

## BALTIMORE REGIONAL TRANSPORTATION BOARD

February 28, 2017

Baltimore Metropolitan Council

9:02 to 10:27 A.M.

### MINUTES

The 287<sup>th</sup> meeting was called to order at 9:02 A.M. by Mr. David Cookson. Mr. Cookson, the Howard County representative, was filling in for the Chair, Mr. Clive Graham.

#### 1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the January 24, 2017 BRTB meeting, as well as the November 22, 2016 meeting, was made by Mr. Cookson. A motion was made by Ms. Lynda Eisenberg to approve the minutes and seconded by Ms. Heather Murphy. The minutes were approved unanimously.

#### 2. PUBLIC PARTICIPATION OPPORTUNITY

No one took the opportunity to address the Board.

#### 3. REPORT ON PUBLIC COMMENTS

Ms. Haines Benkhedda reported that the BRTB Budget & Work Program (UPWP) for FY 2018 and 2019 is open for public comment through Tuesday, March 21, 2017. A comment period on funding for BaltimoreLink transit vehicle updates closed Monday, February 6 with no public comments.

Ms. Haines Benkhedda highlighted two upcoming events. The first, scheduled for Tuesday, March 21 from 5:30 to 8 p.m. at the Diamondback Brewing Co. in McHenry Row, is a joint event with Bikemore and the third in the What's on Tap series of regional forums. The event will feature a series of film shorts and discussion of complete streets. Register at [eventbrite.com](http://eventbrite.com).

The 20<sup>th</sup> Bike to Work Day, coordinated by the Baltimore Metropolitan Council, is scheduled for Friday, May 19. Over 30 events are being planned around the region. Sponsors and additional events are welcome. Visit [Bike2WorkCentralMD.com](http://Bike2WorkCentralMD.com) for more information.

**[Handout: Public Involvement Report, February 2017]**

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

PAC Chair, Mr. Eric Norton, reported highlights from the February 2017 PAC meeting:

- The establishment of an ad hoc subcommittee on transportation equity.
- Feedback on the *Maximize2045* goals and strategies. The PAC requested staff provide monthly updates on *Maximize2045* and they look forward to providing feedback on the performance measures and outreach plan.
- The March PAC meeting will focus on ideas and feedback from the PAC on the FY 2018-2019 UPWP.

#### **5. REPORT FROM THE TECHNICAL COMMITTEE**

Mr. Scott Graf gave an overview of the February 7 Technical Committee meeting:

- Resolution #17-17 conveys MTA's request to add the Bus and Bus Facilities Mini Overhaul Project and to update funds associated with three projects: Bus and Rail System Preservation and Improvement, MARC Improvements, and MARC Rolling Stock Overhauls and Replacement.
- Resolution #17-18 covers the adoption of goals and supporting strategies for the 2019 update of the regional transportation plan, known as *Maximize2045: A Performance-Based Transportation Plan*.
- MTA and AECOM presented information on the Baltimore-Washington SCMAGLEV project, including: Purpose and Need, key environmental considerations, public involvement, and agency coordination process.
- BMC presented information on 12 specific performance management requirements outlined in MAP-21 and continued in the FAST Act. State DOTs and MPOs will be required to establish performance targets and assess performance in these 12 areas and FHWA will assess states' progress toward meeting targets in the first 10 of these areas.
- A progress report on the UPWP provided updates on two tasks. First, Mr. Lang discussed the development of the FY 2018-2019 UPWP, with the schedule calling for the release of the Draft UPWP for a 30-day public review on February 17. Second, draft budget tables were reviewed, including a discussion of focus areas and regional projects.
- BMC updated members on training for the NEPA process, which is scheduled to take place following the April 4 Technical Committee meeting. In addition, BMC staff continues to coordinate with the University of Maryland's T2 Center to conduct traffic modeling software training (scheduled for June 14).
- BMC reported that a memo from staff to TC members, along with a survey, had been distributed. This memorandum describes a request for updates from the local jurisdictions and MDOT on various projects they are working on or planning that are expected to reduce air pollution emissions from transportation. Surveys were due to Ms. Tomlinson by March 1.

