

BALTIMORE REGIONAL TRANSPORTATION BOARD

April 25, 2017

9:04 to 10:30 A.M.

MINUTES

The 288th meeting was called to order at 9:04 A.M. by the Chair, Mr. Clive Graham.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the February 28, 2017 BRTB meeting was made by Mr. Graham. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Mr. Robert Andrews. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There were no comments from the public.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared highlights of recent comment periods and outreach efforts by staff. Most significant was the comment period for the BRTB Budget & Work Program (UPWP) for FY 2018 and 2019 which opened on Friday, February 17 and closed on Tuesday, March 21, 2017. Also mentioned was the What's on Tap: Complete Streets was held on March 21, the Downtown/Regional Freight Delivery Symposium held on March 29, and two public meetings for the Patapsco Regional Greenway Concept Plan. Finally Ms. Haines Benkhedda pitched the upcoming Clean Commute Initiatives and Bike to Work Day.

[Handout: Public Involvement Report, March & April 2017]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Eric Norton reported the following from the April 5 PAC meeting:

- A BMC presentation on the regional transportation demand model.
- The PAC discussed the status of the Commuter Choice Maryland program and requested additional information from staff.
- The PAC offered further comments on the BRTB's Fiscal Year 2018-2019 Budget and Work Plan. Mr. Norton agreed to share the PAC's comments during that action item.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported on the April 18 ICG meeting:

- The ICG discussed and agreed to the non-exempt/exempt status of proposed projects for the FY 2018-2021 TIP. All new projects being added to the TIP are exempt from the conformity requirements.
- MDE presented information on the status of the Maryland Greenhouse Gas Reduction Act Plan. The original law required Maryland to develop and implement a plan to reduce greenhouse gas emissions 25% by 2020. The State is currently on a glide path to reach their reduction goal by 2020. This law was reauthorized in 2016 with a new goal of a 40% reduction in greenhouse gas emissions from 2006 levels, by 2030.
- MDE also gave an overview of an upcoming Workplace Charging Workshop, to promote electric vehicles and charging infrastructure. Two workplace charging events are being held as a joint effort of MDE, MDOT, and the Maryland Energy Administration, to promote the benefits to employers of providing workplace charging stations to employees and customers. There will be information on the different types of vehicle chargers available, in addition to information on federal and state incentives for purchasing electric vehicles and their charging stations. Maryland would also like to promote charging stations to property managers.

6. REPORT FROM THE TECHNICAL COMMITTEE

Ms. Lynda Eisenberg gave an overview of the April 4 Technical Committee meeting:

- BMC staff reviewed the process undertaken to develop a draft UPWP, develop focus areas and budget, and to publish for public review. No comments were received from the public. The PAC had comments they wished the BRTB to consider, the TC accepted one and changed some wording in the second comment prepared by staff.
- BMC staff reviewed the DBE resolution that conforms to the new, federally accepted DBE goal from the State Highway Administration. Mr. Todd Lang explained the process utilized by SHA. Members also asked for clarification as to whom the goal applied.
- BMC staff presented a summary of the region's 2016 building permit activity. Findings from a ten-year comparison at the regional level presents a 36.7% increase in the number of housing units permitted since 2007. There was also an interesting near 50/50 convergence between single-family and multi-family permitted units in 2016. The mixed-use category experienced growth of 130.5%

from 2015 in terms of units permitted, and 192% growth in terms of estimated value permitted. The value of new non-residential construction in the Baltimore region totaled \$557.6 million, a decrease of 2.2% from the 2015 total. The value of non-residential additions, alterations, and repairs increased to \$1.7 billion in 2016, up from the 2015 level of \$1.4 billion.

- There were twelve additional comments from the PAC that were reviewed and discussed by the TC members. After some deliberation on the intent behind several comments, the TC members, by consensus, approved the responses as prepared.
- BMC staff provided an update on the Patapsco Regional Greenway project. This project will result in a concept plan for a shared-use path through the Patapsco river valley extending from Baltimore City's Inner Harbor to Sykesville, including a connection to the BWI Trail. Community meetings were held on March 29 at the Miller Branch of the Howard County Public Library and on April 12 at the South Carroll Community Center. In addition to recommended alignments, the final product will also include an implementation matrix that will break the project into manageable segments. The matrix will identify the following for each segment: agency lead and supporting organizations; short, medium, and long range improvements; opportunities and constraints; cost estimates; and potential funding sources.
- BMC staff noted that the PAC has recommended a scenario planning effort to support the development of Maximize2045. TC members discussed the PAC recommendation as well as three other options for scenario planning that the Technical Committee and BRTB can consider. The Technical Committee will continue to discuss this at the May meeting.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-19

The BRTB was asked to consider Resolution #17-19 approving the FY 2018-2019 Unified Planning Work Program (UPWP). This document outlines the planning activities to be performed by all state, regional, and local participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2017 through June 30, 2019). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process.

A public review period was held from February 17th through March 21st. Both the Technical Committee and Public Advisory Committee have recommended approval of this resolution with some additional outstanding recommendations from the PAC.

