

BALTIMORE REGIONAL TRANSPORTATION BOARD

July 26, 2016

Baltimore Metropolitan Council

9:06 to 11:00 A.M.

MINUTES

The 282th meeting was called to order at 9:06 A.M. by the Chair, Mr. Clive Graham. Mr. Graham welcomed Mr. Kwame Arhin, FHWA, to the table as an ex-officio member of the BRTB.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the June 28, 2016 BRTB meeting was made by Mr. Graham. A motion was made by Mr. Pat Keller to approve the minutes and seconded by Mr. Tony McClune. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There were no public comments submitted at this time.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda highlighted recent public involvement activities, including an open comment period on MdTA's I-95 Project (2016-2019 TIP and *Maximize2040* Amendment) and closed comment periods for: 1) 2017-2020 TIP, *Maximize2040* Amendment, 2) Air Quality Conformity Determination, 3) the Inner Harbor Water Taxi Terminal, and 4) 3 MARC projects (2016-2019 TIP Amendments). Details of these comment periods are online at www.baltometro.org. In addition, Ms. Haines Benkhedda reported that the first *What's on Tap* Regional Forum was held on June 15 at BMC and featured Mr. Alex Keros of General Motors and Mr. Bill McShane of Philips. Presentations are online at baltometro.org/about-bmc/whats-on-tap-regional-forums. The next event is scheduled for September 2016. Details will be posted on the BMC website and social media accounts.

[Handout: Public Involvement Report, June and July 2016]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Eric Norton reported that the July PAC meeting:

- The PAC primarily focused on a review and finalization of their comments on the draft [2017-2020 Transportation Improvement Program \(TIP\)](#). The PAC unanimously approved PAC Resolution #2016-08: Comments on 2017-2020 TIP, submitted to the BRTB and Technical Committees for their consideration.

[Handout – PAC Resolution #2016-08: Comments on 2017-2020 TIP]

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported the following from the July ICG meeting:

- The ICG recommended BRTB approval of the Conformity Determination of the FY 2017-2020 TIP and the Amended *Maximize2040* Plan.
- The ICG also addressed four TIP amendments and determined that the amendments are exempt from conformity requirements. These projects include 3 requested by MTA (MARC Facilities, MARC Rolling Stock Overhauls and Replacement, and MARC Improvements) and one requested by the City of Baltimore (the Inner Harbor Water Taxi Terminal).
- The MDE Representative mentioned a study this summer being performed by Yale and Johns Hopkins involving the use of hand-held air quality monitors. Additional questions on this study should be addressed to Mr. Tad Aburn of MDE.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Scott Graf reported the following from the July TC meeting:

- MTA presented on the MARC projects in Resolution #17-1. The updated funds result primarily from FY 2015 funds that will now be obligated in FY 2016.
- Baltimore City DOT provided details on the Inner Harbor Water Taxi Terminal. The project will replace the existing two-story visitor center on Pier 1 with a new 5,000 square foot building that will house the water taxi sales terminal and provide a climate controlled waiting area for patrons.
- BMC introduced a resolution to amend *Maximize2040*, which covers SHA's request to advance the implementation date of a segment of a project (MD 32: MD 108 to I-70) that is included in the current long-range plan. SHA provided details on the project. The project will involve the construction of a second two-lane roadway between the project limits to provide safety improvements and congestion mitigation.
- BMC gave a brief overview of the FY 2017 – 2020 Transportation Improvement Program (TIP). It includes 146 projects requesting a total of \$2.71 billion – \$1.87 in federal funds and \$.84 billion in matching funds.

- BMC introduced the air quality conformity resolution which documents the air quality analysis, called a Conformity Determination, of the FY 2017 – 2020 TIP and the Amended *Maximize2040*. The charts in the resolution show the projected emissions below the approved/adequate SIP budgets for each of the pollutants.
- BMC introduced the self-certification resolution and explained that each year, with the development of a new TIP; the BRTB must certify that it is carrying out its transportation planning responsibilities in accordance with the applicable federal requirements.
- BMC introduced a resolution for the Transportation Alternatives grant program. The FAST Act replaces the previous Transportation Alternatives Program with set-aside funding for transportation alternatives from the Surface Transportation Block Grant program. The categories of eligible projects have not changed. Four applications totaling \$4,570,985 in funding requests were received for Baltimore region funds. One application requesting \$98,500 fell into this urbanized area and was thus eligible for these funds.
- The Nominating Committee recommended a slate of Officers for FY 2017 that offered the Carroll County representative for Chair and the City of Annapolis representative for Vice-Chair. There will be an opportunity at August for nominations from the floor preceding the vote.
- Mr. Graf turned to the CFG chair, Ms. Margaret Kaii-Ziegler and asked her to introduce the members and begin the joint discussions.
- BMC presented an overview of the Round 8B socioeconomic forecasts for 2010-2040. The Round 8B forecast data set contains updates from Baltimore City, Baltimore County, Carroll County, and Howard County. Anne Arundel County and Harford County made no updates to their Round 8A forecasts. Also noted was that for the first time, a portion of Queen Anne's County is included in the regional forecast data set.
- Howard County covered several different demographic changes taking place in the county, starting with the overall population growth, changes to housing stock, and the diversity of the population.
- BMC described to the group the topics of discussion at the 2016 COG/MPO Socioeconomic Modeling Mini-conference. Of the subjects discussed at the conference, the one that was the most relevant to the work of the TC and the CFG was the section on Scenario Planning and Evaluation with Modeling Tools.
- The TC/CFG member discussion focused on their agencies interests and local discussions related to changing demographics and evolving transportation policy objectives. The members engaged in a discussion of their demographic and transportation interests.