## **6. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-15**

The BRTB was asked to consider Resolution #17-15 endorsing large urban area projects for funding under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program of the Federal Transit Administration. The Section 5310 program authorizes four types of projects: 1) public transportation projects planned, designed, and carried out to meet the special needs of seniors and people with disabilities when public transportation is insufficient, unavailable or inappropriate; 2) public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; 3) public transportation projects that improve access to fixed route service and decrease reliance by people with disabilities on complementary paratransit; and 4) alternatives to public transportation that assist seniors and people with disabilities with transportation.

On October 6, 2016 the Maryland Transit Administration conducted a Solicitation of Proposals meeting at the Baltimore Metropolitan Council for the Section 5310 Fiscal Years 2018 and 2019 grant program. Applicants had until November 28, 2016 to submit requests for the Section 5310 Grant Program. Applications come from private non-profit organizations that provide transportation services to the elderly and individuals with disabilities in the Baltimore region. Applications were reviewed according to four criteria: 1) extent and urgency of local needs, 2) coordination and cooperation, 3) vehicle utilization, and 4) fiscal and managerial capability. The table in the resolution lists the recommended awards for these non-profit programs. The table of recommended awards has been revised from the original posting two weeks ago to reflect new vehicle cost estimates provided by MTA.

Mr. Cookson asked for a motion. Ms. Heather Murphy made a motion to move Resolution #17-15 and Mr. Robert Andrews seconded the motion. Mr. Cookson asked if there was any discussion by members and then by the audience. Mr. Cookson asked for a vote and Resolution #17-15 was passed with unanimous support from the members.

***[Handout: List of Urbanized Area Section 5310 Grant Requests]***

## **7. RECOMMENDATION ACTION OF RESOLUTION #17-17**

The BRTB was asked to consider Resolution #17-17 in support of an amendment to the *2017-2020 Transportation Improvement Program*. The Maryland Transit Administration requested to add the Bus and Bus Facilities Mini Overhaul Project and to update funds associated with three existing projects – Bus and Rail System Preservation and Improvement, MARC Improvements, and MARC Rolling Stock Overhauls and Replacement.

Ms. Laurie Brown, MTA, provided details on the projects. The MARC Improvements and MARC Rolling Stock Overhauls and Replacement projects are being amended to reflect an accounting-related adjustment to Section 5337 funds between the Baltimore and Washington MPOs. The scope for both projects remains unchanged. MARC Improvements includes a variety of improvements along the Penn, Camden, and Brunswick Lines along with system-wide parking lot improvements. MARC Rolling Stock Overhauls and Replacement involves the purchase, overhaul, and repowering of various MARC railcars and locomotives as well as the implementation of Positive Train Control. The Bus and Rail System Preservation and Improvement project is being amended to include \$20.8 million in section 5307 flex funds for the BaltimoreLink project as well as to increase Section 5307 funds by \$1.45 million. This

project includes items such as the replacement of roofs on MTA facilities, rehabilitation of paved MTA facilities, ongoing structural repairs at metro stations, and inspections of metro and light rail structures. The BaltimoreLink funds will be used for transit hubs and transit signal priority. The Bus and Bus Facilities Mini Overhaul Project is being amended into the TIP to reflect a discretionary grant that will be used to proactively repair and replace multiple bus components at key points in the vehicle's life, thus improving bus reliability and reducing costs.

Mr. Lang said that the projects were publicized for public review from January 4 through February 6 with a public meeting on and a presentation to the Public Advisory Committee on Wednesday, February 1. The Technical Committee recommended approval of the resolution as presented and it has been reviewed by the ICG.

Mr. Cookson asked for a motion. Ms. Sally Nash made a motion to move Resolution #17-17 and Ms. Eisenberg seconded the motion. Mr. Cookson asked if there was any discussion by the members and then by the audience. Mr. Cookson asked for a vote and Resolution #17-17 passed with unanimous support from the members.

***[Handout: TIP Amendment Summary Sheet, Presentation: February TIP Amendments]***

## **8. RECOMMENDATION ACTION OF RESOLUTION #17-18**

Mr. Terry Freeland discussed the proposed changes to the goals and strategies for *Maximize2045*, the next update of the regional long-range transportation plan. The process to review and update the strategies that support the regional goals began in November 2016 and has included review and recommendations from the Technical Committee and the Public Advisory Committee as well as recommended changes from BMC staff. These recommendations address a number of issues and concerns:

- addressing the new FAST Act planning factor to enhance and encourage tourism
- considering emerging vehicle technologies and shared mobility options in project planning and programming
- strengthening system resiliency and redundancy by addressing concerns related to evacuation routes and traffic bottlenecks
- strengthening the commitment to transportation equity throughout the project planning and programming process

