

BALTIMORE REGIONAL TRANSPORTATION BOARD

November 28, 2017

Baltimore Metropolitan Council

9:05 to 10:20 A.M.

MINUTES

The 293rd meeting was called to order at 9:05 A.M. by the Vice Chair, Ms. Lynda Eisenberg.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the September 26, 2017 BRTB meeting was made by Ms. Eisenberg. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Mr. Clive Graham. Mr. Graham noted several corrections for page 4 , agenda item #8. Mr. McClune moved to approve the amended minutes which was seconded by Mr. Robert Andrews. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public offered comments at this meeting.

3. REPORT ON PUBLIC COMMENTS

No public report was offered this month.

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- Ms. Kristen Jeffers, writer and urban planner shared her ideas, solutions and examples of transportation equity in action, especially as it relates to how cities like Baltimore can help create an equitable transportation system.
- The Policy and Legislation subcommittee reviewed the Hawkins Point Bridge over CSX Railroad project and TIP amendment. The PAC reviewed details of the amendment and approved PAC Resolution #2017-06 in support Hawkins Point Bridge over CSX Railroad project.

- The Ad Hoc Subcommittee on Equity met to finalize a draft policy statement on equity to guide BRTB plans and programs. The PAC seeks to finalize the statement at its next meeting and submit to the BRTB in December.
- The Public Involvement Subcommittee finalized a draft budget for a PAC sponsored Leadership Academy, based on the [USDOT Everyplace Counts Leadership Academy](#). The draft budget and event plan has been submitted to the BRTB Executive Committee for review and feedback.
- The Public Involvement Subcommittee also began a review of the 2014 Public Participation Plan. The PAC has an opportunity to provide input into the update of the plan, which staff plan to release for public review and comment in late February or early March 2018.
- New member applications are being accepted through early December. Applicants from Anne Arundel, Carroll, Harford, Howard, and Queen Anne's Counties, as well as individuals with the following interests or experience: leaders in local community associations, including low-income, minority, or limited English speaking communities; individuals in the freight, transit, and private transportation industries; people with disabilities or representative organizations; pedestrians and bicyclists; and transit riders.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported on the November 1st ICG meeting:

- The ICG discussed the tentative schedule for the upcoming conformity determination of the FY 2019-2022 TIP. The schedule is to have the TIP and conformity determination be approved by the BRTB at their July 2018 meeting.
- In January 2018, the ICG will review and approve the methodology and assumptions for the conformity determination and regional emissions analysis.
- The ICG determined a proposed TIP amendment for Hawkins Point Bridge over CSX is exempt from conformity, and is not a capacity project.
- Ms. Meredith Hill (SHA) presented information on transportation performance measures. The measures relevant to the ICG are the CMAQ performance measures: annual hours of peak-hour excessive delay per capita, percent of non-SOV travel, and onroad mobile source emissions reduction.
- There were also presentations on the long range transportation plan status, the Volkswagen settlement, and an air quality update. The Baltimore region has a design value of 76 parts per billion, which is over the 75 ppb ozone standard set in 2008.

REPORT FROM THE TECHNICAL COMMITTEE

Mr. Kwaku Duah reported the following from the June Technical Committee meeting:

- Baltimore City is requesting to add the Hawkins Point Bridge over CSX project to the 2018-2021 TIP. The project involves the complete replacement of the bridge carrying Hawkins Point Road over the CSX railroad tracks as well as the reconstruction of Hawkins Point Road. This amendment adds the project to the 2018-2021 TIP using \$17.6 million in federal NHPP funds along with \$4.4 million in matching funds for the construction phase. This project had previously been in the 2017-2020 TIP, but must now be added to the 2018-2021 TIP as a result of delays in the process to advertise the project. Resolution #18-6 was sent to the BRTB.
- The TC received an overview of the Patapsco Regional Greenway feasibility study which identifies a proposed alignment for a shared-use path from the Inner Harbor in Baltimore City to Sykesville in Carroll County for both transportation and recreational purposes. By filling gaps in the existing trail system, a continuous trail can reasonably be developed. The recommended trail segmentation includes 27 sections, each of which is detailed in a mapbook in the final report. Resolution #18-7 was sent to the BRTB.
- A representative from the Metropolitan Washington Council of Governments presented the MWCOC's process for developing financial forecasts for its 2014 and 2017 CLRP's. They produced a significant and detailed plan as part of their CLRP process. They had both a working group and consultant support and received data from all member jurisdictions to create a forecast and measure financial constraint.
- SHA provided an overview of the US 1 Innovative Technology Deployment Corridor. The project started as a way to expand traffic monitoring from freeways to arterials, and US 1 was selected because it is parallel to a freeway and would be used as an alternate route in the corridor. The state is currently installing upgraded signal controllers to support adaptive control and future connected vehicle (CV) applications. Other parts of the project include: arterial closed circuit television (CCTV) cameras, detection, dedicated short-range communications (DSRC) deployment at intersections, enhanced high-bandwidth communications to support future needs, and deployment of additional intelligent transportation system (ITS) tools (i.e., arterial (DMS), localized roadway weather information system (RWIS), etc.). This corridor has a high volume of trucks and frequent spillover of traffic from I-95 and MD 295 so the incident management enhancements will improve corridor operations.

6. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-6

The BRTB was asked to consider Resolution #18-6 in support of a proposed Baltimore City amendment to the 2018-2021 Transportation Improvement Program. Mr. Todd Lang said that Baltimore City is requesting to add the Hawkins Point Bridge over CSX project to the 2018-2021 TIP. The amendment was advertised for public comment from October 10 through November 10 with a public meeting on November 8. No comments were received on the project. The ICG has determined that the project qualifies as exempt.

Mr. Tony Grant, project manager at the Baltimore City Department of Transportation, provided details on the project. The project involves the complete replacement of the bridge carrying Hawkins Point Road over the CSX railroad tracks as well as the reconstruction of 0.53 miles of Hawkins Point Road

from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). The road reconstruction includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will be added to both sides of the roadway. A 400-foot right turn lane will be added at Ross Avenue for those accessing the US Coast Guard Yard. The project also includes stormwater management and reforestation of two acres east of the bridge.

This amendment adds the project to the 2018-2021 TIP using \$17.6 million in federal NHPP funds along with \$4.4 million in matching funds for the construction phase. This project had previously been in the 2017-2020 TIP, but must now be added to the 2018-2021 TIP as a result of delays in the process to advertise the project.

Ms. Valorie LaCour asked for a motion. Mr. McClune made a motion to move Resolution #18-6 and Ms. Eisenberg seconded the motion with unanimous support from the members.

[PowerPoint/Handout: 2018-2021 TIP Amendment Presentation, TIP Amendment Summary]

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-7

Mr. Zach Kaufman provided an overview of the Patapsco Regional Greenway feasibility study. The study identifies a proposed alignment for a shared-use path from the Inner Harbor in Baltimore City to Sykesville in Carroll County for both transportation and recreational purposes. It is a high level feasibility study, with the core corridor extending 35 miles from Baltimore City to Sykesville. It also includes recommended alignments for spur trails to Masonville Cove in Baltimore City and to the BWI trail from Nursery Road and I-195. All told, the plan identifies 58 miles of recommended alignments broken into more than 50 segments.

The study defines a greenway as an ADA accessible, transportation trail. While this may not be possible in some sections of the trail, it served as a useful guiding principle for the feasibility study. Toole Design Group, the consultant for the project, conducted an extensive review of existing plans and several days of field work as they developed the draft alignments for the trail. These were subject to public review, with two community input meetings held in Ellicott City and Eldersburg. The final primary, alternative, and spur alignments incorporated both public comments and comments from project stakeholders, including members of the Bicycle and Pedestrian Advisory Group. The greenway was then broken into logical segments, with each segment analyzed and presented in the feasibility study in two ways. The first is through a mapbook that depicts corridor details, alignment and surface type, and photo documentation. Each segment is also included in an implementation matrix which includes 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 and construction costs, details on environmental mitigation, short/long-term phasing, and implementation support. While the Patapsco Regional Greenway feasibility study is a high-level product covering a long corridor, the implementation matrix provides an ideal road map for project sponsors to move forward with additional planning and design associated with these individual segments.

