

## **BALTIMORE REGIONAL TRANSPORTATION BOARD**

January 24, 2017

Baltimore Metropolitan Council

9:20 to 10:33 A.M.

### **MINUTES**

The 286<sup>th</sup> meeting was called to order at 9:20 A.M. by the Chair, County Executive Allan Kittleman.

#### **1. PUBLIC PARTICIPATION OPPORTUNITY**

Mr. Eric Norton, Chair of the Public Advisory Committee, described the role of the PAC to the BRTB members and some of its current activities.

Mr. Brian O'Malley, President & CEO of the Central Maryland Transportation Alliance, shared with the BRTB that CMTA will be launching a Citizens Academy modeled after a program in Denver. The program will last 7 weeks and begin this spring. Mr. O'Malley stated that a call for applicants will go out mid-February and he urged the BRTB members to consider individuals from their jurisdictions that would be potential candidates for the program. Mr. O'Malley introduced Ms. Kathleen Osher, Denver Transit Alliance, who is visiting Baltimore to assist with the groundwork necessary to begin the Citizens Academy.

#### **2. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-12**

The BRTB was asked to consider Resolution #17-12 in support of an amendment to the *2017-2020 Transportation Improvement Program*. The State Highway Administration is requesting to update funds as well as to shift funding from state to federal for two projects – MD 32: Linden Church Road to I-70, Capacity and Safety Improvements and MD 175: National Business Parkway to McCarron Court.

Ms. Tara Penders provided details on the SHA projects. The MD 32 project from Linden Church Road to I-70 is Phase 2 of the larger MD 32 project from MD 108 to I-70. It will widen the roadway from two lanes to a four lane divided roadway with access controls. The project is scheduled to advertise in 2018, with completion projected in fall 2021. Total federal aid for the project is increasing from \$7.5 million to \$89.3 million. The estimated total cost of the project is increasing from \$115.1 million to \$123.1

million due primarily to additional right-of-way needs identified as project engineering moved forward. The MD 175 project from National Business Parkway to McCarron Court is segment 1 of the larger MD 175 project from MD 295 to MD 170. It will widen MD 175 to six lanes and reconfigure MD 295 ramps to create signalized left turns at MD 175. The project is scheduled to advertise in summer 2018, with completion projected in fall 2021. Total federal aid for the project is increasing from \$2.8 million to \$41.6 million while the estimated total project cost is decreasing from \$111.4 million to \$86.3 million.

Mr. Todd Lang said the project was publicized for public review from November 9, 2016 through December 12, 2016 with a public meeting on November 30 at the Brooklyn Branch of the Enoch Pratt Public Library. The Public Advisory and Technical Committees recommended approval of the resolution as presented and it has been reviewed by the ICG.

Mr. Kittleman asked for a motion. County Executive Barry Glassman made a motion to move Resolution #17-12 and Mayor Catherine Pugh seconded the motion. Mr. Kittleman asked if there was any discussion by the members and then by the audience. Mr. Kittleman asked for a vote and Resolution #17-12 was passed with unanimous support from the members.

***[PowerPoint: January TIP Amendments]***

**3. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-13**

The BRTB was asked to consider Resolution #17-13 in support of an amendment to the *2017-2020 Transportation Improvement Program*. The Maryland Port Administration is requesting to incorporate a recent Federal Lands Access Program grant for the Masonville Cove Multimodal Transportation Feasibility Study project.

Mr. Shawn Kiernan presented details on the study. Masonville Cove, located in Brooklyn, is owned by the Maryland Port Administration (MPA) and is designated as an Urban Wildlife Refuge by the U.S. Fish and Wildlife Service. It is home to a variety of wildlife including water fowl, foxes, and deer. The MPA partners with the Living Classrooms Foundation and the National Aquarium to operate and staff an environmental center that serves the public and many students throughout the year. Currently, however, Masonville Cove is difficult to access if you don't have a vehicle. This project will undertake a multimodal access study to identify opportunities for enhanced public access to Masonville Cove, with a focus on safe pedestrian and bicycle access from nearby communities. The project is funded by the Federal Highway Administration through a Federal Lands Access Program grant with 20% in matching funds from the U.S. Fish and Wildlife Service. The total cost of the study is approximately \$153,000, with completion anticipated in six months.

