$10 million in funding in FY 2016. Mr. Lang said that the EBDI Road Reconstruction project was publicized for a 45-day public review from September 1, 2015 to October 15, 2015. Citywide Road Resurfacing was publicized for a 30-day public review from October 9, 2015 to November 11, 2015. Both the Technical Committee and the Public Advisory Committee recommended approval of Resolution #16-7.

Mr. Lazdins asked for a motion to approve Resolution #16-7. A motion to recommend approval was made by Mr. Tony McClune and seconded by Ms. Margaret Kaii-Ziegler. Mr. Lazdins asked if there was any discussion by the members and then by the audience. Mr. Cohen expressed concerns about utility relocation and recommended that future projects take into account any underground tunneling that may be necessary for future transit projects, particularly in the vicinity of Curley

Street. Mr. Lazdins asked for a vote and Resolution #16-7 was unanimously recommended for approval.

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #16-8

The BRTB was asked to approve Resolution #16-8 in support of an amendment to the 2016-2019 TIP. Mr. Lang said that the MTA is requesting to update the Baltimore Red Line project to show \$4.5 million in state funds in FY 2016 which will be used to close out the project. The state funds will be used to decommission 150 monitoring wells, assemble and archive documents, complete an existing contract for environmental mitigation, and provide staffing for the duration of a summer high school internship program. The amendment was publicized for a 45-day public review from September 1, 2015 to October 15, 2015. The Technical Committee recommended approval of Resolution #16-8 while the Public Advisory Committee took no position on the resolution.

Mr. Lazdins asked for a motion to approve Resolution #16-8. A motion to recommend approval was made by Mr. Keller and seconded by Mr. McClune. Mr. Lazdins asked if there was any discussion by the members and then by the audience. Ms. Eisenberg asked for more information on monitoring wells. Mr. Keller said that alignment work required wells in order to determine groundwater migration as well as the existence of hazardous materials. These wells must be sealed appropriately and comprise the bulk of close-out work for the project. Mr. Emery Hines asked how much funding was allocated to the high school internship program. Mr. Keller said that he would report back on the specifics of funding for that program. Mr. Cohen recommended that future transit projects follow the recommendations contained in "A Proposal to Unravel Baltimore's Tangled Rail Lines" adopted by the MTA Citizens Advisory Committee. He also requested that as much money be set aside as possible for projects contained in that report in light of the cancellation of the Red Line. Ms. Heather Weir expressed concern regarding the preservation of all of the work that went into the Red Line project. Mr. Keller noted that funding for project close-out ensures that all documents will be archived and that previous work on the Red Line could inform projects in the future. Mr. Cohen noted that it can be more difficult for the public to access archived documents. Mr. Keller responded that all documents will be available electronically as well as on paper to facilitate easier access. Mr. Lazdins asked for a vote and Resolution #16-8 was unanimously recommended for approval.

9. RECOMMENDATION FOR APPROVAL OF RESOLUTION #16-9

Mr. Terry Freeland presented Resolution #16-9, which called for the adoption of *Maximize2040*, the regional long-range transportation plan, and the accompanying air quality conformity document. Mr. Freeland also showed a timeline of BRTB and BMC staff activities in the development of *Maximize2040*. These activities included extensive engagement with the BRTB advisory groups and the public. Following board approval, the next steps will be review and approval by the Federal Highway Administration and the Federal Transit Administration as well as acceptance of the air quality conformity determination by the U.S. Environmental Protection Agency.

Mr. Lazdins asked for a motion to approve Resolution #16-9. A motion to recommend approval was made by Mr. Frank Murphy and seconded by Mr. McClune. The BRTB voted unanimously to approve Resolution #16-9. During the discussion, Mr. Ed Cohen encouraged the board members to consider recommendations from a recently developed report by the MTA Citizens Advisory Committee. Also, Mr. Greg Shafer asked that the board consider adding PAC Resolution #2015-15 from the Public Advisory Committee relating to *Maximize2040*. This resolution includes some specific recommendations, including updating the plan within a year after the completion of the Baltimore Regional Transit Needs Assessment report. The board voted to accept this PAC resolution as an appendix to the BRTB resolution. Finally, Ms. Kaii-Ziegler introduced a letter from Anne Arundel County Executive Steve Schuh recommending the State Highway Administration study alternatives for a potential additional Chesapeake Bay Bridge. The board accepted this letter as an appendix to the BRTB resolution. Ms. Kaii-Ziegler moved to approve Resolution 16-9, and Ms. Lynda Eisenberg seconded the motion.

[PowerPoint: Maximize2040 – Timeline and Process, Handout: Letter from Anne Arundel County Executive Steven R. Schuh]

10. BMC TRANSIT NEEDS ASSESSMENT

Mr. Mike Kelly presented the Regional Transit Needs Assessment. The study was produced in collaboration with the regional jurisdictions and also included public participation through a qualitative study. The study was developed at the request of County Executive Kevin Kamenetz in response to Governor Hogan's decision on the Red Line transit project and written by BMC staff.