There was a question about the relationship between the Technical Committee and the Interagency Consultation Group. In our planning process, the TC takes the lead on travel model and socioeconomic inputs and the ICG takes the lead on air quality related inputs. There have been occasional joint meetings and information relevant to the two committees is shared by BMC staff.

7. ELECTION OF BALTIMORE REGIONAL TRANSPORTATION BOARD OFFICERS FOR FISCAL YEAR 2017

Mr. Graham stated during the May meeting; the BRTB Nominating Committee recommended Howard County as Chair and Baltimore City as Vice Chair for FY 2017. There were no additional nominations. A vote was called and the Baltimore Regional Transportation Board Officers will be Howard County as Chair and Baltimore City as Vice Chair for the BRTB for Fiscal Year 2017.

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-1

The BRTB was asked to approve Resolution #17-1 in support of a proposed Maryland Transit Administration amendment to the Amended 2016-2019 Transportation Improvement Program. Mr. Todd Lang said that the amendment updates Section 5337 funds for the following three projects – MARC Rolling Stock Overhauls and Replacement, MARC Improvements, and MARC Facilities. A public review period on this resolution was held from June 6th through July 8th. Both the Technical Committee and Public Advisory Committee have recommended approval of this resolution and it has been reviewed by the ICG.

Mr. Pat Keller from MTA presented on the MARC projects in Resolution #17-1. Section 5337 funds are utilized to keep transit assets in a state of good repair. The scope of work for these projects has not changed. MARC Improvements includes the rehabilitation and upgrading of infrastructure on the tracks that MARC trains run on as well as parking lot improvements. MARC Facilities includes the purchase of property and construction at Martin State Airport, West Baltimore station improvements, the purchase of the Riverside Maintenance Facility from CSX, and BWI parking garage repairs. MARC Rolling Stock Overhauls and Replacement includes the overhaul of coaches, procurement and repowering of locomotives, and the implementation of MARC Positive Train Control.

Mr. Graham asked for a motion. Mr. McClune made a motion to move Resolution #17-1 and Ms. Heather Murphy seconded the motion. Mr. Graham asked if there was any discussion by the members and then by the audience. Mr. Ben Cohen of the BWI Business Partnership asked why a public meeting hadn't been held in Anne Arundel or Howard Counties. Mr. Lang responded that the projects were viewed as regional in nature, and therefore the decision was made to hold a public meeting at the BMC offices. Ms. Regina Aris pointed out that several other public meetings were held for the project including one near Sykesville in Howard County and two at the Woodlawn and Essex branches of the Baltimore County Public Library, respectively. Mr. Graham asked for a vote and Resolution #17-1 was unanimously approved.

[PowerPoint: MTA TIP Amendments for MARC, Handout: TIP Amendment Summary]

9. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-2

The BRTB was asked to approve Resolution #17-2 in support of a proposed Baltimore City amendment to the Amended 2016-2019 Transportation Improvement Program. Mr. Lang said that

the amendment adds the Baltimore City Inner Harbor Water Taxi Terminal project to the TIP. A public review period on this resolution was held from June 6th through July 8th. Both the Technical Committee and Public Advisory Committee have recommended approval of this resolution and it has been reviewed by the ICG.

Mr. Zachary Kaufman provided details on the project. The project is for the replacement of the existing two-story visitor's center on Pier 1. The new building will house the water taxi sales terminal and provide a climate controlled waiting area for water taxi patrons. It will also provide access to the USS Constellation. The 5,000 square foot building will be fully ADA accessible and will include an extensive green roof and terrace and new entry plaza. The project utilizes \$1.84 million in Section 1702 High Priority Project funds with \$460,000 in matching funds. Funding for the project also includes \$2 million from private entities.

