

BALTIMORE REGIONAL TRANSPORTATION BOARD

February 26, 2019
Baltimore Metropolitan Council
9:03 to 10:37 A.M.

MINUTES

The 306th meeting was called to order at 9:03 A.M. by the Chair, Ms. Michelle Pourciau.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the January 22, 2019 BRTB meeting was made by Ms. Pourciau. A motion was made by Mr. Gary Blazinsky to approve the minutes and seconded by Mr. Steve Cohoon. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Kevin Racine from Harford County addressed the BRTB. He commented that the new transit expansion and coordinated schedules in Harford County has made it much easier to travel and make connections. He commented on his ability to get all the way to New York through connecting services. He also commended the expansion of services to job centers such as Perryman. Mr. Racine did ask for the Board to consider looking at advocating for a transit card that would serve as a day pass after a number of transfers through multiple providers. Ms. Pourciau noted how comments like these are important to consider in the upcoming Regional Transit Plan for Central Maryland.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that the BRTB's proposed Budget & Work Program for Fiscal Years 2020-2021, otherwise known as a Unified Planning Work Program (UPWP) is open for comment through March 14, 2019. Details are online at www.baltometro.org.

[Handout: FY 2020-2021 UPWP Open Comment Period Flyer]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Eric Norton, Chair of the PAC, reported the following from the February PAC meeting:

- Ms. Tracee Strum-Gilliam, provided the PAC with an overview and background information on environmental justice and equity.
- The Policy subcommittee will review the UPWP and provide comments in March.
- The PAC is working with staff to finalize a date and location for Every Voice Counts Transportation Academy in April in Howard County.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported the following from the February 6th ICG meeting:

- BMC staff updated the ICG on progress associated with the TIP and Plan. There was also a discussion on the status of the conformity determination and when actions will be needed by the ICG.
- MDOT provided an update on PPSuite, which is a tool, used to help with the modeling in the regional emissions analysis for conformity, along with the EPA's MOVES model. MDOT's consultant is updating the PPSuite model and they are coordinating with MDE. Likewise, the National Emissions Inventory is updated regularly, and it is being updated this year. To align with this, input data is being updated including vehicle population and environmental data.
- MDOT also updated the ICG on the work of the Transportation Climate Initiative. TCI is focusing on (1) clean fleets and (2) reducing carbon through a market-based strategy. The idea of a market based strategy for TCI began a couple of years ago, and has been in the development process. The first step is complete; participating states have signed an agreement to develop a policy for a transportation carbon cap program. The next step is for an analysis to be performed on potential policy options to implement this program.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Steve Cohoon reported the following from the February TC meeting:

- Briefing by MDOT MTA on Transit Asset Management and Performance Targets for the MDOT MTA system and the Tier II LOTS.
- Briefing by the Maryland Department of the Environment on their Idling Education program. MDE is bringing together citizens, the trucking industry, schools and educational institutions, and other stakeholders to educate on the emissions resulting from excess idling.
- BMC staff presented a draft preferred alternatives list for *Maximize2045* the region's next long-range transportation plan. The TC gave tentative approval on the draft list to begin modeling and analysis after some minor changes requested by jurisdictions.

- The Technical Committee gave approval to release the draft FY 2020-2021 UPWP for public review.

7. BRIEFING ON MARYLAND GENERAL ASSEMBLY TRANSPORTATION RELATED BILLS

Mr. Brian Shepter of BMC reviewed proposed legislation in the 2019 Session of the Maryland General Assembly and noted that BMC has not taken any stance nor done any lobbying on any bills this session. After reviewing key session issues Mr. Shepter reviewed the following bills:

HB1296/SB200 – “State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System”

HB765/SB914 – “Transportation - Magnetic Levitation Projects – Requirements”

HB663/SB781 – “Public-Private Partnership Projects - Real Property Acquisition – Prohibition”

HB1257/SB931 – “Maryland Transportation Public-Private Partnership Oversight Act”

HB695/SB788 – “Transportation Climate Accountability Act of 2019”

HB212/SB107 – “Anne Arundel County - Toll Roads, Highways, and Bridges and Chesapeake Bay Crossing - Consent Requirement”

HB102/SB442 – “Toll Roads, Highways, and Bridges - County Government Consent Requirement – Expansion”

HB771/SB630 – “Transportation - Regional Transportation Authority Study”

HB517/SB460 – “Pedestrian Safety Fund Act of 2019”

HB398/SB354 – “Vehicle Laws - Overtaking and Passing Bicycles”

HB1281/SB787 – “Transportation - Bikeways Network Program – Funding”

HB748/SB770 – “Vehicle Laws - Electric Low Speed Scooters”

HB939/SB935 – “Vehicle Laws - Electric Bicycles - Equipment and Operation”

HB151/SB168 – “Clean Cars Act of 2019”

HB201/SB319 – “Maryland Transit Administration -State Employees - Free Ridership (Transit Benefit for State Employees)”

HB923/SB642 – “Task Force to Study Transportation Access”

Questions were asked by members about Highway Users Revenues, Other transit/rideshare Funding, and the P3 legislation.

[PowerPoint: 2019 Legislative Session Update]

8. PRESENTATION: TRANSIT PERFORMANCE TARGETS

Mr. Travis Johnston began the presentation with background on MAP-21 requirements for transit asset management performance targets. This work will fall under a transit asset management plan (TAMP) which is formally reviewed every four years yet updated annually. Coordination with the BRTB will occur annually. MDOT MTA is a Tier I agency and is the direct

recipient of funding in Maryland. Maryland is a lead state in developing both TAMPs and Safety Plans (Safety Plans due July 2020). There are no penalties by the Federal Transit Administration if agencies do not meet targets.