Mr. Kelly started the presentation by mentioning the similarities between the transit study and the Governor's new "BaltimoreLINK" bus system. The scope of the study was broken down into 3 categories: an overview of the existing system, an analysis of the system based on the users experience, and system needs in five areas. The recommendations were options that would augment the existing modes of transportation.

He noted the core service of the existing network does a great job of linking individuals to the areas of greater job density. However, a major challenge is the frequency and types of services provided for the "last mile" options. Because of the projected job density and population growth within the 2015-2040 time period, there is a need to significantly enhance and broaden the existing transit systems. The areas with the most growth projections are Harford, Howard and Anne Arundel County.

Mr. Kelly noted that five out of the top ten bus routes with the most ridership were in the Woodlawn to Bayview corridor. As the population grows, the transit options in that area will need to be significantly enhanced. He also noted that current statistics show only 6% of commuters are transit riders and 76% are single occupancy vehicle riders. Given the projected population growth in the region, there needs to be strong campaign to convert the single occupancy vehicle riders to transit riders.

The Baltimore region's transit system was compared to peer systems around the country through a national survey. It was concluded that overall the Baltimore region's system rated fair to slightly

above average in the majority of the transportation modes. However, the bus system revealed significant inefficiencies.

In summarizing the presentation, a key point to note is the general consensus of a need for an improved, robust system multi-modal system that provides greater connectivity between the growing populated areas and the areas with greater job density. Some of the recommendations to enhance the existing transit system are: all modes should have a regional long-term multi-modal vision as well as functional plans such as the MARC Growth & Investment Plan.

After the presentation was made to the BMC Board, County Executive Glassman requested a comparison of the recommendations from this report to the components of BaltimoreLINK.

[PowerPoint: Regional Transit Needs Assessment]

11. THE NEW SPARROWS POINT

In the fall of 2014 Sparrows Point Terminal, LLC (SPT) purchased the 3,100-acre site with plans to redevelop it as a major East Coast distribution hub. SPT, led by committed and visionary local investors, is in the process of clearing the site and marketing it to potential tenants. Mr. Aaron Tomarchio, VP of Corporate Affairs, SPT, provided an update on current and proposed activities and the master plan that is being developed.

At 3,100 acres, SPT is the largest privately owned industrial site and accounts for one third of the industrial zoned land in Baltimore County. It is also the last major marine terminal on the east coast. It has its own onsite short line rail with connections to two Class I railroads, direct interstate highway access (I-695 and I-95), an operating deep water port with 4 existing berths, and 1.2 million square feet of existing warehouse space. The goal of the SPT team is to redevelop Sparrows Point into a global industrial manufacturing and logistics park that will bring jobs and economic opportunity back to the region.

Current activities include demolition and reclamation of the former steel mill, environmental remediation, marketing and leasing, and master planning. SPT is investing roughly \$48 million towards environmental cleanup and is working closely with MDE and EPA.

Mr. Tomarchio handed out a recently map showing results of a completed master plan for the property and highlighted some of the primary uses that are being targeted for development. This includes 777 acres of distribution warehouse/manufacturing, 686 acres of terminal warehouse and marine terminal, 390 acres of marine terminal expansion, etc. The plan also includes space for retail outlets, ballparks and recreation centers, pending approval by EPA/MDE.

Ms. Weir recalled swimming in the area as a child and asked if any space could be devoted to a public beach. Due to the sites prior use that will not be possible.

[PowerPoint: Sparrows Point Terminal Presentation, Handout: About Sparrows point / Sparrows Point Master Plan]

12. OTHER BUSINESS

Mr. Lazdins announced the next meeting will be on December 22 and then asked if there was any other business the member had to discuss. There was no new business.

The meeting adjourned at 11:05 A.M.

ATTENDANCE

Members

Lynda Eisenberg, Carroll County Department of Planning
Emery Hines, Baltimore County, Department of Public Works
Margaret Kaii-Zeigler, 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
Heather Murphy, Maryland Department of Transportation
Valdis Lazdins, Howard County, Office of Transportation
Ken Choi (for Bihui Xu), Maryland Department of Planning, Transportation Planning

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Charles Baber, BMC
Robert Berger, BMC
Colleen Brun, Maryland Department of the Environment
Tyson Byrne, MDOT
Steve Cahoon, Queen Anne's County Department of Public Works
Ed Cohen, MTA CAC and CACAT
Terry Freeland, BMC
Scott Graf, Chair, Technical Committee
Monica B. Haines Benkhedda, BMC
Victor Henry, BMC
Zach Kaufman, BMC
Mike Kelly, BMC
Shawn Kimberly, BMC
Todd Lang, BMC
Phil Nichols, Howard County Executive Office
Greg Shafer, Chair, Public Advisory Committee
Rebecca Smith, BMC
Kevin Racine, Citizen
Shiva Shrestha, State Highway Administration

Aaron Tomarchio, Sparrows Point Terminal, LLC
Sara Tomlinson, BMC
Brian Ulrich, Anne Arundel DPZ
Laura Van Wert, BMC
Heather Weir, Citizen

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board