Mr. Graham asked for a motion. Mr. Keller made a motion to move Resolution #17-2 and Ms. Murphy seconded the motion. Ms. Lynda Eisenberg asked what the sources of private funds for the project were. Ms. Valorie LaCour responded that she would report back with that information. Mr. Graham asked for a vote and Resolution #17-2 was unanimously approved.

[PowerPoint: Baltimore City TIP Amendment for Water Taxi Terminal]

10. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-3

Mr. Lang introduced this resolution, which covers SHA's request to advance the implementation date of a segment of a project (MD 32: MD 108 to I-70) that is included in *Maximize2040*, the current long-range plan. SHA proposes to advance this date from 2030, as shown in *Maximize2040*, to 2021. SHA has broken the overall project into two phases. This is Phase 2 of the overall project, the date advancement for the first phase having already been amended into *Maximize2040* through an amendment in April 2016.

Ms. Tara Penders provided details on the project. The project is consistent with the 2005 planning study for MD 32 and will involve the construction of a second two-lane roadway between the project limits to provide safety improvements and congestion mitigation. SHA will use the design-build project delivery method. The design is not complete yet since the design-build contractor will propose options for improvements as the project progresses. Ms. Penders noted that the project includes replacement of the Triadelphia Road Bridge over MD 32 as well as a preliminary planning study to look at potential improvements to the segment of MD 32 immediately north of the current northern terminus, from I-70 to MD 26 in Carroll County.

Mr. Graham asked about the timing of the amendment. Ms. Penders replied that the advanced project is not being amended into the current FY 2016-2019 TIP but rather will be part of the FY 2017-2020 TIP being considered by the BRTB. She explained that the project will not be advertised until 2018 because of the project's size and the need to finalize project details before advertisement. Mr. Graham also asked about the funding split for the project. Ms. Penders replied that, at this time, SHA expects that the project will use 100 percent state funds.

Ms. Lynda Eisenberg made a motion to approve the amendment, and Ms. Murphy seconded the motion. The BRTB voted to approve the amendment.

[PowerPoint: SHA Plan Amendment for MD 32: Linden Church Road to I-70]

11. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-4

The BRTB was asked to approve Resolution #17-4 in support of the FY 2017-2020 Transportation Improvement Program. The conformity determination associated with the TIP was approved by the ICG and the Technical Committee recommended approval of Resolution #17-4. The PAC also recommended approval of the resolution with comments. These comments along with responses were distributed to BRTB members prior to the meeting.

Mr. Kaufman gave a brief overview of the FY 2017 – 2020 Transportation Improvement Program (TIP). It includes 146 projects requesting a total of \$2.71 billion – \$1.87 in federal funds and \$.84 billion in matching funds. SHA (\$1.46 billion), MTA - Transit (\$685 million), and Baltimore City (\$282 million) are the largest sources of fund requests by implementing agency. Of the nine project categories, highway preservation (80) and highway capacity (30) have the largest number of projects. In regards to total funding by project category, the highway preservation (47%), transit (19%), and highway capacity (15%) categories account for approximately 80% of funds programmed. There are 22 new projects in the 2017-2020 TIP, including 13 SHA projects, 7 Baltimore City projects, and one each from MTA and Baltimore County. A 30-day public review began on May 23, 2016 and ended on June 24, 2016. In addition to four public meetings and advertisement on the web and in newspapers, BMC staff developed an interactive project map that allowed people to view and search for TIP projects. MTA utilizes the public involvement process for the TIP to satisfy FTA public involvement requirements for their Program of Projects (POP). The largest source of programmed funds for MTA is section 5307 – urbanized area formula program. MTA programmed \$1,594,000 in the coming year for Operating Assistance under Section 5307 funds and \$61,818,000 for Capital Projects under Section 5307 funds. Several comments were received and BRTB responses to those comments are included in Appendix G of the document.

Mr. Graham asked for a motion. Ms. LaCour made a motion to move Resolution #17-4 and Mr. McClune seconded the motion. Mr. Steve Cohoon said that he found the interactive project map particularly useful. Mr. Kaufman said that this was the first time this tool had been utilized, but that the production of future TIPs will include this map. Mr. Graham asked if members of the public are able to comment directly from the interactive map. This feature is not yet available, but could be in the future. Mr. Graham asked for a vote and Resolution #17-4 was unanimously approved.

