

## **BALTIMORE REGIONAL TRANSPORTATION BOARD**

January 26, 2018

Baltimore Metropolitan Council

9:00 to 10:15 A.M.

### **MINUTES**

The 295<sup>th</sup> meeting was called to order at 9:00 A.M. by the Director, Ms. Michele Pourciau.

#### **1. PUBLIC PARTICIPATION OPPORTUNITY**

Mr. Eric Norton, chair of the Public Advisory Committee and policy director for the Central Maryland Transportation Alliance, briefed the members on the mission and structure of the PAC. He also mentioned upcoming activities of the PAC, including the leadership academy and continuing efforts to emphasize transportation equity in the region.

Mr. Eric Norton then spoke on behalf of the Central Maryland Transportation Alliance, who praised Howard County's efforts to involve the public in the development of the County Transportation Priority Letter. The development of these letters is somewhat opaque in other Counties and CMTA appreciates Howard County's process. Executive Kittleman directed the thanks and kudos to his staff including Clive Graham and Phil Nichols.

#### **2. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-9**

Chief Gary Gardner, Howard County Police, provided remarks in support of the resolution, which provides actions and procedures for improved management of traffic incidents. He noted that while agencies that respond to traffic incidents in Maryland typically work cooperatively to clear traffic incidents safely, quickly, and efficiently, we still have too many of our responders getting struck and killed doing their jobs, too many secondary crashes, too many near misses, too many responders that are not using the safest response protocols, and too many drivers unfamiliar with safety laws—i.e., Move It and Move Over laws. The resolution was initiated by the Maryland State Highway Administration (SHA) and Maryland State Police (MSP) to encourage leaders from all response agencies to promote the same message and use the same best practice response protocols. The BRTB Traffic Incident Management for the Baltimore Region (TIMBR) Committee worked within their agencies to gain support for the resolution. The goals of the resolution are: quicker clearance; fewer

secondary crashes; safer travel for motorists; less exposure for responders; reduced congestion, emissions, and delay; and improved quality of life.

Executive Schuh asked if the number of state police troopers struck that Chief Gardner cited (58 in 2016) included troopers struck during incidents and traffic stops. Chief Gardner responded that the number included both traffic stops and response to incidents.

Commissioner Moran asked if secondary crashes are tracked. Chief Gardner responded that the state is just starting to track secondary crashes.

Commissioner Moran made a motion, and Mr. Andrews seconded the motion, to approve the resolution. The board voted unanimously for approval.

### **3. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-8**

Mr. Terry Freeland of BMC gave a brief overview of the process of setting regional performance targets in developing the next long-range transportation plan. He introduced Mr. Tom Gianni, Director of the Maryland Highway Safety Office, who presented information on how the state and region developed state and regional performance targets in accordance with federal regulations.

Executive Kittleman made a motion, and Mr. Carski seconded the motion, to approve the resolution.

Executive Schuh inquired about the uptick in traffic fatalities over the past few years as shown in the graph. Mr. Gianni noted that the data shows 5-year rolling averages, per federal guidelines. The purpose for using this methodology is to ensure that annual increases and decreases get “smoothed out” over a 5-year period and don’t skew the target setting too much.

Mr. Andrews asked if the Maryland Highway Safety Office has considered the potential effects of autonomous vehicles on highway safety as it set the state and regional performance targets. Mr. Gianni responded that the state is in the process of considering the effects of such technological advances through the efforts of a working group on autonomous and connected vehicles. This group, consisting of SHA and MPO representatives, meets periodically to plan for the potential effects the eventual presence of autonomous and connected vehicles will have on the roadways.

Secretary McCord commented that the state and region should consider the interrelated nature of the two resolutions the BRTB is considering. That is, how does traffic incident management play into highway safety? Mr. Gianni agreed and stated that the Maryland Highway Safety Office considers traffic incident management as it develops the Highway Safety Plan and its associated performance measures and targets.

Mr. Gianni also mentioned that the Maryland Highway Safety Office is offering to help local jurisdictions develop their own highway safety plans.

The board voted unanimously for approval.

#### **4. BRIEFING ON THE DEVELOPMENT OF THE 2040 MARYLAND TRANSPORTATION PLAN**

Ms. Heather Murphy, Deputy Director of the Maryland Department of Transportation's Office of Planning and Capital Programming, presented an overview of the development of the 2040 Maryland Transportation Plan (MTP). MDOT revises the MTP every 5 years through a public participation process to address current and future challenges. The MTP was last updated in 2014, so a revised final MTP is slated for release in January 2019.

The MTP establishes a 20-year vision, in terms of goals and objectives, for multimodal transportation in Maryland, including an overview of the state's transportation policies and priorities. This helps to guide statewide investment decisions for all transportation modes. Unlike an MPO's regional transportation plan, the MTP is not project-specific. Rather, it presents a summary of the types of projects and programs that are proposed to accomplish the goals and objectives, using a multimodal approach. Another important function of the MTP is to align goals and strategies with performance measures.

MDOT submits the MTP annually to the Maryland General Assembly as part of the State Report on Transportation, along with the Consolidated Transportation Program (CTP) and Attainment Report on Transportation Performance.