Ms. LaCour asked for a motion. Mr. Ramond Robinson made a motion to move Resolution #18-7 and Mr. McClune seconded the motion. During discussion, members from Anne Arundel, Howard, and Carroll Counties expressed their support for the project. Ms. Regina Aris noted that the Patapsco Heritage Greenway group and the Department of Natural Resources are also very supportive of the project. Ms. Bihui Xu encouraged local jurisdictions to adopt the study into their local comprehensive plans. Mr. Andrews asked what percentage of the right-of-way was publicly owned and if the alignment included the development of old railway lines into trail segments. Eighty-one percent of the right-of-way is publicly owned. As for rail, an active CSX railway line runs along much of the Patapsco River. Additional discussion surrounded the cost of the project and potential funding sources, including the Recreational Trails Program, Transportation Alternatives Program, and Maryland Bikeways. Ms. LaCour asked for a vote and Resolution #18-7 was unanimously approved.

[PowerPoint: The Patapsco Regional Greenway]

8. MARC/SEPTA COMMUTER RAIL SERVICE EXTENSION RIDERSHIP ANALYSIS

Mr. Dave Gula, Principal Planner for WILMAPCO, said the request for the MARC/SEPTA Commuter Rail Service Extension Ridership Analysis came from the Maryland Transit Administration (MTA). MTA and DelDOT DTC worked with WILMAPCO on this project, which was the first time WILMAPCO worked with both agencies on this effort. The data was gathered from existing regional travel demand models, which included two trip types: Home-Based Work (HBW) and non-HBW. All personal trips other than HBW trips from each of the Metropolitan Planning Organization (MPO) models were combined together to make up the other trips, including highway cost skims and transit cost skims. Mr. Gula explained that skims are simplified matrices of data. The source MPO models were used to provide accurate transit cost skims. The model also included data from the American Community Survey (ACS) 2009-2013 Journey-to-Work data and transit ridership data, such as MARC Penn Line and SEPTA Wilmington/Newark line and the existing and future MARC/SEPTA service schedule. The models included the Delaware Cargo Model; Version 2.3 (Build 57) from the Washington, DC MPO (MWCOG); Version 3.3 from Baltimore Metropolitan Council (BMC); Current Model (Delmarva Peninsula); and TIM 1.0, Delaware Valley Regional Planning Commission (DVRPC).

The model runs included the following scenarios: 1) No-build – coded in the regional model and 2) Build 1 – proposed schedule reduces the headway by 50% for peak periods and off-peak headways are unchanged. This build scenario assumes the rail route is connected, but does not account for the time differences between MARC and SEPTA. This scenario is used for testing only with no transfer because the projected headways are not feasible with the current physical conditions on the NEC corridor; 3) Build 2 – based on the existing schedule, assumes transfers at Newark for both peak period and off-peak period, which is more reasonable; and 4) Build 3 – based on a new express trip schedule, and has a longer headway than Build 1 and no transfer. Mr. Gula said the proposal shows an overview of the data that includes population and employment growth. In addition, the Ridership Calibration of the Model focuses on the overall mode split between auto and transit and boarding at the specific stations. Extra attention was paid to the suburban and rural stations where limited or no other transit service was available. He also said if the Perryville connection to Elkton Station is added there would be additional riders. The benefits of the MARC and SEPTA service connection are that it would be a viable

service that would provide increased ridership and parking availability for Perryville, Elkton, and Newark stations. However, there is no funding available.

Mr. Andrews asked if having a MARC maintenance facility in Perryville was a consideration. This study did not consider that. Another member asked if there had been discussions with AMTRAK – yes, and those discussions are ongoing. A concern for AMTRAK is the Perryville to Elkton stretch where there are only two tracks. Mr. Cohoon asked if the study looked at taking cars off the road, especially on US 301 heading south into Queen Anne’s County. This is a higher level study that did not take that issue into consideration.