[PowerPoint: Summary of the 2017-2020 TIP]

12. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-5

The BRTB was asked to approve Resolution #17-5. Ms. Tomlinson presented information on the Conformity Determination of the FY 2017-2020 TIP and the Amended Maximize2040 Plan. The

Baltimore region is moderate nonattainment for the ozone standard set in 2008. As the MPO for the region, the BRTB is responsible for air quality conformity determinations of Plans, TIPs, and TIP or Plan amendments.

BMC staff and MDE both used the EPA's MOVES2014 model to estimate pollutant emissions resulting from the new TIP and amended Plan in four separate horizon years: 2017, 2025, 2035, and 2040. Emissions that were modeled included summertime daily tons of nitrogen oxides (NOx) and volatile organic compounds (VOCs) and yearly emissions of direct fine particulate matter (PM2.5) and NOx. Emissions of these pollutants are below SIP budgets set by the Maryland Department of the Environment in the State Implementation Plan (SIP).

The ICG unanimously recommended BRTB approval of the conformity determination. Implementation of the TIP and Amended Plan will not worsen the region's air quality or delay timely attainment of the NAAQS.

Mr. McClune made a motion to approve the resolution, and Ms. Lynda Eisenberg seconded the motion. The BRTB voted to approve the resolution.

[PowerPoint: Emissions Results of the 2017 TIP and Amended Plan]

13. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-6

Mr. Freeland introduced this resolution and explained that each year, with the development of a new TIP; the BRTB is required to certify that it is carrying out its transportation planning responsibilities in accordance with the applicable federal requirements. Mr. Freeland noted that, for this self-certification document, staff updated the language to account for the recent enactment of the Fixing America's Surface Transportation (FAST) Act as well as to document recent transportation activities, including the development and approval of the current long-range plan, the development and approval of the most recent TIP, recent public involvement activities, and recent revisions to the Title VI program.

Mr. Graham asked about checks and balances in place to ensure the self-certification process produces a valid result. Mr. Lang and Ms. Aris explained that the documentation is updated regularly and provided online prior to the BRTB vote for the public to review. Once approved the documentation becomes part of the TIP and is submitted for review by the federal partners. Mr. Freeland added that this self-certification supplements the recent certification review conducted by the FHWA, FTA, and EPA which found the BRTB's process compliant with federal requirements.

Mr. Steve Cohoon remarked that the self-certification document provides a good overview of the metropolitan transportation planning process, especially for people who are not as familiar with the process. Ms. Sally Nash made a motion for approval of the resolution, and Ms. Murphy seconded the motion. The BRTB voted to approve the resolution.

14. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-7

The BRTB was asked to approve Resolution #17-7 in support of recommendations for Federal Assistance through the Transportation Alternatives Set-Aside Program. Mr. Kaufman began by stating that the FAST Act replaces the Transportation Alternatives Program with set-aside funding for transportation alternatives from the Surface Transportation Block Grant program. The categories of eligible projects have not changed. Applications were due on May 16, 2016, followed by a technical review at SHA and a meeting with BMC staff to discuss projects.

The amount available to the Baltimore region is \$979,941. Four applications totaling \$4,570,985 in funding requests were received for these funds. In addition to Baltimore region funds, there is also \$813,721 available to applicants that fall within the Aberdeen-Bel Air South-Bel Air North urbanized area. One application requesting \$98,500 fell into this urbanized area and was thus eligible for these funds. Total requests from the five applications were \$4,669,485. Mr. Kaufman presented a brief description and site map of each project. Under the recommendations, 1 project for a stormwater management facility in Carroll County is endorsed for the funds available to the Baltimore region. This would cover \$979,941 of the \$1.235 million request for this project. The funds for the Aberdeen-Bel Air South-Bel Air North urbanized area will carry over to the next solicitation. The four projects not recommended for funding will still be considered for statewide funding.

Mr. Graham asked for a motion. Ms. Eisenberg made a motion to move Resolution #17-7 and Mr. McClune seconded the motion. Ms. Bihui Xu asked why the application within the Aberdeen-Bel Air South-Bel Air North urbanized area was not recommended for funding. Mr. Kaufman responded that while the project was seen as good in concept by the review team, it was considered too preliminary at this point. Mr. Graham asked for a clarification on what the resolution is recommending. The recommendation is to fund the stormwater management facility in Carroll County at the full amount available to the Baltimore region. The other four projects are not recommended for funding, but will still be considered in the statewide competition. Ms. Sally Nash asked if the partial funding for the project is sufficient for Carroll County to move forward with the project. BMC staff has confirmed this with Carroll County. Mr. Graham asked for a vote and Resolution #17-7 was unanimously approved.

