

BALTIMORE REGIONAL TRANSPORTATION BOARD

July 23, 2019
Randallstown Community Center
9:05 to 11:05 A.M.

MINUTES

The 310th meeting was called to order at 9:05 A.M. by the Chair, Ms. Valorie LaCour. Ms. LaCour thanked Baltimore County Department of Recreation and Parks for the room and noted that July is national recreation and parks month – so a fitting location to meet. Ms. LaCour took a moment to introduce Mr. Steve Sharkey, the new Director of Transportation for Baltimore City. Mr. Sharkey has been with Baltimore City for 14 years and has worked for CitiStat, the Department of Public Works, the Baltimore Police Department, and most recently the Department of General Services. Mr. Sharkey then began the meeting.

1. ELECTION OF BALTIMORE REGIONAL TRANSPORTATION BOARD OFFICERS FOR FISCAL YEAR 2020

Mr. Sharkey reviewed the report from the Nominating Committee and then asked if there were any additional nominations from the floor. Hearing none, a request for a motion was made. Mr. Bruce Gartner motioned for Carroll County to be chair and Anne Arundel County to be vice chair. Mr. Ramond Robinson seconded the motion. Mr. Sharkey called a vote, which passed unanimously. Mr. Sharkey congratulated Ms. Lynda Eisenberg of Carroll County and turned the meeting over to her.

2. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the June 25, 2019 BRTB meeting was made by Ms. Eisenberg. A motion was made by Mr. Steve Cohoon to approve the minutes and seconded by Mr. Ramond Robinson. The minutes were approved unanimously.

3. PUBLIC PARTICIPATION OPPORTUNITY

No one from the public chose to address the BRTB.

4. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that the comment period for \$15 billion in 200 key transportation projects planned for the region over the next 25 years closed Tuesday, June 18. Public meetings were held in each jurisdiction and nearly 20 comments were received from members of the public. A record of comments and the BRTB's response is available at maximize2045.com.

[Handout: Public Involvement Report for July 2019]

5. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Ms. Haines Benkhedda reported the following from the July PAC meeting:

- The PAC held a retreat to discuss the PAC's role in the regional planning process, acknowledge frustrations and fatigue amongst members, and ways in which everyone's time and skills can be most effectively utilized moving forward.
- PAC members agreed that further conversation is needed amongst PAC members and with BRTB members. The PAC agreed to continue the discussion at their August 7 meeting and asked if a meeting could be scheduled in August or September with PAC and BRTB members meeting together to a build relationship and discuss ways in which they can work more effectively together.

6. REPORT FROM THE JOINT MEETING OF THE TECHNICAL COMMITTEE AND INTERAGENCY CONSULTATION GROUP

Mr. Cohoon reported the following from the joint meeting of the TC and ICG in July:

- Mr. Mike Jones, Maryland Energy Administration, Transportation Program Manager and Coordinator for the Maryland Clean Cities Program, presented information on incentives for energy reduction in the transportation sector. Multiple state agencies in Maryland play a role in promoting the use of more fuel efficient vehicles. MEA provides incentive programs, MDE coordinates the Maryland Clean Cars Program and Zero Emission Vehicle (ZEV) MOU, and MDOT chairs the Zero Emissions Electric Vehicles Infrastructure Council (ZEEVIC) group. All three agencies work on public outreach and education for zero emission vehicles.
- MDOT MTA summarized five amendments to the 2019-2022 TIP. MDOT MTA requested to add unobligated Section 5307 and Section 5337 funds from FY 2017 and FY 2018 to FY 2019. These funds are tied to a grant application totaling approximately \$100 million that MDOT MTA is seeking to finalize prior to the close of federal fiscal year 2019. The TC agreed to move to the BRTB.
- BMC presented an overview of the 2020-2023 Transportation Improvement Program (TIP). This TIP includes 137 projects requesting a total of \$3.66 billion – \$2.28 billion in federal funds and \$1.38 billion in matching funds. There are twenty-one new projects in the TIP. The TC agreed to move to the BRTB.