Following the discussion, Ms. Nash asked about the next steps in the development of *Maximize2045*. Mr. Freeland responded that this is the first major step in the development of this plan and directed the members' attention to a handout that lays out the major milestones of the plan development. He then gave a brief overview of the next steps in the plan development process. Mr. Pat Keller and Mr. Ramond Robinson asked about the role of the Public Advisory Committee in the development of *Maximize2045*. Mr. Freeland replied that BMC staff will ask for PAC review at every major step during plan development, as was done during the development of the current regional long-range transportation plan. Finally, Ms. Eisenberg asked how BMC staff will keep the BRTB informed during

plan development. Mr. Freeland noted that BMC staff will update BRTB members at each major step and will seek BRTB approval for several of these steps (e.g., performance measures, updated project evaluation process, financial plan, etc.). Also, BMC staff is trying to line up speakers for the Technical Committee to address issues and concerns related to transportation in the region.

Mr. Ramond Robinson moved to approve the resolution and Mr. Robert Andrews seconded the motion. The BRTB then voted unanimously to adopt the proposed goals and strategies for *Maximize2045*.

***[PowerPoint: Goals and Strategies with Track Changes /Handout: 2019 LRTP Milestones]***

## **9. MDOT/SHA TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS IMPLEMENTATION PLAN**

Mr. Subrat Mahapatra, Transportation Manager, Office of Planning & Preliminary Engineering, State Highway Administration, provided an overview of the Maryland Transportation Systems Management and Operations (TSM&O) Strategic Implementation Plan. The TSM&O Plan is a strategic document as well as an implementation plan, identifying action items for moving forward. The TSM&O Plan is SHA's first holistic step in creating an agency-wide TSM&O program that is cross-jurisdictional and multi-modal, and that strengthens local, regional, and state partnerships.

The TSM&O Plan provides a TSM&O vision, mission, goals, objectives, and strategies. Each strategy description includes action items, resource needs, timeline, deliverables, and outcome.

SHA is now beginning the process of implementing the Plan, and as a result of other work within SHA and work in support of the development of the TSM&O Plan, SHA is well-positioned to mainstream TSM&O throughout the agency. Strategies and actions in Phase 1 include: 1) Develop modifications to the SHA Project Development Process to accommodate TSM&O, 2) Develop Arterial and Freeway System Master Plan, 3) Work with MDTA, MDOT, and the private sector to develop and implement a connected/automated vehicle program in Maryland, 4) Establish a framework for an institutionalized approach to support funding and deployment of operational improvements on freeways and arterials, and 5) Focus on integrated freeway and arterial management and operations.

There is a role for BRTB and local jurisdictions in the implementation of the TSM&O Plan, and there are still issues that need to be addressed. There was a question about whether BRTB should ask for guidance on how to include TSM&O projects in priority letters. Mr. Mahapatra will look into this.

Anne Arundel County is interested in meeting with SHA to discuss TSM&O implementation and what the County can do. There was also a suggestion to have a presentation on TSM&O to the local departments of public works and other involved departments. Queen Anne's County is interested in implementing TSM&O projects and offered to be a pilot jurisdiction.

In response to a question about how transit and transit alternatives are included in the TSM&O Plan, Mr. Mahapatra replied that the Communications and Outreach Plan will go into more detail about these items.

Mr. Mahapatra concluded by saying that the TSM&O Plan is a living document that will be updated as needed and that TSM&O projects will need to support other areas such as health and the economy.

***[PowerPoint: Maryland Transportation Systems Management and Operations]***

**10. BRIEFING ON TRADEPOINT ATLANTIC DEVELOPMENT**

Mr. Aaron Tomarchio, Vice President, Corporate Affairs, Tradepoint Atlantic (TPA), updated the BRTB on current and proposed activities at TPA emphasizing that this redevelopment is a national model for infrastructure investment and commerce.

The master plan for TPA envisions a new global center for trade and commerce, expanding US export/import efficiencies and manufacturing capabilities. The unique combination of multi-modal infrastructure – rail, marine, land, highways – combined with private investment of over \$2 billion will bring thousands of skilled construction, manufacturing, distribution and logistics jobs back to a region hard hit by the decline of the American industry.