Ms. Murphy also described an update to MDOT's Bicycle and Pedestrian Master Plan, which was last updated in 2014. This plan establishes a 20-year vision to support cycling and walking as part of Maryland's multimodal transportation network and to provide guidance and investment strategies related to cycling and walking, both on-road and off-road.

Ms. Murphy also gave an overview of Maryland's transportation network and some statewide transportation trends and described the annual Attainment Report and its function of aligning performance measures and data with statewide goals and objectives. She concluded by presenting details on the public outreach efforts to support the MTP update.

***[PowerPoint:] 2040 Maryland Transportation Plan***

#### **5. BRIEFING ON THE CHESAPEAKE BAY CROSSING STUDY**

Ms. Melissa Williams and Ms. Heather Lowe of the Maryland Transportation Authority (MDTA) gave a presentation on the status of the Chesapeake Bay Crossing Tier 1 NEPA (National Environmental Policy Act) Study. The intent of this study is to identify the preferred location for addressing congestion on the Chesapeake Bay Bridge and to evaluate its financial viability. The study area includes the entire length of the Chesapeake Bay in Maryland, spanning approximately 100 miles from Havre de Grace to the Virginia state line.

Ms. Lowe presented some details on the project's background. Four studies have been conducted in the last 15 years to evaluate expanded or additional Bay crossings: (1) a Bay Bridge Transportation Needs Report (2004), (2) a Bay Bridge Task Force report (2005), (3) a "Transit Only" Capacity Study (2007), and a Life Cycle Cost Analysis (2015).

The Notice of Intent for this study was published on October 11, 2017. The phases of the study will include a Draft Environmental Impact Statement (EIS), a Final EIS, and a Record of Decision.

In a tiered NEPA process, a Tier 1 EIS is intended to provide a broad analysis of a large, complex project. This process enables the study team to narrow the scale and scope of the project to a manageable geographic area using screening criteria to identify corridor alternatives for further study. In this Tier 1 effort, the team will consider past efforts, identify a corridor to provide future additional capacity across the Bay, and explore funding options for a new crossing. The Tier 1 study will contain the following elements: project scoping, a purpose and need statement, analysis of corridor alternatives (including a “no-build” alternative), an environmental analysis, public involvement, and agency coordination. This will result in a fully documented and defensible NEPA decision-making process that can then flow into the next phase of the NEPA process: a Tier 2 EIS. The Tier 2 EIS focuses on a smaller geographic area and involves more detailed analyses, relying on field-collected data.

The Tier 1 corridor analysis will include limited engineering detail, traffic analyses, public input, and agency input and concurrence. The environmental analysis will study a full range of environmental issues, including: natural resources, socioeconomic resources, cultural resources, historic properties, air quality, noise, and hazardous materials. The public involvement process began with a scoping public meeting in November 2017. Public outreach will involve electronic and non-traditional outreach methods as well as multiple public meetings.

MDTA expects to release a scoping summary, purpose and need statement, screening criteria, and a description of existing conditions in spring 2018. Other milestones include a public hearing in fall 2019, identification of a preferred corridor in fall/winter 2019-2020, and publication of a Record of Decision in summer 2020.

Executive Schuh asked about the potential timing of the entire process leading up to and including construction. Ms Williams indicated that at this stage there is no funding for any stage beyond the Tier 1 NEPA study. In addition, she indicated that the ultimate location may include extensive on land roadway improvements but summarized by saying that it will take many years for an ultimate construction.

Commissioner Moran reiterated the impacts that the existing backups cause to the residents of Queen Anne’s County. He also stressed the economic importance to the entire eastern shore and asked if an economic impact statement could also be pursued.

***[PowerPoint:] Bay Bridge Tier 1 NEPA Study***

## **6. OTHER BUSINESS**

The meeting adjourned at 10:15 A.M.

## **ATTENDANCE**

### ***Members***

Robert Andrews, Harford County Transit  
Alexandra Brun, (for Tad Aburn) MD Department of the Environment  
Greg Carski, Baltimore County, Department of Public Works  
Executive Allan Kittleman, Howard County  
Anthony McClune, Harford County, Department of Planning  
Rob McCord, MD Department of Planning  
Commissioner Jim Moran, Queen Anne's County  
Sam Moxley, Baltimore County  
Heather Murphy, Maryland Department of Transportation, OPCP  
Sally Nash, City of Annapolis, Department of Planning  
Michelle Pourciau, Baltimore City, Director of DOT (Chair)  
Executive Steven Schuh, Anne Arundel County  
Commissioner Stephen Wantz, Carroll County (Vice Chair)

### ***Staff and Guests***

Sam Moxley, Baltimore County  
Tyson Byrne, MDOT  
Heather Lowe, MdTA  
Melissa Williams, MdTA  
Lynda Eisenberg, Carroll County  
Clive Graham, Howard County  
Ramond Robinson, Anne Arundel County  
Chris Firehock, Center for Mobility Equity  
Eric Norton, PAC  
Terry Freeland, BMC  
Todd Lang, BMC  
Brian Shepter, BMC  
Rebecca Smith, BMC  
Mike Kelly, BMC

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board