

BALTIMORE REGIONAL TRANSPORTATION BOARD

June 27, 2017

Baltimore Metropolitan Council

9:08 to 10:55 A.M.

MINUTES

The 290th meeting was called to order at 9:08 A.M. by the Chair, Mr. Clive Graham.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the May 23, 2017 BRTB meeting was made by Mr. Graham. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Ms. Sally Nash. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public offered comments at this meeting.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda provided highlights of the June 2017 report. The comment period for the draft 2018-2021 TIP closed with several comments received, no comments were received on either the MTA or SHA TIP amendment, and one comment was received on the proposed changes to the BRTB Bylaws. Under the outreach section, 3 events were highlighted, including a successful What's on Tap event, a TIP display at a BWI Partnership Breakfast, and a Tabletop Exercise on Disaster Debris Training.

[Handout: Public Involvement Report – June Report with public comments]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Eric Norton reported the following from the June PAC meeting:

- BMC briefed the PAC on the recently completed Survey on Attitudes and Behaviors with Respect to Public Transportation Choice.

- BMC also provided highlights of the draft 2018-2021 TIP and Air Quality Conformity Determination.
- The PAC approved PAC Resolution #2017-02 with comments on the TIP. The PAC comments raise concern that although the TIP provides project-by-project information, it does not offer analysis of how those projects, either individually or as a comprehensive network, improve outcomes for residents. Essentially, what will the region get for spending this money? In addition, the PAC recommends that Project Categories be broken down to “Transit Preservation” and “Transit Capacity”, just as highways are. Mr. Graham noted that these are legitimate questions to ask and asked staff to report back as to how the BRTB could address the PACs comments in the TIP.
- The PAC approved a resolution in support of adding Queen Anne's County to the BRTB as a voting member, with a recommendation that the BRTB review weighted voting.
- The Public Involvement Subcommittee is working on a proposal for a regional Leadership Academy on transportation planning and public involvement.
- The Transportation Equity Subcommittee is working on a shared definition of Equity. They also provided comments to staff on the Vulnerable Populations Index (VPI) mapping tool.

[Handout: BRTB PAC Resolution #2017-02 (FY 2018 - 2021 TIP), BRTB PAC Resolution #2017-03 (BRTB Bylaws)]

5. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Terry Freeland reported the following from the June Technical Committee meeting including recommendations to approve the following resolutions:

- Resolution #17-22: Update the BRTB bylaws to change the status of Queen Anne’s County from a non-voting to voting member and to make some other minor revisions.
- Resolution #17-23: Update the Technical Committee rules of procedure to change the status of Queen Anne’s County from a non-voting to voting member.
- Resolution #17-24: Add a project to the TIP. This request is from the Maryland Transit Administration and involves the installation of a fixed-location train detection and worker warning system project on the region’s light rail lines as part of a pilot “proof-of-concept” study.
- Resolution #17-25: Add a project to the TIP. This request is from the Maryland State Highway Administration and involves the replacement of a 24-inch water main and resurfacing of a section of MD 45 from Padonia Road to Wight Avenue.
- Resolution #17-26: Endorse a list of Critical Urban Freight Corridors for the region. The CUFCs are one component of the National Highway Freight Network (NHFN) established by the FAST Act, which provides dedicated funding to the states to be used for planning, engineering, and construction activities that contribute to the efficient movement of freight. As part of this process, SHA and its consultant, Cambridge Systematics, developed a preliminary screening/scoring methodology and used this methodology to generate a preliminary list of CUFCs, totaling 25 miles. Members of the Technical Committee met in a special session on May 31 to review this preliminary list, consider refinements to the screening/scoring methodology, consider recommendations for

new and revised CUFC corridor segments, and develop a final list to present to the BRTB for approval.

- Resolution #17-27: Approve a transit asset management (TAM) performance target for the region. This is the first in a series of performance targets the Technical Committee will be asked to review. The target proposed for the Baltimore region's LOTS agencies is not the same as the statewide LOTS agency target since newer fleets are in place in this region. Next year there will be an effort to update the number of vehicles in the fleet and have a better accounting of facilities. The target needs to be approved by the BRTB in June since the FTA deadline is July 1.
- Maryland Transit Administration gave an update on BaltimoreLink, which was scheduled to launch on Sunday, June 18. Mr. Helta summarized the concerns about the existing system that MTA had gathered through an extensive public outreach campaign. He also gave an overview of the major milestones of the project. Some discussion followed about transit signal priority corridors and dedicated bus lanes. He also noted that MTA probably will make additional changes as part of the fall and winter service change periods and concluded by stating that the system will be fare free for the first 12 days after launch.
- Other business included a report from the nominating committee on the recommendation of officers for FY 2018. The committee nominated members from the City of Annapolis and Queen Anne's County to serve as chair and vice chair, respectively. The rest of the Other Business segment of the meeting consisted of reminders about upcoming events.

