

BALTIMORE REGIONAL TRANSPORTATION BOARD

April 24, 2018

Baltimore Metropolitan Council

9:02 to 10:27 A.M.

MINUTES

The 297th meeting was called to order at 9:02 A.M. by the Chair, Ms. Michele Pourciau.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the March 27, 2018 BRTB meeting was made by Ms. Pourciau. A motion was made by Ms. Sally Nash to approve the minutes and seconded by Mr. Tony McClune. Ms. Bihui Xu noted that on page 3 in the last paragraph, it should be Ms. Sally Nash and not Ms. Xu. The minutes were approved unanimously as amended.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Kevin Racine participated in the meeting for the first time in a long time. He has been able, finally to get his yellow MTA card for disabled riders. He remained calm as necessary for his disability but indicated that this process has been very difficult and have impacted him tremendously.

3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris briefed the members on the items identified in the April report. Of note, the public comment period for the Public Participation Plan remains open through May 24 with no comments to date. There was also an announcement of two upcoming events: 1) Every Voice Counts on Saturday, May 5 and 2) Bike to Work Day on Friday, May 18.

[Handout: April Public Involvement Report]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- Staff provided an update on the process for developing *Maximize2045: A Performance-Based Transportation Plan*, along with details on how staff is working with the BRTB to develop performance measures for the plan. The BRTB needs to 1) set measures and targets, and 2) coordinate with MDOT by either adopting the [states measures and targets](#) or set regional measures and targets. The BRTB also needs to consider how to incorporate measures and targets into the Transportation Improvement Program (TIP) and apply these to all TIPs and TIP amendments.
- Staff shared highlights of proposed changes to the BRTB's Public Participation Plan (PPP), which will primarily focus on updates to the "interested parties" list to meet current regulations, as well as a proposed policy change for amendments to TIP and Long-Range Transportation Plan.
- Staff reported the ad-hoc committee has continued to meet to implement the PAC sponsored Leadership Academy event plan, based on the [USDOT Everyplace Counts Leadership Academy](#).
- The PAC discussed the draft FY 2019 UPWP & Budget and supported all with the exception of two comments on subarea projects.

[Handout: PAC Resolution #2018-02 with comments on FY2019 Unified Planning Work Program]

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Regina Aris reported the following from the April ICG meeting:

- The ICG reviewed a draft list of projects submitted for the FY 2019-2022 TIP. Staff had listed proposed exempt/non-exempt status for the projects. Projects that are both non-exempt and regionally significant will need to be included in the regional emissions modeling for the conformity determination.
- Four new projects were discussed in some detail and then their status was approved. BMC staff will use these decisions to update the modeled transportation network.
- MDOT is being asked to lead the NEPA process for The Boring Company's Loop project. This privately funded project consists of a set of parallel twin tunnels running from Washington, DC to Baltimore. The NEPA document is required because approvals will be required from the US Army Corps of Engineers and the National Park Service due to crossing under navigable waters of the US and NPS property. Because it is intercity rail, in the case of the Loop project, MDOT is saying that the project should not be included in transportation conformity. MDOT would conduct a general conformity analysis for the Loop project.
- MDE gave a presentation on both the history and current status of air quality in Maryland, as well as the science behind it. Seeing the reduction in pollution, Maryland is getting more bang for the buck for NO_x reductions and sometimes VOC reductions because of the changing science in the atmosphere. In 2017, there were 17 days over the 2015 ozone NAAQS in the Baltimore region. In 2016, there were 26 days. Reductions in ozone pollution is mainly the result of high end technology in power plants from the NO_x SIP call, affecting power plants in the mid-West. Reductions have also resulted from the Tier 2 vehicle standards.
- MDOT provided information on the emissions reduction performance measure, which is directly related to the emissions reduced by projects using Congestion Mitigation and Air Quality

Improvement Program (CMAQ) funds in the TIP. Both the State and the MPO are required to develop 2-year and 4-year targets for this performance measure. The Baltimore region targets are much larger than the reduction in the rest of the state, due to the funding that is spent in this region on MTA bus replacements.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Steve Cohoon reported the following from the April Technical Committee meeting:

- The TC considered Resolution #18-13. Staff reviewed the process undertaken to update year two of the FY 2018-2019 UPWP. In FY 2019 the total budget stands at \$7,517,700 and includes 7 subarea projects. The motion to approve the resolution passed unanimously.
- The TC then considered Resolution #18-14. Staff stated that it is time to set an annual Disadvantaged Business Enterprise (DBE) goal. The current goal is 27.16% and the proposed goal for FY 2019 is 31.7%. For FY 2017, BMC use of consultant contracts resulted in the expenditure of \$336,662 for a DBE rate of 36%, suggesting that BMC will be able to meet the new goal. The motion to approve the resolution passed unanimously.
- The TC heard a presentation from MDOT staff on system performance targets. Information was presented on the approach to setting targets for the performance measures related to peak hour excessive delay (PHED) and non-single occupancy vehicle (non-SOV) travel. For these measures, states and MPOs must agree on a single set of targets for urbanized areas. For the PHED targets, MDOT used posted speed limit data from the RITIS tool. MDOT used data from the U.S. Census Bureau's 5-year ACS to generate non-SOV travel targets. A Q&A on the proposed PHED and non-SOV travel targets followed.
- MDOT also discussed draft methodology for setting 2- and 4-year targets for emissions reductions resulting from CMAQ projects. MDOT proposes to use data reported in FHWA's Public Access System (PAS) for FY 2018-2021 to set targets. MDOT had recently shared the memo with details on the proposed methodology with BMC staff. Following review, MDOT plans to submit the memo to FHWA's MD Division Office. The memo will include targets, methods and data used, the process followed to achieve coordination, and a list of next steps to ensure MPO action within the 180-day adoption timeframe.
- Staff addressed the need for up-to-date information for the travel demand model in developing *Maximize2045*, the next long-range transportation plan. A revised list of existing and committed (E&C) projects currently in the travel demand model was distributed and members were asked to review the list and submit revisions at the next meeting. Staff also distributed a table showing evaluation criteria for candidate projects for *Maximize2045*, compared to the evaluation criteria MDOT uses to score candidate projects the jurisdictions submit for the CTP. Members were asked to be prepared to discuss any proposed revisions or additions at the next meeting.
- Staff provided copies of the draft Public Participation Plan (PPP) and highlighted five changes from the current PPP. The most significant change is the public review process for TIP/Plan amendments. Currently all amendments are treated the same and involve a 30-day public review and a public

meeting with associated materials. BMC is proposing that only amendments that require a regional emissions analysis follow this process.

- MTA explained a new grant program called Statewide Transit Innovation Grant that is now getting under way. There will be a webinar in late April to explain the types of projects eligible for funding. There is two million available for FY 2019 and 2020, with \$500,000 in FY 2019.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-13

Mr. Todd Lang addressed the BRTB and asked for approval of Resolution #18-13 endorsing the Fiscal Year 2019 Addendum to the Unified Planning Work Program and Budget. This action will also allow its submission to the appropriate federal agencies and authorize the Baltimore Metropolitan Council to enter into contractual arrangements with the Maryland Department of Transportation and the local governmental recipients of federal metropolitan planning funds to carry out the work outlined in the Fiscal Year 2019 Unified Planning Work Program.

The Technical Committee has recommended approval of this addendum to the work program. A public review was conducted on the UPWP extending from February 21, 2018 to March 23, 2018. As was reported previously the Public Advisory Committee recommended some changes to come subarea projects but endorsed the rest of the addendum. We now ask the BRTB to consider resolution #18-13. Mr. Ramond Robinson responded to the PAC by saying that the County had some resources to implement the TDP and did not need to alter the proposed subarea to meet that need.

Ms. Pourciau asked for a motion to adopt the Addendum to the FY 2018-2019 UPWP as presented. Mr. Robert Andrews made a motion to move Resolution #18-13 and Mr. McClune seconded the motion with unanimous support from the members.

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-14

The BRTB was asked to consider resolution #18-14 recommending a Disadvantaged Business Enterprise (DBE) goal for consultant contracts awarded under the FY 2019 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 31.7% 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 2017, that last completed fiscal year; the actual DBE participation was 36% on consultant contracts managed under the UPWP.

Ms. Pourciau asked for a motion. Mr. Robinson made a motion to move Resolution #18-14 and Ms. Lynda Eisenberg seconded the motion with unanimous support from the members.

9. APPOINTMENT OF A NOMINATING COMMITTEE FOR BRTB OFFICERS

Ms. Pourciau reminded members that it was the time of year to create a Nominating Committee for FY 2019 Officers. As the Chair, Ms. Pourciau named two BRTB members to the Nominating Committee, including Howard County and MDOT. Ms. Pourciau asked those representatives if they would accept the task and they both agreed. Nominations will be made at the May BRTB meeting and voting will occur in June.

10. OPPORTUNITIES FOR ENHANCING EXISTING TRANSPORTATION MANAGEMENT PROGRAMS, POLICIES, AND INCENTIVES

Mr. Tyson Byrne, MDOT, explained that with a number of staff changes it was time to assess the inventory all components of the TDM program, conduct a survey, develop a marketing campaign and identify performance measures and an approach to evaluation. Just over 2000 surveys were completed using a webpanel and were sorted into four regions of the state. Mr. Byrne shared the motivations for a person choosing TDM – with the leading motivator as financial. Several opportunities were identified, such as: expand financial motivations, reduce barriers, accessible information, and outreach to employees and employers. MDOT also looked at other TDM programs and find opportunities exist to coordinate services across a wider area, elevate marketing to the state level, develop strategies for different areas of the state, and coordinate performance monitoring. Maryland has also updated its [website](#) and is currently preparing a brochure.