Mr. Lang said the project was publicized for public review from November 9, 2016 through December 12, 2016 with a public meeting on November 30 at the Brooklyn Branch of the Enoch Pratt Public Library. The Public Advisory and Technical Committees recommended approval of the resolution as presented and it has been reviewed by the ICG.

Mr. Kittleman asked for a motion. Ms. Pugh made a motion to move Resolution #17-13 and Carroll County Commissioner Stephen Wantz seconded the motion. Mr. Kittleman asked if there was any

discussion by the members and then by the audience. Mr. Kittleman asked for a vote and Resolution #17-13 was passed with unanimous support from the members.

***[PowerPoint: January TIP Amendments]***

**4. RECOMMENDED ACTION OF RESOLUTION #17-14**

The BRTB was asked to approve Resolution #17-14 in support of 2 applications for statewide funding in the Rural and Small Urban categories of the FY 2018-2019 Section 5310 Program. The applications were submitted by Carroll Haven Achieving New Growth Experiences (CHANGE, Inc.) and The Arc Carroll County. The Technical Committee voted to recommend endorsement of the applications at their January meeting. Once endorsed by the Board, the applications will advance to a statewide competition.

Mr. Kittleman asked for a motion. A motion to recommend approval was made by Mr. Wantz and seconded by Ms. Pugh. Mr. Kittleman asked if there was any discussion by the members and then by the audience. Mr. Kittleman asked for a vote and Resolution #17-14 was unanimously recommended for approval.

**5. RECOMMENDED ACTION OF RESOLUTION #17-16**

The BRTB was asked to consider Resolution #17-16 to endorse the Purpose and Need Statement for the I-95 Access Improvements supporting development at Port Covington. As part of the MPO's congestion management process (CMP), the BRTB reviews and then endorses key NEPA decisions of projects that could result in an increase in capacity for single occupant vehicles.

The purpose of the project is to maintain operations on I-95 and other elements of the local and regional transportation system by accommodating a forecasted increase in transportation demand resulting from planned development at Port Covington and enhancing multi-modal connections to the peninsula. Improvements are needed to: address increased transportation demand, address inadequate roadway capacity and geometry, support economic development and land use changes, and to address the limited multi-model connections.

Mr. Kittleman asked for a motion. A motion to recommend approval was made by Ms. Pugh and seconded by County Executive Kevin Kamenetz. Mr. Kittleman asked if there was any discussion by the members and then by the audience. Mr. Kittleman asked for a vote and Resolution #17-16 was approved unanimously.

**6. UPDATES FROM THE MARYLAND PORT ADMINISTRATION**

Mr. Jim Dwyer, Maryland Port Administration (MPA), gave an update on the Port of Baltimore (POB) and the MPA with very interesting historical perspective and paradigm shifts in ship design and maritime cargo movement over the past 2,000 years. The POB dates back to 1706, well before the City of Baltimore (1797). Mechanical propulsion in the early 1800s followed by steel shipbuilding in the late

1800s and containerized cargo in the mid-1950s made waterborne transportation an efficient and practical way to move goods, both international and domestic. Railroads led the way for terminal development to connect with their rail lines. However, they lost the incentive after WWII when trucking became viable option for transportation.

MPA was established in 1957 because of neglected port facilities to increase the flow of waterborne commerce through the Maryland in a manner that provided a benefit to its citizens. The POB is a complex mix of private and public terminals handling diverse bulk and general cargoes, including auto carriers, cruise ships, containers, military and research vessels.