6. ELECTION OF BALTIMORE REGIONAL TRANSPORTATION BOARD OFFICERS FOR FISCAL YEAR 2018

Mr. Graham reported the slate of officers offered at the May BRTB meeting by the Nominating Committee. They recommended Baltimore City for Chair and Carroll County for Vice Chair for FY 2018. There were no additional nominations from the floor. A motion was made by Mr. McClune and seconded by Ms. Heather Murphy with unanimous support from the members.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-22

Mr. Todd Lang introduced Resolution #17-22, which revises the BRTB bylaws, primarily to add Queen Anne's County as a voting member with several technical corrections. The 2010 U.S. Census expanded the Baltimore Urbanized Area to include the Kent Island area of Queen Anne's County. This is the portion which sits along the Chesapeake Bay closest to Anne Arundel County, has strong economic and transportation ties to the Baltimore region. Queen Anne's County became a non-voting member of the BRTB in November 2015. This resolution adds Queen Anne's County as a voting member of the BRTB and revised some language to reflect current federal transportation law and deletes duplicative portions.

Mr. Graham asked for a motion. Ms. Nash made a motion to move Resolution #17-22 and Ms. Valorie LaCour seconded the motion. Mr. Norton commented here that the PAC has a number of concerns about voting representation as it pertains to demographics of the various jurisdictions and recommends the BRTB conduct a review to consider a more equitable weighted voting structure. Mr.

Lang offered a staff perspective that a dated report on voting structure by CUTR could be refreshed so that members would know how other MPOs handle such a situation. There ensued a lengthy discussion involving most members of the BRTB. Several members expressed that the process works well, votes are a result of consensus, and that there is seamless coordination. On the other hand some members were interested in how weighted voting works at other MPOs. Mr. Tyson Byrne stated that the state opposes weighted voting so as not to be at a disadvantage to the jurisdictions. Ms. Murphy shared that TPB has weighted voting but has only used it once or twice in the last ten years. Mr. Kwame Arhin offered that a new approach with weighted voting opens the door to being applied to all actions of the BRTB. Following this discussion, Mr. Graham called for another motion. Mr. Ramond Robinson motioned for a review of weighted voting; there was no second so that motion failed. The original motion was restated and was approved with unanimous support from the members.

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-23

Mr. Lang asked the BRTB to consider Resolution #17-23, similarly revising the Technical Committee Rules of Procedure to add Queen Anne's County as a voting member of the BRTB. The Technical Committee has recommended approval of this resolution. Mr. Graham asked for a motion. Ms. LaCour made a motion to move Resolution #17-23 and Mr. McClune seconded the motion with unanimous support from the members.

9. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-24

Mr. Lang introduced two TIP amendments that were both subject to a 30-day public review period ending June 9. Neither project received comments from the public.

Resolution #17-24 is to approve a request by the Maryland Transit Administration (MTA) to update the 2017-2020 TIP to include a new discretionary grant funded project, the Fixed Location Train Detection and Worker Warning System. The Technical Committee has recommended approval of this resolution.

Ms. Laurie Brown of MTA shared several PowerPoint slides with the members to describe the pilot project that is intended to improve workforce safety on and around fixed guideway tracks. Ms. Nash asked if this system has been utilized elsewhere. Ms. Brown responded that to date only portable systems have been used elsewhere and they have several problems. Mr. Graham then asked the BRTB to consider Resolution #17-24 for a motion. Mr. McClune made a motion to move Resolution #17-24 and Ms. Murphy seconded the motion with unanimous support from the members.

[Handout: TIP Amendment Summary, PowerPoint: June TIP Amendment Presentation]

10. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-25

Resolution #17-25 is a request by the State Highway Administration to update the 2017-2020 TIP to include a new project, road resurfacing and rehabilitation at MD 45 from Padonia Road to Wight Avenue. The Technical Committee has recommended approval of this resolution.