[PowerPoint: MARC/SEPTA Commuter Rail Service Extension Ridership Analysis]

9. UPDATE OF THE METROPOLITAN PLANNING AGREEMENT

Mr. Don Halligan provided an overview of the provisions in the Code of Federal Regulations for Metropolitan Planning Agreements. He stated that BRTB must have written agreements and these must be regularly updated. The last time the agreement was updated was in 2014 when the MTA was added to the Board. This update must address additional requirements from the FAST Act and re-emphasize practices and procedures currently performed. This update must focus on:

- Boundaries and areas where there are adjustments made with adjacent Metropolitan Planning Organizations (WILMAPCO and TPB);
- Adding Queen Anne’s County to BRTB membership;
- Establishing how activities and plans relate to one another and are coordinated;
- Define key roles and responsibilities;
- Commit to undertaking performance based planning; and
- Defining general scope and need for other sub Agreements as may be necessary.

There are challenges in accomplishing this, notably the need to be flexible as not all guidance on performance measures has been released and that a key date for the safety performance measure (May 27, 2018) was set. Further, FHWA and FTA have said that MPO Agreements must be in place for them to approve needed requests and actions. A draft Agreement was prepared and sent to MDOT for review.

Ms. LaCour had questions about the scope and extent of data needed for performance measurement and if data is required of local jurisdictions. Ms. Regina Aris noted that the State Highway Administration (MDOT-SHA) has established safety targets and provided detailed information by jurisdiction on meeting these targets.

Ms. Bihui Xu questioned when performance measurement guidance will be available and if MPO’s may establish their own performance targets. Mr. Halligan responded that some has been issued but the guidance was promised two-years ago. He also stated that MPO’s may establish targets but cautioned that data development to measure the targets established apart from the State would be the responsibility of the MPO.

Ms. LaCour asked that due to the May timeline, prompt legal review by each jurisdiction is necessary and questioned the process to adopt the Agreement. Mr. Halligan requested that each member think about the need for legal review and suggested that a procedure like the one used in the 2014 update where the Chair, transit member and a BMC representative could sign the actual MPO Agreement then have the BRTB consider a resolution.

[PowerPoint: Metropolitan Planning Agreements]

10. OTHER BUSINESS

Mr. Todd Lang reviewed Upcoming BRTB dates of Interest.

- December 19, 2017 (9:00 AM) BRTB Meeting (Empowered) – BMC Offices, 1500 Whetstone Way, Baltimore MD 21230
- January 4, 2018 (9:00 AM – 3:00 PM) – BRTB/TC Annual Retreat – Waters Edge Event Center (Harford County), 4687 Millennium Drive, Belcamp MD 21017
- January 26, 2018 (9:00 AM – 10:30 AM) – Elected Officials/Agency Directors BRTB Meeting – House Environment & Transportation Committee Room, House Office Building, Room 251, 6 Bladen St., Annapolis, MD 21401 (Preceded by the BMC Meeting 8:30 AM – 9:00 AM)

Mr. Ramond Robinson complimented staff on the Savanna trip to the AMPO conference.

The meeting adjourned at 10:20 A.M.

ATTENDANCE

Members

Robert Andrews, Harford Transit
Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division
Alexandra Brun, (for Tad Aburn) MD Department of the Environment
Greg Carski (for Emery Hines) Baltimore County, Department of Public Works
Steve Cohoon, Queen Anne’s County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Clive Graham, Howard County, Office of Transportation
Michael Helta, Maryland Transit Administration (MTA)
Valorie LaCour, (for Michelle Pourciau) Baltimore City Department of Transportation
Tony McClune, Harford County, Department of Planning
Heather Murphy, Maryland Department of Transportation (MDOT)
Sally Nash, City of Annapolis, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Bihui Xu, Maryland Department of Planning

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Tyson Byrne, MDOT
Kwaku Duah – City of Annapolis Department of Transportation
Blake Fisher, BMC
Dave Gula, WILMAPCO
Don Halligan, BMC
Victor Henry, BMC
Zach Kaufman, BMC
Melissa Krafchik, MD State Highway Administration
Todd Lang, BMC
Tony Grant, Baltimore City Department of Transportation
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