

## **BALTIMORE REGIONAL TRANSPORTATION BOARD**

December 22, 2015

Baltimore Metropolitan Council

9:03 to 10:30 A.M.

### **MINUTES**

The 276<sup>th</sup> meeting was called to order at 9:03 A.M. by the Chair, Mr. Valdis Lazdins.

#### **1. APPROVAL OF MINUTES**

A request for a motion to approve the minutes of the November 24, 2015 BRTB meeting was made by Mr. Lazdins. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Ms. Lynda Eisenberg. The minutes were approved unanimously.

#### **2. PUBLIC PARTICIPATION OPPORTUNITY**

No one from the public had comments for the BRTB.

#### **3. REPORT ON PUBLIC COMMENTS**

Ms. Regina Aris noted the comment period for adding Queen Anne's County to the BRTB closed on December 8 without any comments from the public. There was also a reminder from the National Highway Traffic Safety Administration to drive safely over the holidays.

*[Handout: Public Involvement Report, December 2015]*

#### **4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE**

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

- Membership for the coming year was the focus of the comments. Mr. Shafer described current and new members as well as needed areas of improvement.

- The chart reflects the status of the PAC as of January 2016. Selection of members is based on: location, availability, background and interests.

	Anne Arundel	Baltimore City	Baltimore County	Carroll County	Harford County	Howard County
Desired #	6	7	9	2	3	3
Existing	1	10	6	1	2	2
New	1	4	3			
	Need 4	Over 7	On target	Need 1	Need 1	Need 1

- There was also an election of officers with Mr. Shafer continuing as chair and two new vice chairs: Ms. Angela Jones and Mr. Eric Norton. Mr. Shafer expressed his thanks to outgoing officers: Mr. Stuart Stainman and Mr. Mark Howard.
- The PAC supports the addition of Queen Anne’s County as non-voting members of the BRTB. Mr. Shafer provided PAC Resolution #2015-18 to the members.

**[Handout: PAC Resolution #2015-18]**

**5. REPORT FROM THE TECHNICAL COMMITTEE**

Mr. Scott Graf reported:

- Regarding Resolution #16-10, that as of the 2010 Census, the portion of Queen Anne’s County encompassing Kent Island over to the unincorporated limits of Grasonville are in the Baltimore urbanized area. A motion to send this to the BRTB as presented met with unanimous support.
- TC members were briefed on action taken by the BRTB for *Maximize2040* at its November 24 meeting. A PAC resolution included some specific recommendations, including updating the plan within a year after the completion of the Baltimore Regional Transit Needs Assessment. The BRTB voted to include this PAC resolution as an appendix to the BRTB resolution.
- Staff briefed TC members on the activities of the Traffic Signal Subcommittee and the Traffic Signal Forum that was held on October 20<sup>th</sup> at the Maritime Institute. The signal forum was held in conjunction with the ITSMD Annual Meeting allowing a more robust and diverse program and attracting a broad range of stakeholders from all across MD, DC and VA. The subjects ranged from Smart Apps to Arterial Signal Operations to Signal Infrastructure Design Challenges to MAP-21 Performance Measures and Transportation System Management and Operations (TSM&O).
- Staff described new additions to the Quarterly Congestion Analysis Report. Major graphic upgrades are now included and volume data is now available for the top 10 congested areas of the region.
- An update was provided on the C20 Freight Project which will create a freight supply-chain model and a goods and services delivery model for BMC and SHA. Consultants have completed the model design and acquired data for the model.

- Staff updated the TC members on the initial InSITE model validation. The timeline of the project was reviewed identifying the previous progress made and the validation schedule that is underway. 20-plus mode components estimated to simulate long term choices, tour generation, tour level choices, and stop/tour level choices. TMIP sponsored peer review is scheduled for Friday, February 5<sup>th</sup> focusing on preliminary model validation.
- A smart phone travel survey application was shared that is designed to replace the traditional paper diary. Interested TC members have an opportunity to evaluate the application.

## **6. RECOMMENDATION FOR APPROVAL OF RESOLUTION #16-10**

Mr. Todd Lang introduced Resolution #16-10 stating that as of the 2010 Census, the portion of Queen Anne's County encompassing Kent Island over to the unincorporated limits of Grasonville are in the Baltimore urbanized area. This means that any improvements seeking federal funding in that area now need to go through the MPO process. MDOT and BMC have been in discussions with the Queen Anne's County Commissioners and in October they agreed to come onto the Board as a non-voting member for 2 years. As such the BRTB is looking to update their Bylaws to reflect the addition of the President or a member of the Board of County Commissioners as represented on the BRTB. A 30-day comment period will end on December 8 with no comments currently submitted.

Mr. Lazdins asked for a motion. Mr. McClune made a motion to move Resolution #16-10 and Ms. Heather Murphy seconded the motion with unanimous support from the members.

## **7. BALTIMORE LINK TRANSIT PROPOSAL**

Mr. Kevin Quinn, Director of Planning and Capital Programming at the Maryland Transit Administration (MTA), provided members with details about BaltimoreLINK, a \$135 million investment in transit, announced by Governor Larry Hogan in 2015. BaltimoreLINK is about redefining and reimagining how we get around. The three key goals are: 1) to provide reliability and frequency, 2) serve more locations, and 3) provide interconnected transit modes. The multi-phase plan seeks to create a customer-focused transit system that is safer and cleaner by redesigning the entire local and express bus systems throughout Baltimore and creating new high-frequency, color-coded bus routes that improve connections to jobs and seamlessly and also connect to Light Rail, Metro, MARC, Commuter Bus, and other services.