Mr. Ted Yurek of SHA stated that this project had been included in the TIP under an Areawide Category; however, Baltimore County decided to use this opportunity to install a 24-inch water main that significantly added to the cost, hence the need for a separate TIP sheet. The resurfacing will follow the water main installation and take approximately 2 ½ years to complete. Mr. Graham asked for a motion to approve the resolution. Ms. Nash made a motion to move Resolution #17-25 and Ms. Murphy seconded the motion with unanimous support from the members.

[Handout: TIP Amendment Summary, PowerPoint: June TIP Amendment Presentation]

11. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-26

Mr. Lang introduced Resolution #17-26 – Critical Urban Freight Corridors (CUFCs) for the Baltimore region, a key element of the National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of the Network, under the Fixing America’s Surface Transportation (FAST) Act.

Mr. Bala Akundi (BMC) and Ms. L’Kiesha Markley (SHA) provided a quick update on some recent changes made to the final list of CUFCs. They reminded the members that BMC worked closely with the Technical Committee in developing these corridors. An initial screening tool developed by SHA was further refined by BMC taking into account local conditions and member input, in developing this final list. A final check against federal aid eligible routes resulted in minor modifications to three corridors - a revised list was distributed to the BRTB members at the meeting. Mr. Graham asked for clarification of the source of funds for this program and Mr. Steve Cohoon thanked BMC and SHA for the support in developing these corridors and for the work session to answer questions about the methodology and corridors.

Mr. Graham asked for a motion to approve the resolution. Ms. Murphy made a motion to move Resolution #17-26 and Ms. LaCour seconded the motion with unanimous support from the members.

[Handout: Revised Attachment to Resolution #17-26]

12. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-27

Mr. Lang explained that Resolution #17-27 adopts State of Good Repair targets that support transit asset management in the Baltimore region. The FAST Act continued the implementation of performance based planning and programming begun under previous legislation to achieve desired performance outcomes for the multimodal transportation system. This included the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations. The Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017. The Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets. The

transit agencies and jurisdictions operating public transportation in the Baltimore region have developed information and targets toward compliance with the law and regulation. This resolution adopts these recommended targets that will be revisited with the adoption of new programming documents.

Mr. Graham stated that the region and transit providers had made a good start on the targets and looked forward to refinements in the future. Mr. Lang added that the next step in the process is to consider a Transit Asset Management Plan that is under development at MTA. Mr. Graham asked for a motion. Mr. McClune made a motion to move Resolution #17-27 and Ms. Nash seconded the motion with unanimous support from the members.

13. BRIEFING ON THE FEASIBILITY STUDY FOR A REGIONAL PATAPSCO GREENWAY TRAIL

Mr. Nate Evans from Toole Design Group provided an overview of the Patapsco Regional Greenway project as well as a summary of steps necessary to finalize the project by June 30. The Patapsco Valley is fortunate to have an established trail system that can be utilized for much of the proposed alignment. The existing trail system serves as a basis for most of the general alignment. By filling gaps in the existing trail system, a continuous trail can reasonably be developed. The southern (Inner Harbor to Ellicott City) and northern (Alborton to Sykesville) sections are the most promising. The central section from Ellicott City to Alborton will be difficult due to steep slopes and limited public right-of-way. A rail-with-trail option along the active CSX railroad line may be feasible in the long term, but will be very expensive. Alternative routes could use existing hiking and mountain biking trails or a low stress road bicycling route.

Mr. Evans summarized the recommended trail segmentation that will serve as the basis for maps in the final report and the implementation matrix. There will be approximately 27 sections in total. The report will also include three spur alignments that will help to bolster the regional trail network by connecting to other existing trails. These include the Masonville Trail from Hanover Street to Masonville Cove, the BWI/B&A Connector Trail to Nursery Road, and the Stony Run Trail from I-195 to the BWI Trail. The report will also include a number of alternative alignments, particularly in Sykesville and Baltimore City. The process for determining preferred and alternative alignments along the 40-mile corridor included a review of existing GIS data and planning documents, extensive fieldwork, a survey with over 300 responses, and two community meetings.