Mr. Tomarchio highlighted some of the work that has been done to date:

- Landmark environmental agreement and ongoing clean-up process
- Established a world-class team
- Home to over 800 employees and growing
- Created a brand that will influence global trade and commerce and market Maryland to the world
- Demolished 17,000,000 square feet
- Remediated 12,000,000 pounds of asbestos and 160,000 gallons of PCB oil
- Recycled and reclaimed 98% of existing steel mill including over 1,700,000 tons of metals
- Paid over \$50 million in wages to date
- Over 1,000,000 tons of material reclaimed on site so far. 200,000 tons have been delivered
- Developed a 5-year strategic plan
- Created 4 stand-alone businesses from one bankrupt steel mill
- Tradepoint Marine
- Tradepoint Rail
- Tradepoint Development
- Tradepoint Utility Services

The following bullets highlight what is being planned for the future:

- Capital investment over \$2 billion
- Tradepoint Development will build out 16 million square feet of buildings
- Bring Direct Foreign Investment to Maryland
- Create a new economic center of gravity on the east side of Baltimore
- Move approximately 24 million tons of material as part of reclamation and development
- Reclamation of nearly 3 million tons of material with high iron content from Coke Point

- Build out Tradeport Rail to handle 35,000 car loads
- Build out Tradeport Marine to handle 6,000,000 tons of cargo
- Begin construction on a new 900,000 square foot building
- Create a retail center to service the greater Sparrows Point area

The early tenants include FedEx Ground (305,000 SF distribution center), Under Armour (1.3 million SF e-commerce distribution house), Pasha Automotive Group, Lafarge Holcim, and others. Mr. Tomarchio noted that over 21,000 jobs will be supported by construction phase investments resulting in \$1.2 billion in worker income, and \$230 million in new taxes.

In response to a question, he noted that there is ongoing coordination with MTA, SHA, MdTA, Baltimore County and other agencies to ensure that there is adequate infrastructure and capacity to accommodate future growth at the site.

Ms. Nash asked if sea level rise had been taken into consideration when planning for development on the site. Mr. Tomarchio was unfamiliar with any efforts in that area and said to his knowledge it was not a concern. Ms. Bihui Xu asked if there is any transit access to the site. Mr. Tomarchio stated that MTA is working with TPA and has suggested three possible options. They are also working with MdTA and SHA on better access. Currently there is a bill in the General Assembly to remove the toll on the loop road. He also stated that existing capacity onsite is good, although some repairs are needed.

***[PowerPoint: National Model for Infrastructure Investment and Commerce / Handouts: About Tradeport Atlantic, Sparrows Point Emerges as a Major Economic Hub, Again]***

## **11. OTHER BUSINESS**

Ms. Eisenberg announced that Mr. Graf has taken a new position in Carroll County and would no longer be participating in transportation committees. BRTB members and staff thanked him for his service.

The meeting adjourned at 10:27 A.M.

## **ATTENDANCE**

### ***Members***

Robert Andrews, Harford Transit

Alexandra Brun (for Tad Aburn), MD Dept. of the Environment

David Cookson (for Clive Graham), Howard County, Office of Transportation

Steve Cohoon, Queen Anne's County, Department of Public Works

Lynda Eisenberg, Carroll County Department of Planning

Emery Hines, Baltimore County, Department of Public Works

Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development

Heather Murphy, Maryland Department of Transportation, OPCP

Sally Nash, City of Annapolis, Department of Planning  
Alex Rawls (for Tony McClune), Harford County, Department of Planning  
Ramond Robinson, 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  
Laurie Brown, MTA  
Tyson Byrne, MDOT  
Kelly Cartales, Central Maryland Regional Transit (CMRT)  
Kathy Falk, Kimley-Horn  
Chris Firehock, CMRT  
Terry Freeland, BMC  
Scott Graf, Chair, Technical Committee  
Don Halligan, BMC  
Monica Haines Benkhedda, BMC  
Victor Henry, BMC  
Zach Kaufman, BMC  
Jamie Kendrick, Sabra Wang  
Todd Lang, BMC  
Subrat Mahapatra, State Highway Administration  
Eric Norton, Chair, Public Advisory Committee  
Kevin Racine, Harford County resident  
Eileen Singleton, BMC  
Rebecca Smith, BMC  
Aaron Tomarchio, Tradepoint Atlantic  
Monica White, MTA  
Chris Witt, MDOT

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board