Members asked about strategies for rural areas and what was the motivation for carpools versus transit.

[PowerPoint: MDOT Commuter Choice Maryland Updates, Handouts: 2040 Maryland Transportation Plan Flyer, Index Card with Commuter Choice web address.]

11. BALTIMORE CITY TRUCK ENFORCEMENT PROGRAM

Mr. Robert Liberati, Director of Automated Traffic Violation Enforcement System (ATVES), Baltimore City Department of Transportation, gave an update on the new commercial vehicle height monitoring (VHM) system that began on March 19. As per Baltimore City Code (subtitle 34-1), *“Commercial vehicle monitoring system means a monitoring system authorized....to enforce local restrictions on the presence of certain vehicles in certain places during certain times.”*

A description of the program included: currently the use of VHM is only authorized in Baltimore City; no more than 6 cameras may be operational at any given time; vehicle height limit – not to exceed 13’6” (anything exceeding this requires a permit); and height will be used as the identifier of trucks traveling on restricted roadways.

When a truck is detected on a prohibited route, a photo will be taken to identify the registered owner and a fine sent as follows: 1st violation – warning notice, 2nd violation – up to \$250 (\$125 if paid out of court), 3rd and subsequent violations – up to \$500 (\$250 if paid out of court).

Mr. Liberati noted that the placement of cameras was based on the official truck route map and to deter movement through residential areas. The locations were reviewed and approved by the ATVES location selection committee and was followed by a review and approval by the DOT Director. As part of the pilot program, cameras will begin operating at the following sites (but will be moved periodically): 1400-1700 Broening Highway, 2300-2500 Chesapeake Avenue, 3000-3200 Boston Street, 800-1000 Fleet Street, 3800-4000 Pulaski Highway, and 1600-1800 E. Fayette Street.

Mr. Liberati noted that city crews are installing signs to inform truck drivers and motorists about these cameras and the team is working on collecting and evaluating the next set of locations. To date 175 violations have been written up, yet this is not about the money, it is about quality of life.

[PowerPoint: Commercial Vehicle Height Monitoring System, Handout: Baltimore City Official Truck Routes]

12. OTHER BUSINESS

Mr. Lang distributed a fact sheet on the replacement program to the TIGER grant program. The new program is called BUILD and stands for Better Utilizing Investments to Leverage Development. The maximum amount for this program is \$25 M per award with a cap of \$150 M per state. The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

[Handout: BUILD Discretionary Grants]

Mr. Lang next referenced a flyer provided to all BRTB members regarding the upcoming 2018 Mid-Atlantic Regional Planning Roundtable on June 19. The Roundtable is being hosted by MDP and BMC and sponsors include DVRPC, WILMAPCO, MWCOG, and FHWA. Topics will include commercial real estate, mega regions, and Amtrak's major rail station redevelopment efforts.

[Handout: 2018 Mid-Atlantic Regional Planning Roundtable Flyer]

Mr. Don Halligan announced a new initiative following on the success of What's on Tap and the newer Women Who Lead. This will be an active type of learning featuring bike rides on signature trails in the region. Planned for one a month, the rides are targeted a folks who ride some and are unlikely to know about these fantastic resources available to them. The first ride will be on May 24 beginning at 5 pm at Kinder Park in Severna Park and will cover a portion of the B&A Trail.

It was announced that Mr. McClune will be retiring in June.

The meeting adjourned at 10:27 A.M.

ATTENDANCE

Members

Robert Andrews, Harford Transit
Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division
Holly Arnold, Maryland Transit Administration
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
Tony McClune, Harford County, Department of Planning
Heather Murphy, Maryland Department of Transportation, OPCP
Sally Nash, City of Annapolis, Department of Planning
Michelle Pourciau, Baltimore City Department of Transportation
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Bihui Xu, Maryland Department of Planning

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Robert Berger, BMC
Lillian Bunton, BMC
Tyson Byrne, MDOT
Kathy Falk, Kimley-Horn
Blake Fisher, BMC
Terry Freeland, BMC
Brian Goodsu, FHWA
Don Halligan, BMC
Dan Janousek, MDOT
Robert Liberati, Baltimore Department of Transportation
Todd Lang, BMC
Eric Norton, Public Advisory Committee
Kevin Racine, Citizen
Rebecca Smith, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board