The bus system would be split into three elements: (1) CityLINK: high-quality, high-frequency service that allows riders to reach all stops on the CityLink, Metro, and Light Rail systems with only one-transfer; (2) LocalLINK: to fill in gaps and provide connections to all modes; and (3) Express BusLINK for longer-distance, commuter-oriented trips.

In developing BaltimoreLINK, MTA considered the 1,100 stakeholder comments submitted through the Bus Network Improvement Project (BNIP) as well as input received through meetings with elected officials, city leaders, residents, and a series of other stakeholder meetings in the summer and fall of 2015. Lessons learned from this feedback is that the existing transit system in Baltimore is

not a unified / interconnected system, it is crowded and unclean, it is unreliable, and it does not connect to today's job markets.

Key elements of the plan include:

- Improved maps and signage, including new, color-coded routing and bus wraps;
- Funding (in partnership with Baltimore City) for construction of east-west and north-south dedicated bus lanes;
- Transit Signal Priority (TSP) installed citywide to increase speed and reliability;
- Multi-modal transit hubs with improvements such as transfer pathways and wayfinding, bus bays, new shelters, and improved pedestrian/bike access (MTA plans to partner with Charm City Bikeshare);
- Enhanced safety via 10 new MTA police officers, safety alerts at 16 intersections in the Central Business District to alert patrons when light rail trains are approaching, and new clean initiatives;
- Operating funds for the Charm City Circulator, which MTA sees as a complementary service;
- Enhanced service for West Baltimore residents via the QuickBus 40;
- Private-sector transportation solutions such as car-sharing and innovative "Pop-Up" transit services to supplement existing service and reduce overcrowding;
- Improved bike facilities at all MTA rail stations; and
- Last mile investments.

Another element of the plan is to improve access to jobs. To do this, MTA will offer expanded Light Rail hours on Sundays to BWI airport. In addition, it will add new commuter bus routes to get Baltimore City residents to regional job centers in Columbia, Aberdeen, and Annapolis. Lastly, MTA is planning a new connection between the Odenton and Savage MARC stations to get people to jobs at Fort Meade. Through the BaltimoreLINK plan, MTA forecasts that 131,000 more jobs (36.7 % increase) will become accessible, 205,000 more people will have access to high-frequency transit (34% increase), and 30,000 more people will have access to transit by increasing service area approximately 18 square miles.

Lastly, Mr. Quinn reported that MTA is seeking public comments on this plan through a series of workshops this month, the BaltimoreLink hotline at 410-454-1998, and online comments via Twitter, Facebook, and [mtamaryland.mysidewalk.com](http://mtamaryland.mysidewalk.com). The deadline has been extended to January 11 and three additional workshops have been added to the schedule. Public engagement will continue until the June 2016 launch of the new Express BusLink service and the June 2017 launch of CityLink, along with the totally redesigned LocalLink bus system.

***[PowerPoint/Handout: BaltimoreLINK – A Plan to Connect Baltimore]***

## **8. FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

Mr. Lang provided an overview of the new surface transportation legislation, the FAST Act, which is 555 pages in pdf format. The bill was signed into law on December 4<sup>th</sup> and includes \$280.9 billion to highways and transit over five years. Funding comes from several unusual sources and is not

sustainable over the long term. Mr. Lang provided funding levels for highway programs in Maryland and for transit programs at a national level. Of interest is the level of PL funding for MPOs. At a national level, there is a 4% increase in FFY 2016 and 2% increases for the years FFY 2017 through FFY 2020.

Mr. Lang also discussed programs such as nationally significant freight and highway projects, bundling of bridge projects and the new surface transportation block grant program and the national highway freight program. Finally the discussion focused on new areas for metropolitan planning such as: inclusion of intermodal facilities that support intercity transportation in the TIP and plan, consideration of tourism and natural disaster risk reduction, 2 new planning factors (resiliency and reliability as well as reduce/mitigate stormwater impacts, and an optional congestion management plan.

***[PowerPoint/Handout: Fixing America's Surface Transportation (Fast) Act]***

## **9. OTHER BUSINESS**

There was no other business. Mr. Lazdins reminded participants that the next BRTB meeting will be January 26, 2016

The meeting adjourned at 10:30 A.M.

## **ATTENDANCE**

### ***Members***

Lynda Eisenberg, Carroll County Department of Planning  
Brian Hug (for Tad Aburn), MD Dept. of the Environment, Air Quality Planning & Monitoring Program  
Emery Hines, Baltimore County, Department of Public Works  
Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development  
Val Lazdins, Howard County, Office of Transportation  
Tony McClune, Harford County, Department of Planning  
Frank Murphy, Baltimore City Department of Transportation  
Heather Murphy, Maryland Department of Transportation, OPCP  
Sally Nash, City of Annapolis, Department of Planning  
Brian Ulrich, Anne Arundel County, Department of Planning & Zoning  
Bihui Xu, Maryland Department of Planning, Transportation Planning

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

Kwame Arhin, Federal Highway Administration, Maryland Division  
Regina Aris, Baltimore Metropolitan Council (BMC)  
Robert Berger, BMC

Alex Brun, MDE  
Tyson Byrne, MDOT  
Ed Cohen, MTA CAC/CACAT  
Terry Freeland, BMC  
Scott Graf, Chair, Technical Committee  
Don Halligan, BMC  
Victor Henry, BMC  
Gregory Holmes, MTA  
Zach Kaufman, BMC  
Phil Lacombe, Central Maryland Regional Transit  
Todd Lang, BMC  
Bill Leonard, BMC  
Phil Nichols, Howard County  
Kevin Quinn, MTA  
Greg Shafer, Chair, Public Advisory Committee  
Rebecca Smith, BMC  
Juan Torrico, MTA  
Russ Ulrich, BMC  
Ted Yurek, State Highway Administration

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board