

TECHNICAL COMMITTEE

December 6, 2016

9:33 to 11:42 A.M.

MINUTES

The meeting was called to order at 9:33 A.M. by Mr. Scott Graf.

1. APPROVAL OF NOVEMBER 1, 2016 MINUTES

Mr. Graf asked for approval of the minutes from the November meeting of the Technical Committee. Ms. Valorie LaCour moved to approve the minutes with Ms. Martha Arzu McIntosh seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION OF RESOLUTION #17-12

Introduction to Resolutions #17-12 and #17-3. Mr. Zachary Kaufman introduced Resolutions #17-12 and #17-13 to the Technical Committee. In resolution #17-12, the State Highway Administration is requesting to update funds and to shift funding from state to federal for two projects – MD 32: Linden Church Road to I-70 and MD 175: National Business Parkway to McCarron Court. In Resolution #17-13, the Maryland Port Administration (MPA) is requesting to incorporate a recent Federal Lands Access Program grant for the Masonville Cove Multimodal Transportation Feasibility Study. The projects are currently publicized for public review through Monday, December 12 with a public meeting held November 30 at the Brooklyn Branch of the Enoch Pratt Public Library and a presentation to the Public Advisory Committee on December 7. No comments have been received thus far. The ICG has determined that the Masonville Cove project qualifies as exempt. The SHA projects are non-exempt, but no additional air quality analysis is required since the design concept and scope are not changing.

Regarding Resolution #17-12, 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. Graf asked for a motion. Mr. Tyson Byrne made a motion to move Resolution #17-12 to the BRTB as presented and Mr. Kwaku Agyemang-Duah seconded the motion with unanimous support from the members.

[Handout: TIP Amendment Summary, PowerPoint: Baltimore Region FY 2017-2020 Transportation Improvement Program December Amendments]

3. RECOMMENDED ACTION OF RESOLUTION #17-13

Regarding Resolution #17-13, Mr. Shawn Kiernan presented details on the Masonville Cove Multimodal Transportation Feasibility Study. Masonville Cove, located in Brooklyn, is owned by the Maryland Port Administration 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.

Mr. Graf asked if there were any questions from the committee. A member asked about public outreach plans for the study. Mr. Kiernan responded that they will work through their existing partnerships with the Masonville Citizens Advisory Committee, the Living Classrooms Foundation, and the National Aquarium to spread the message regarding public meetings for the project. Parking on the site was also discussed. While parking is a concern for the future, the goal of this study is to increase access for the local community, with a focus on bicyclists, pedestrians, and perhaps transit. Mr. Graf asked for a motion. Ms. LaCour made a motion to move Resolution #17-13 to the BRTB as presented and Mr. Kwaku Agyemang-Duah seconded the motion with unanimous support from the members.

[Handout: TIP Amendment Summary, PowerPoint: Baltimore Region FY 2017-2020 Transportation Improvement Program December Amendments]

4. MTA TRANSIT ASSET MANAGEMENT PROGRAM

Mr. John Gasparine of WSP / Parsons Brinckerhoff presented information about MTA's Transit Asset Management Program. MTA is documenting this program, developing asset and facility inventories, and setting initial performance measures and targets in accordance with federal transit asset management and performance measure requirements established in MAP-21 and the FAST Act and their subsequent regulations. Performance targets must be set by the federal deadline of January 1, 2017.

For this first inventory and report, MTA has set performance measures based on asset age as allowed by the Federal Transit Administration. Other criteria that MTA can consider in the future besides asset age are mileage (or number of hours of service, if applicable), condition, or some combination of these criteria. Initial performance targets are simply the averages of asset age for the different classes of vehicle and different types of facility (i.e., the first targets are intentionally assuming maintenance of the status quo). MTA will seek to refine these targets as the agency accumulates more baseline data in the coming years.

MTA will work with the locally operated transit service (LOTS) agencies in the region to gather data on asset age and condition and to set performance targets for these agencies. MTA also will work with the BRTB to coordinate either the adoption of the state targets or the setting of separate targets for the Baltimore region.

Challenges to this process include:

- Incomplete asset inventories (the basis for calculating performance)
- Differences in federal, state, and local policies with respect to definitions (assets, equipment, etc.) and useful life policies
- Incomplete guidance from the FTA
- MTA and LOTS processes that are still under development and haven't yet been finalized

The presentation generated much discussion among committee members about how transit asset performance measures will evolve once the initial implementation phase is over.

[Handout: Transit Asset Management Initial Performance Targets]

5. PROGRESS REPORT ON UPWP PROJECTS

• Long-Range Transportation Plan – Discussion

On behalf of BMC, Mr. Terry Freeland proposed to apply the current Maximize title and brand to the next regional plan, with a new horizon year: *Maximize2045*. This approach could include making minor changes to the color scheme or logo design so that readers of the new plan would not mistake it for the current plan at a glance. The justification for keeping the Maximize title and brand is the continued focus on a performance-based approach and on maximizing limited resources. He asked the committee members to consider this proposal and be prepared for additional discussion at the next meeting, if necessary. Mr. Byrne noted that the Washington, DC region MPO has kept the same name for its recent long-range plan updates and has no problem with keeping the same Maximize title and brand for the next Baltimore region plan. Mr. Freeland added that the Delaware Valley Regional Planning Commission, the Philadelphia area MPO, has used the same name (Connections) for both its 2040 and 2045 plan updates.