[PowerPoint: Transportation Alternatives - Presentation]

15. MTA BALTIMORELINK BRIEFING

Mr. Kevin Quinn revisited the topic of Baltimore LINK, now in Draft Two. The purpose remains focused in two areas: 1) Linking modes, places, and people, and 2) Improving safety, efficiency, reliability, and customer service. The solution is the BaltimoreLINK network of City LINK (high frequency routes), Local LINK (local routes connecting to City LINK, and Express Bus LINK (limited stop routes into the urban core and suburb-to-suburb) with this three pronged bus network integrating seamlessly with Metro LINK, Light Rail LINK, and Mobility LINK. After extensive outreach in Phase One captured over 1,280 comments, MTA reviewed and the comments and revised 56 of 65 routes. Mr. Quinn identified a number of specific routes that changed due to comments.

New with Draft Two, MTA partnered with BMC and MDP to contribute analysis of a wide range of factors. The analysis allowed MTA to have a much better sense of how the system benefits customers. A key improvement is that 33,600 more people within a ¼ mile of transit will have access and 60,700 more people within a ¼ mile of transit will have access to frequent transit. Another key finding is that the job centers identified by the Opportunity Collaborative will have better access to transit. MTA also determined that access to vital services increased, such as to hospitals, pharmacies, supermarkets, public schools, and libraries. The analysis also drilled down to examine service for various populations and households.

Along with route improvements, MTA is also making capital improvements, including: better bus stop signage, bus vehicle branding, transit signal priority, dedicated bus lanes, transfer facilities and linkages to multi-modal opportunities. Twenty workshops are scheduled from July to September with localized analysis for each geographic area. All of this material is on the [MTA website](#).

Mr. Brian Ulrich asked about the commuter bus service to/from Annapolis. Mr. Quinn indicated that service would begin in February or March 2017 to Annapolis and over the Kent Island. There was also a discussion about transfers and fares, particularly the legislatively mandated increase in 2017. The law states that MTA should review fares every two years in line with the Consumer Price Index (CPI). Ms. LaCour asked if MTA had materials for employers on the amount available to subsidize transit rides. Mr. Cohoon was complimentary of the amount and content of public workshops related to BaltimoreLINK.

[PowerPoint: Draft II of BaltimoreLINK]

16. BRIEFING ON METROPOLITAN PLANNING ORGANIZATION COORDINATION AND PLANNING AREA REFORM NOTICE OF PROPOSED RULEMAKING

Mr. Lang briefed the BRTB on a proposed rule that has implications for MPO boundaries. It is stated that the federal rules for MPO boundaries has been misinterpreted. The proposed is designed to return to the structure embodied before 2007. Essentially, there should be one MPO representing one urbanized area and if there is more than one body then the MPOs need to coordinate one plan and one TIP for the urbanized area. The boundaries can/will change based on the Census Bureau determination of urbanized areas. The revision is to promote more effective regional planning by states and MPOs. Mr. Lang shared maps of various urbanized areas around the country to demonstrate the impact on some MPOs. In Baltimore it may mean a seat for the City of Laurel and the Town of Port Deposit. Further discussion will be handled by the Executive Committee due to the short timeframe. MDOT indicated that they would also be submitting comments to the docket. The closing date is August 26, 3 days after the August BRTB meeting.

[PowerPoint: MPO Planning Area Reform – Proposed Rule]

17. OTHER BUSINESS

There was no other business. Mr. Graham reminded participants that the next BRTB meeting will be August 23, 2016

The meeting adjourned at 11:00 A.M.

ATTENDANCE

Members

Kwame Arhin, Federal Highway Administration, MD Division
Alexandra Brun (for Tad Aburn), MD Dept. of the Environment, Air Quality Planning & Monitoring Program
Steve Cohoon, Queen Anne's County, Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Clive Graham, Howard County, Department of Planning & Zoning
Emery Hines, Baltimore County, Department of Public Works
Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development
Valorie LaCour (for Frank Murphy), Baltimore City Department of Transportation
Tony McClune, Harford County, Department of Planning
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

Regina Aris, Baltimore Metropolitan Council (BMC)
Charles Baber, BMC
Robert Berger, BMC
Ben Cohen, BWI Business Partnership, Inc.
Blake Fisher, BMC
Terry Freeland, BMC
Scott Graf, Chair, Technical Committee
Don Halligan, BMC
Monica Haines Benkhedda, BMC
Victor Henry, BMC
Chris Heyn, Carroll County Department of Public Works
Zach Kaufman, BMC
Todd Lang, BMC
Tara Penders, State Highway Administration
Kevin Quinn, MTA
Eric Norton, Chair, Public Advisory Committee
Kevin Racine, resident of Harford County

Rebecca Smith, BMC
Sara Tomlinson, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board