The Port has global reach, connecting many Mid-Atlantic suppliers and markets worldwide. The POB's international cargo in 2015 was 32.4 million tons with 14.75 million tons in imports and 17.65 million tons in exports. The POB remains the 4<sup>th</sup> largest port on the East Coast and 13<sup>th</sup> largest US port in tonnage and 9<sup>th</sup> largest in terms of international cargo value. Mr. Dwyer highlighted several charts during his presentation on specific commodities such as sugar, gypsum, alumina, and coal. MPA had steady cargo growth before and after the recession and preliminary data show 2016 will set another MPA record. The Port's cruise business increased with the new terminal adjacent to I-95, and will stabilize at nearly 100 cruises per year.

Mr. Dwyer praised the recent zoning efforts in Baltimore City, TransForm Baltimore, that allows for maritime industrial (MI) zoning and does not allow for mixed use development in those zones. He pointed out that 337 acres of industrial land were lost between 2005-2015, due to rezoning and 59 PUDs on industrial land. TransForm will prohibit PUDs on industrial and port areas. On the negative side, he noted how certain freight routes are not being protected and cited the example of the Haven Street Freight Corridor that is being proposed for rezoning to allow high-density, mixed-use with residential development. Residential development along Freight Corridors – especially between two freight rail lines the truck route leading to the Port's terminals will invite conflicts.

In summary, Mr. Dwyer noted that the POB remains healthy and is a nationally significant port that generates over 33,900 jobs in the region, \$2.9 billion in wages and salaries annually, and 4310 million in state and local tax revenues annually. The Port is an economic engine with a long record of sustaining jobs in Maryland for a large variety of skill levels.

***[PowerPoint: Port of Baltimore and the Maryland Port Administration]***

## **7. OVERVIEW OF THE PORT COVINGTON DEVELOPMENT**

Representatives of Sagamore Development described Port Covington as one of the largest urban redevelopment projects in America, and one that will be transformational for Baltimore City. It will be the future home and global headquarters of Under Armour, one of the fastest growing brands in the world. In its present state, Port Covington is an aging, underutilized industrial area that covers over 235 acres and just under three miles of waterfront. It is disconnected from the rest of the City – but it has tremendous potential to be a thriving, active and inclusive waterfront neighborhood.

A redeveloped Port Covington will mean thousands of new jobs, new businesses, better transit to jobs, more than 40 acres of parks, new space for manufacturing, fresh opportunities for innovation and entrepreneurship, new ways to reach the waterfront and more. The redevelopment envisions a new

street grid, new transit facilities and links, and new parks connecting people to the waterfront. In addition, there will be meaningful improvements throughout the area that will engage and educate Baltimore residents and visitors about the ecology of the Middle Branch of the Patapsco River. Embedded in every element of the redevelopment plan is a deference to Baltimore's hardworking heritage, a dedication to environmental stewardship and a commitment to diversity and inclusion.

The catalyst for this transformational project is the relocation of Under Armour's global headquarters from a constrained collection of parcels in the Locust Point neighborhood to a 50- acre assemblage in Port Covington. Under Armour's future campus will accommodate over 10,000 employees in 3.9 million square feet of improvements at full build out. Port Covington is well situated within the region. It has direct access to I-95, is less than five minutes from downtown Baltimore; is within 15 minutes of BWI Airport; and is planned to be connected to light rail and MARC rail service.

The proposed redevelopment of the Port Covington peninsula is complementary to Baltimore City's comprehensive planning efforts and the surrounding communities as outlined in the South Baltimore Gateway Master Plan, Middle Branch Master Plan, and the Comprehensive Plan. Port Covington will exceed the City's expectations on sustainability, ecological sensitivity, public open space access, multi-modal transportation and design excellence. The Port Covington Master Plan embraces the goals of improving water quality, providing a natural environment for fish and waterfowl, and creating a public amenity in an urban setting. The plan will set a high bar to achieve these goals by creating a sustainable, mixed-use urban community where people want to live, work and play. The City's plans emphasize urban villages surrounding the upper Middle Branch of the Patapsco River linked together by a publicly accessible greenway. Since the early 1980s, the City has created public parkland and encouraged private property owners to enhance the shoreline of the Middle Branch. The Middle Branch Master Plan, approved in 2007, formalized the requirements for enhancing the shoreline and creating public access to and along the waterfront. The Port Covington Master Plan embraces and expands on the City's comprehensive plan.