The implementation matrix will provide further details on each of the trail sections. The matrix will include the following elements: a brief description, trail section details (length, surface, width, details on any structures), cross sections, lead jurisdictions and agencies, property ownership, design & construction costs, details on environmental mitigation, short/medium/long-term phasing, and implementation support. The final report will be an interactive PDF with primarily digital distribution. In addition, all GIS data for the project will be made available to interested jurisdictions.

Mr. Evans concluded with the comment that the next step is to implement the recommendations! Toole Design Group is recommending the first segment to be from Ellicott City to Cherry Hill. Mr. Emery

Hines stated that Baltimore County Department of Public Works will be sending comments in the near future.

[PowerPoint: The Patapsco Regional Greenway]

14. PRESENTATION ON BOSTON STREET MULTIMODAL TRANSPORTATION STUDY

Ms. Gladys Hurwitz of the Baltimore City Department of Transportation presented information on this study, which has looked at multimodal transportation options as well as alignment, traffic mobility, and safety issues on a 2.3-mile segment of Boston Street from I-95 to Fleet Street. The purpose is to help fill the gap resulting from the Red Line light rail project not moving forward. The project will provide alternative recommendations for improving safety, accommodating pedestrian and bicycle traffic, addressing residential and commuter travel, and improving truck access. The City's consultant is Sabra Wang & Associates.

The first phase of the project involved collecting data on existing conditions: roadway design, bicycle and pedestrian facilities, traffic operations and safety, curbside parking management and operations, transit service operations, travel market evaluation, and freight operations. Ms. Hurwitz showed the typical cross sections of different segments of the corridor. These cross sections have a fairly wide range of widths depending on number of lanes and the presence or lack of medians, sidewalks, and shoulders. Ms. Hurwitz also presented data on the various components of the transportation system: pedestrian amenities and intersection volumes; bicycle network; number and frequency of crashes; on-street parking; transit service frequency and ridership; commuter shed; regional park-and-ride lots; travel time comparisons among modes (bus, bike, auto); and freight movements along designated truck routes.

Outreach included administering a public questionnaire, which received nearly 500 responses. Participants were asked to state the mode(s) they use to travel on Boston Street as well as how often they use park-and-ride lots. Participants also ranked the modes of travel by priority.

The presentation included a slide showing future developments along the Boston Street corridor. Ms. Hurwitz then presented a list of recommendations, which was developed with input from stakeholders and subjected to a fatal flaw analysis. Recommendations covered: intersections and signals; connectivity between parcels; pedestrian and bike facilities and connections; commuter park-and-ride lots (with opportunities for intermodal connections and public/private partnerships); and transit service (again, with opportunities for public/private partnerships).

Ms. Hurwitz concluded by talking about the next steps in the project, include completing the final report by June 30 and holding a 30-day public comment period for the final report.

[PowerPoint: Boston Street Multimodal Corridor Study]

15. OTHER BUSINESS

- A flyer promoting a Safe Streets Academy by Smart Growth America was shared at the request of Ms. Bihui Xu.

[Handout: Smart Growth America – Safe Streets Academy]

- Ms. Aris thanked MTA for circling back to the BRTB to announce the 5310 grants had been made to non-profits in the region at the level of funding recommended by the Board earlier in the year.

The meeting adjourned at 10:55 A.M.

ATTENDANCE

Members

Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division
Alexandra Brun, (for Tad Aburn) MD Department of the Environment
Steve Cohoon, Queen Anne’s County Department of Public Works
Emery Hines, Baltimore County, Department of Public Works
Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development
Clive Graham, Howard County, Office of Transportation
Tony McClune, Harford County, Department of Planning
Valorie LaCour, Baltimore City Department of Transportation
Heather Murphy, Maryland Department of Transportation, OPCP
Sally Nash, City of Annapolis, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Laurie Brown, MTA
Tyson Byrne, MDOT
Nate Evans, Toole Design Group
Monica Haines-Benkhedda, BMC
Gladys Hurwitz, Baltimore City DOT
Kathy Falk, Kimley-Horn
Terry Freeland, BMC
Don Halligan, BMC
Victor Henry, BMC
Todd Lang, BMC
Ruby Lu, FHWA
L’Kiesha Markley, MDOT

Eric Norton, Chair, Public Advisory Committee
Marieannette Otero, Safe Routes to School National Partnership
Rebecca Smith, BMC
Chris Witt, MDOT
Ted Yurek, State Highway Administration

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board