Mr. Eric Norton, PAC, expressed appreciation on behalf of the PAC for the extensive responses from the BRTB on comments submitted. Mr. Norton recognized a change by the TC to address a comment. The PAC asks the BRTB to include more activities that encourage participation by elected officials and for the Equity Task to ensure the outcomes from transportation decisions are equitable. The BRTB members deliberated on those comments and asked the PAC to refine what the request entails. Mr. Robert Andrews supported the request for more information, saying "the devil is in the details". Mr. Graham noted his appreciation for the time the PAC took in reviewing the draft UPWP.

Mr. Graham asked for a motion to adopt the FY 2018-2019 UPWP as presented. Mr. McClune made a motion to move Resolution #17-19 and Ms. Eisenberg seconded the motion with unanimous support from the members.

8. RECOMMENDED ACTION OF RESOLUTION #17-20

The BRTB was asked to consider resolution #17-20 recommending a Disadvantaged Business Enterprise (DBE) goal for consultant contracts awarded under the FY 2018 UPWP. Through Resolution #15-20, on January 27, 2015 the BRTB adopted a DBE Program and Policy Statement for the process when using federal funds to implement certain transportation activities in the UPWP. Per this resolution, the Board is to set an overall DBE participation goal for each fiscal year.

This resolution sets a DBE goal of 27.16% that matches the goal of MDOT as the primary recipient of U.S. Department of Transportation funds, which is located in the same, or a substantially similar market as the BRTB. As a reference, in FY 2016, that last completed fiscal year; the actual DBE participation was 37% on consultant contracts managed under the UPWP.

Mr. Graham asked for a motion. Ms. Valorie LaCour made a motion to move Resolution #17-20 and Mr. McClune seconded the motion with unanimous support from the members.

9. APPOINTMENT OF A NOMINATING COMMITTEE FOR BRTB OFFICERS

Mr. Lang reported on behalf of the Chairman that the recommendation for Nominating Committee members includes Baltimore County, Howard County and MDOT. Mr. Lang asked those representatives if they would participate. All three accepted the task of working on nominations for Fiscal Year 2018. Nominations will be made at the May BRTB meeting and voting will occur in June.

10. BRIEFING ON THE RECENT SURVEY ON ATTITUDES AND BEHAVIORS WITH RESPECT TO PUBLIC TRANSPORTATION CHOICE

WBA Research (WBA) presented the results of the recently completed Public Transportation Choice Study: *Attitudes and Behavior of Baltimore Area Residents with Access to Transit*. At the request of BMC, WBA developed a comprehensive web/telephone survey to assess the attitudes and behaviors of Baltimore area residents towards public transportation and other travel options. The study provides additional market information to locally operated transit systems (LOTS) that are currently writing their five-year Transportation Development Plans (TDP) and also supports ongoing local projects such as MTA's urban core and Commuter Bus network redesign (BaltimoreLink).

The study area comprised the ZIP Codes that are served by local fixed-route bus service or by MTA in each jurisdiction. A total of 1,205 interviews were conducted between November 2016 and January 2017.

Based on the survey, one-third (34%) of commuters currently use or would consider using transit. The proportions are fairly consistent across jurisdictions, although the Urban Core (Baltimore City and

Baltimore County) is particularly high (41%), while Carroll County is particularly low (19%). A similar proportion would consider transit for personal trips (28%).

The main reasons offered for not using transit to commute are cost (22%), length of trip (20%), and proximity to stops/stations (13%). The findings for personal travel were similar: proximity to stops/stations (22%), cost (17%), and convenience/ease (16%). Some reasons cited, such as cost, reliable/dependable service, and safety, may be issues of perception rather than reality.

Two-step clustering analysis was used to identify five market segments, each representing a share of the Baltimore area transit market. Road Worriers (19%), Urban Trippers (19%) and the Retired But Ready (32%) segment are open to considering transit, while Car Commandos (17%) and Carmudgeons (14%) are committed to driving.

The five market segments are distributed unequally across the Baltimore region: Road Worriers represent 31% and 28% of Howard County and Anne Arundel County residents, respectively. Urban Trippers are found mostly in Baltimore City (17%), Harford County (15%), and Annapolis (15%). The Retired But Ready segment represents 42%, and Car Commandos make up 29%, of Carroll County residents. Carmudgeons represent 20% of Annapolis residents.

Finally, WBA offered recommendations for BMC and for the LOTS. BMC: 1) Engage in regional educational initiatives to promote the existence and availability of transit, 2) Launch targeted marketing campaigns to promote transit as a viable option for all residents of the region, and 3) Investigate the potential of flexible or demand responsive feeder service. LOTS: 1) Continually perform outreach to promote systems; educate on how to use the system, 2) Engage in targeted marketing or outreach, and 3) Consider technological investments, especially real-time information.