To enable the Port Covington redevelopment, Sagamore Development Company (SDC) requested, and received, tax increment financing (TIF) from the City for local (non-highway) public infrastructure including, streets, sidewalks, utilities, parks, resilient and green infrastructure such as bio-retention and stabilized shorelines, and ecological/habitat interventions. As a condition to the introduction of TIF legislation in the Baltimore City Council, SDC entered into three memoranda of understanding (MOU's) with the City setting forth requirements for local hiring, minority and women business inclusion in the project as well as inclusion of affordable housing in Port Covington. The transportation-related improvements are to be funded with a combination of federal, state, and private fund sources.

## **8. OTHER BUSINESS**

There was no other business. Mr. Kittleman reminded participants that the next BRTB meeting will be February 28, 2017

The meeting adjourned at 10:33 A.M.

## **ATTENDANCE**

### ***Members***

Robert Andrews – Harford Transit  
George (Tad) Aburn (for Ben Grumbles) – Maryland Department of the Environment  
Kwame Arhin – Federal Highway Administration – Maryland Division  
Paul Comfort – Maryland Transit Administration  
Barry Glassman – Harford County Executive  
Kevin Kamenetz – Baltimore County Executive  
Allan Kittleman – Howard County Executive  
Catherine Pugh – Baltimore City Mayor  
Robert McCord (for Wendi Peters) – Maryland Department of Planning  
Heather Murphy (for Pete Rahn) - Maryland Department of Transportation  
Sally Nash (for Michael Pantelides) - City of Annapolis  
Ramond Robinson (for Steve Schuh) – Anne Arundel County Executive  
Stephen Wantz – Carroll County Commissioner  
Stephen Wilson – Queen Anne’s County Commissioner

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

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Regina Aris, BMC  
Ryan Barth, STV  
Michael Bayor, MDP  
Robert Berger, BMC  
Levon Boyagian, Sagamore Development Group  
Tyson Byrne, MDOT  
Kelly Cartales, CMRT  
Steve Cohoon, Queen Anne’s County  
David Cookson – Howard County  
Aryn Dagirmanjian, BMC  
Crystal Darcy - Maryland Port Administration (MPA)  
Jim Dwyer – MPA  
Duane Gibson, Sagamore Development  
Kimiya Darrell, STV  
Kyle Kramer, STV  
Bertrand Djiki, MPA  
Lindsay Donnellon, FHWA  
Lynda Eisenberg, Carroll County Department of Planning  
Kathy Falk, Kimley-Horn  
Terry Freeland, BMC  
Blake Fisher, BMC  
Matthew Garhark, Baltimore City  
Scott Graf, Carroll County  
Clive Graham, Howard County

Don Halligan, BMC  
Victor Henry, BMC  
Emery Hines, Baltimore County, Department of Public Works  
Zach Kaufman, BMC  
Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development  
Mike Kelly, BMC  
Sean Kiernan – MPA  
Todd Lang, BMC  
Tony McClune, Harford County, Department of Planning  
Jaime McKoy, CMRT  
Barbara Mosier, STV  
Frank Murphy, Baltimore City Department of Transportation  
Eric Norton, Public Advisory Committee  
Brian O'Malley, Central Maryland Transportation Alliance  
Kathleen Osher, Denver Transit Alliance  
Caroline Paff, Sagamore Development  
Tara Penders – State Highway Administration  
Alex Rawls, Harford County  
Tom Sadowski, University System of Maryland  
Steven Siegel, Sagamore Development  
Rebecca Smith, BMC  
Sara Tomlinson, BMC  
Paul Verchinski, Howard County resident  
Bihui Xu, Maryland Department of Planning

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board