The Office of Local Transit Support oversaw the development of the asset management plan for 22 sub-recipients, 20 of which are Tier II agencies. A single group TAMP for all Tier II agencies allows for a more manageable process for inventory maintenance, facility condition assessment, and National Transit Database reporting. Mr. Johnston identified twelve stages building up to the TAMP. The performance targets are set annually based on the snapshot of asset inventory and condition data that is included in the Annual Transit Plan process. The contents of the Group TAMP was reviewed. A review of the specific asset categories, performance measures and performance targets was provided. The Tier II Asset Portfolio for the LOTS (statewide) is valued at \$330,098,229. Five technology tools were discussed and how they are used as decision support tools. FY 2019 targets were presented, based on FY 2018 data and scheduled investments.

[PowerPoint: Performance Measures & Targets for Fiscal Year 2019]

Mr. Justin Barclay described a complimentary activity to the performance measures and targets that Mr. Johnston discussed. The TAMP has components that address: 1) know what we own, 2) safety, 3) owners, 4) condition/performance, 5) better decisions, and 6) do not approach in a silo. Additionally the TAMP requirements will cover the following: 1) asset management policy, 2) asset inventory, 3) asset condition estimates, 4) performance measures and targets, 5) asset management strategies, 6) state of good repair (SGR) investment prioritization (TERM Lite), 7) prioritized State of Good Repair capital projects, 8) key asset management activities, 9) implementation resources, and 10) continual improvement process. The MDOT MTA mission commitment is to safety, efficiency, reliability, and customer service. There are several categories of targets: revenue vehicles, non-revenue vehicles, facilities and facilities-based equipment, and guideway.

[PowerPoint: Transit Asset Management Plan & Performance Measures]

9. PRESENTATION: OVERVIEW OF TRANSPORTATION ALTERNATIVES, MARYLAND BIKEWAYS, AND RECREATIONAL TRAILS FUNDING OPPORTUNITIES

Mr. Zach Kaufman provided a brief preview of upcoming bicycle and pedestrian project funding opportunities. MDOT SHA staff were unable to attend as scheduled as they were participating in a workshop in Greenbelt, MD covering these funding programs. MDOT SHA is planning two additional workshops in Southern Maryland and Western Maryland. A webinar recording and PowerPoint slides are also available on MDOT's bicycle and pedestrian homepage for those that are unable to attend a workshop. The workshops cover the following programs: Transportation Alternatives, Safe Routes to School, Recreational Trails, Bikeways, Highway Safety grants, and Statewide Transit Innovation grants. BMC staff provided members with a summary of each program including the lead office, FY 2020 application deadline, and

contact details. MDOT SHA staff will present a detailed overview of these programs at the March 26 BRTB meeting.

[PowerPoint: Preview Bicycle and Pedestrian Project Funding Opportunities]

10. PRESENTATION: OVERVIEW OF THE NEW MARYLAND JOBS ACCESS AND REVERSE COMMUTE FUNDING PROGRAM FOR FY 2020-2021

Mr. Johnston provided an overview of a new program that was approved during the 2018 session. The Maryland General Assembly enacted legislation that established the Maryland Jobs Access Reverse Commute Program. Fiscal Years 2020, 2021, and 2022 will be the first three years (of five years) of funding for this program. MDOT MTA will administer the program.

A total of \$2 million over the next five years is allotted for the MD JARC program; no more than \$400,000 per year is to be used for this program. Seventy percent (70%) is to be used in the urbanized areas, while thirty percent (30%) is for the rural areas. The grant application will be distributed among five geographic areas and must be endorsed by the appropriate Metropolitan Planning Organization (MPOs) or Regional Coordinating Body (RCB) where the proposed project will be implemented. An endorsement must be received prior to final submission to the MDOT MTA. Mr. Johnston then described the targeted populations and employment sectors outlined in the bill.

[PowerPoint: Maryland Job Access Reverse Commute Program]

11. OTHER BUSINESS

Mr. Lang shared a handout with information on the March 13 Forum on New Mobility Transportation.

The meeting adjourned at 11:00 A.M.

Members

Gary Blazinsky, Harford Transit
Greg Carski, Baltimore County Department of Public Works
Ken Choi (for Bihui Xu), Maryland Department of Planning (MDP)
Steve Cohoon, Queen Anne's County Department of Public Works
Chris Eatough, Howard County Office of Transportation
Lynda Eisenberg, Carroll County Department of Planning
Heather Murphy, Maryland Department of Transportation (MDOT)
Michelle Pourciau, Baltimore City Department of Transportation
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Kate Sylvester (for Holly Arnold), Maryland Transit Administration (MDOT MTA)

Staff and Guests

Justin Barclay, MDOT MTA
Robert Berger, Baltimore Metropolitan Council (BMC)
Kathy Falk, Kimley Horn
Terry Freeland, BMC
John Gasparine, WSP
Monica Haines Benkhedda, BMC
Dan Janousek, MDOT
Travis Johnston, MDOT MTA
Zach Kaufman, BMC
Todd Lang, BMC
Eric Norton, PAC Chair
Kevin Racine, Harford County resident
Brian Shepter, BMC
Lisa Sirota, MDOT SHA
Sara Tomlinson, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board