Mr. Freeland also discussed two handouts: a draft timeline of major milestones in the development of the next plan and a draft list of regional goals and strategies for the next plan. The timeline for development of the next plan will be somewhat compressed compared to the timeline followed for the current plan. This is to have approval of the next regional plan happen at the same time (July 2019) as approval of the TIP so as to eliminate the need for more than one air quality conformity determination. The draft list of goals and strategies includes current goals and strategies from *Mazimize2040* as well as several new draft strategies proposed to be added as part

of developing the next plan. These new strategies, recommended by BMC staff, are intended to address 1) the new tourism-related planning factor added by the FAST Act and 2) trends in emerging technologies (e.g., autonomous and connected vehicles) and alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.).

Mr. Freeland asked the committee members to review the current goals and strategies and the recommended additional strategies and to let him know if there were any suggested changes. The committee will revisit this topic at its next meeting.

[Handouts: Draft 2019 LRTP Milestones, 2019 LRTP Draft Goals/Strategies]

• **FY 2018 – 2019 UPWP New Focus Areas and Core Funding – Discussion**

Mr. Todd Lang introduced two topics to the UPWP. 1) Begin the discussion on developing the FY 2018/2019 UPWP that will begin with the recommendations from the Federal certification earlier this year. We will need to meet the recommendations to improve the process. Mr. Lang identified each of the areas that will be built into the program and there will be further discussion will take place at the Retreat. The Focus Areas identified for the FY 2017 UPWP were reviewed and a status was provided for each area. Does the TC want to identify any new Focus Areas? A list of possible tasks was distributed and the members were asked to return the form with their input on the top three areas of interest. Ms. LaCour brought up international efforts on *Toward Zero* and the tension between pedestrians and freight vehicles. 2) Next, a letter from MDOT was discussed. The letter focused on two of the four areas of funding in the UPWP. MDOT recommends that the core and subarea regional should be phased out over the next five years, at 20 percent per year. Mr. Lang noted the steady growth in the core program. BMC has prepared a letter for each local jurisdiction detailing the implications to their jurisdiction. Mr. Byrne noted that the core funding is now larger than the dues paid to BMC. There was much discussion about this request.

[Handouts: Tracking Progress on 2016 Certification Recommendations, Update Focus Areas Identified for FY 2017 UPWP, Potential FY 2018/2019 UPWP Focus Areas, Memo from MDOT Local Core Funding in the UPWP]

• **Interagency Review – Activity Update**

Ms. Sara Tomlinson provided an update on the SHA-hosted Interagency Review Meetings. BMC staff has participated in these monthly meetings for at least as far back as 14 years. These meetings provide an opportunity for MDOT, SHA, MTA and MdTA to present information on transportation projects to environmental review and permitting agencies. These meetings are used to ensure agency consensus at key project milestones and allow the documentation developed for NEPA compliance to serve as a substantial part of the documentation required by the reviewing, permitting and funding agencies. They are a way to allow 2-way communication to assist with Maryland's Streamlined Environmental and Regulatory Process. The three key milestones of the NEPA process are Purpose and Need (P&N), Alternatives Retained for Detailed Study (ARDS), and Selected Alternative and Conceptual Mitigation (SACM). Attendees of the Interagency Review Meetings typically include: USACE, US EPA, USFWS, MDE, MDP, DNR, the sponsoring agency, consultants, and BMC staff. Environmental impacts from different alternatives and different

mitigation options are presented at these meetings. Potential impacts could include impacts to: Wetlands/Waterways, Chesapeake Bay Critical Area, RTE (Rare, Threatened, or Endangered Species), Historic/Archeological Resources, Woodland/Vegetation, Land Use/ Environmental Justice, Residential or business displacements, or noise impacts. Cost estimates for the projects are also presented. In 2016, the following Baltimore region projects were presented at Interagency Review Meetings:

- MD 32 from MD 108 to I-70 (Howard Co.)
- US 50 Severn River Bridge (Anne Arundel Co.)
- MD 24 Section G (Harford Co.)
- US 40 over Little Gunpowder Falls and Gunpowder Falls (Balt. Co)
- MD 86 over S. Branch Gunpowder Falls Bridge Design (Carroll Co)
- Port Covington I-95 Access Improvements
- B&P Tunnel Project
- Susquehanna River Rail Bridge

[Handouts: Interagency Review – Activity Update]

OTHER BUSINESS

Mr. Graf asked about any other business, hearing none the meeting adjourned at 11:42 A.M

ATTENDANCE

Members

Martha Arzu McIntosh – Anne Arundel County Department of Planning & Zoning
Tyson Byrne - Maryland Department of Transportation
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne’s County
Kwaku Agyemang-Duah – City of Annapolis Department of Transportation
Scott Graf – Carroll County Department of Planning & Zoning
Holly Arnold (for Michael Helta) – Maryland Transit Administration (MTA)
Valorie LaCour - Baltimore City Department of Transportation
David Cookson – Howard County Department of Planning & Zoning
Tara Penders – State Highway Administration (SHA)
Alex Rawls – Harford County Department of Planning & Zoning

Staff and Guests

Laurie Brown - MTA
Charles Baber – Baltimore Metropolitan Council (BMC)
Robert Berger – BMC
Yolanda Camp - MTA
Blake Fisher - BMC
Terry Freeland – BMC
John Gasparine - MTA

Todd Lang - BMC
Zach Kaufman – BMC
Shawn Kierman– Maryland Port Administration
Douglas Simmons - JMT
Rebecca Smith – BMC
Sara Tomlinson – BMC
Beverly Walenga - MTA