[PowerPoint/Handout: Attitudes and Behavior Survey, WBA Research and Foursquare Integrated Transportation Planning]

11. BRIEFING ON MARYLAND GENERAL ASSEMBLY TRANSPORTATION RELATED BILLS AND THE PRESIDENT'S PROPOSED FEDERAL BUDGET

Brian Shepter, Director of External Relations at BMC briefed the BRTB members on transportation related bills from the recently completed Maryland General Assembly Session. There were eleven (12) bills discussed, seven (7) of those bills passed. BRTB members had a number of questions specific to several of the bills, regarding HB 271: the "MTA Farebox Recovery Relief" bill, members inquired about how MDOT might cover revenue shortages. Ms. Heather Murphy from MDOT assured the Committee that while this is an issue for MDOT's budget, MDOT understands it is something they must be prepared to deal with in future budgets. And regarding SB 1149, MTA transit services for Public School Students in Baltimore City, Ms. Murphy informed the group that MDOT opposed the legislation and remains concerned about MDOT having to provide City school student transit services with federal aid. Mr. Shepter informed the Committee that in FY 2018 the Highway User Revenue and Capital Grants will make \$164,343,324 in state funds available to the region's local governments. Mr. Todd Lang, Director of Transportation, spoke to the Committee about the President Trump's Budget outline. He informed the BRTB members that the President's budget proposes a 15% reduction across the board and a scaling back of several discretionary programs. There was a discussion about the New

Starts program and FTA staff funding. Without a Full Funding Grant Agreement (FFGA) the FTA commitment to the Purple Line may be at risk, as are other FAST Lane and TIGER grants at the federal level. BMC staff will continue to monitor this issue.

Mr. Lang gave a brief update on the Federal budget and the potential for an infrastructure bill. In March 2017, the President released what is commonly known as his “Skinny” budget. The budget proposed a 13% reduction in funding for the US DOT. The proposed cuts come mostly from the “discretionary” portion of the US DOT budget, those not directly paid for from the federal gas tax. These include potential cuts to the Transit Capital Investment Grant Programs (New Starts/Small Starts) and the FTA staffing. The proposed budget also eliminates the FASTLANE grant program and phases out the TIGER grant program. The current FY 2017 federal budget runs out on Saturday. The current authorization is flat from FY 2016 and does not include increases included in the FAST Act. There is much talk of a potential infrastructure bill but there is nothing concrete. The US House of Representative is expected to vote on S. 496 that repeals the USDOT regulation that would require neighboring MPOs to jointly produce long-range plans, TIPs, and performance targets or else merge into a single MPO. The House will consider the Senate passed bill in order to send the repeal bill directly to the President’s desk for signature.

[PowerPoint/Handout: 2017 Legislative Session Results, BMC]

12. OVERVIEW OF RECENT INITIATIVES FROM THE LOCALLY OPERATED TRANSIT SYSTEMS (LOTS) IN THE BALTIMORE REGION

Mr. Andrews gave a brief description of each locally operated transit system in the region with special mention of new initiatives. The highlights included: Annapolis Transit recently ordered three new cutaway transit buses; Baltimore City’s CCC was awarded a \$1.3M FTA Passenger Ferry Grant to procure two ferries; Carroll Transit is procuring three new buses with money from the county’s general fund to replace buses in the aging fleet; Harford Transit Link embarked upon a passenger amenities program to include county-wide bus shelter installations; Queen Anne’s has two new vans on order; and RTA is in the midst of developing a TDP focusing on both Anne Arundel and Howard counties.

[PowerPoint/Handout: Briefing On The Locally Operated Transit Systems (LOTS) In The Baltimore Region]

13. OTHER BUSINESS

Mr. Graham congratulated Harford Transit on taking 2nd place at the Transportation Association of Maryland Roadeo. The winners will soon be heading to Detroit for the national competition hosted by CTAA. Mr. Graham also directed members to the flyer announcing the National Maritime Day Port Expo on May 21.

Mr. Graham reminded participants that the next BRTB meeting will be May 23, 2017.

The meeting adjourned at 10:30 A.M.

ATTENDANCE

Members

Robert Andrews, Harford Transit
Kwame Arhin – FHWA – MD Division
Alexandra Brun (for Tad Aburn), MD Dept. of the Environment
Steve Cohoon (for Todd Mohn), Queen Anne’s County, Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Clive Graham, Howard County, Office of Transportation
Michael Helta (for Pat Keller), Maryland Transit Administration
Emery Hines, Baltimore County, Department of Public Works
Valorie LaCour (for Frank Murphy), Baltimore City Department of Transportation
Tony McClune, Harford County, Department of Planning
Heather Murphy, Maryland Department of Transportation, OPCP
Martha Arzu McIntosh (for Ramond Robinson), Anne Arundel County, Dept. of Planning & Zoning
Sally Nash, City of Annapolis, Department of Planning
Bihui Xu, Maryland Department of Planning, Transportation Planning

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Charles Baber, BMC
Robert Berger, BMC
Tyson Byrne, MDOT
Kathy Falk, Kimley-Horn
Blake Fisher - BMC
Terry Freeland, BMC
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Victor Henry, BMC
Zach Kaufman, BMC
Todd Lang, BMC
Liza Moore – WBA Research
Eric Norton – PAC Chair
Kevin Pullis, WBA Research

Marieannette Otero – SRTS National Partnership
Brian Shepter, BMC
Sara Tomlinson - BMC
Chris Witt - MDOT
Jeremy Strauss, Foursquare Integrated Transportation Planning

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board