- BMC presented information on Maximize2045: A Performance-Based Transportation Plan. This included a review of the 2+-year process of developing the plan and summarized the public comments on the draft plan. It was also noted that there were a few changes to the plan from the draft to a final version. The TC agreed to move to the BRTB.
- BMC presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs. It was also noted that the self-certification has been updated to reflect activities undertaken during the past year as well as the ways in which the process has been strengthened. The TC agreed to move to the BRTB.
- BMC briefed the members on the TA program and about the three applications that were submitted for consideration. Several BMC staff met with MDOT SHA to discuss technical aspects of the applications and then made a site visit to clarify one of the applications. Upon consideration of available funding and eligibility, BMC staff recommended the Broadneck Peninsula Trail to move forward. The TC agreed to move to the BRTB.
- The following slate of officers for FY 2020 were approved: Howard County for Chair and Harford County for Vice Chair.
- In Closed Session at the end of the regular meeting, members reviewed two proposed RFPs: one to develop Traffic Impact Study Guidelines and Pedestrian Safety at Roundabouts and the other about Practices for Changing Mobility.

7. CONSIDERATION OF APPROVAL OF RESOLUTION #20-1

Mr. Todd Lang introduced Resolution #20-1. The Maryland Transit Administration (MDOT MTA) is requesting to amend the 2019-2022 TIP by adding unobligated funds to five projects. The ICG has determined that the projects qualify as exempt and the Technical Committee recommended sending the resolution to the BRTB as presented.

Mr. Zach Kaufman, BMC, summarized the proposed amendment to the 2019-2022 TIP. MDOT MTA is requesting to add unobligated Section 5307 and Section 5337 funds from FY 2017 and FY 2018 to FY 2019. These funds are tied to a grant application totaling approximately \$100 million that MDOT MTA is seeking to finalize prior to the close of federal fiscal year 2019.

Mr. Kaufman summarized the projects impacted as well as the proposed funding updates:

- **Agencywide System Preservation and Improvement (40-1801-64):** Add \$5.986 million in federal Section 5307 funds along with \$1.497 million in matching funds
- **Bus System Preservation and Improvement (40-1803-64):** Add \$834,000 in federal Section 5307 flex funds along with \$208,000 in matching funds
- **MARC Improvements (70-1502-54):** Add \$20.12 million in federal Section 5337 funds along with \$5.03 million in matching funds
- **MARC Rolling Stock Overhauls and Replacement (70-1501-53):** Add \$6.651 million in federal Section 5337 funds along with \$1.663 million in matching funds
- **Metro and Light Rail System Preservation and Improvement (40-1805-64):** Add \$9.762 million in federal Section 5307 funds along with \$2.44 million in matching funds

Ms. Eisenberg asked for a motion. Ms. Sally Nash made a motion to move Resolution #20-1 and Ms. Heather Murphy seconded the motion. Ms. Eisenberg asked if there was any discussion by the members and then by the audience. Mr. Gartner asked if MDOT MTA could provide a copy of the MARC Master Plan and Amtrak/CSX Operating Agreements. Mr. Kaufman agreed to work with MDOT MTA to provide these agreements. Mr. Robinson asked if there were corresponding plans for bus system, metro, and light rail improvements. Ms. Murphy responded that these cornerstone plans are available on the MDOT MTA website. Ms. Eisenberg asked for a vote and Resolution #20-1 was passed unanimously.

[PowerPoint: 2019-2022 TIP Amendments; Handout: July 2019 TIP Amendment Summary]

8. CONSIDERATION OF APPROVAL OF RESOLUTION #20-2

Mr. Kaufman presented an overview of the 2020-2023 Transportation Improvement Program (TIP). This TIP includes 137 projects requesting a total of \$3.66 billion – \$2.28 billion in federal funds and \$1.38 billion in matching funds. There are twenty-one new projects in the TIP. Baltimore City has added a number of highway preservation projects focused primarily on roadway rehabilitation/reconstruction and bridge repairs/replacements. Other new projects include bridge replacements in Baltimore and Harford Counties, exploration of Bus Rapid Transit in Howard County (primarily focused on the U.S. 29 corridor), and a BUILD grant that will fund berth improvements at the Seagirt Marine Terminal.

Funds in the TIP have gradually increased from \$2.96 billion in the 2017 TIP to \$3.9 billion in the 2019 TIP. The 2020-2023 TIP programs about \$230 million less at \$3.66 billion. MDOT SHA (\$1.68 billion), MDOT MTA - Transit (\$815 million), and the Maryland Transportation Authority (\$573 million) are the largest sources of programmed funds by sponsoring agency. Collectively, they account for 84 percent of the funds programmed in the TIP. Of the eleven project categories, highway preservation (32.1%), highway capacity (30.0%), and transit preservation (16.0%) account for the largest shares of programmed funds. Mr. Kaufman also summarized MDOT MTA funding in the TIP as MDOT MTA utilizes the public participation process for the TIP to meet FTA's public participation requirements for their program of projects.

A public review began on May 9 and ended on June 18. Public involvement activities included eight public meetings, one in each jurisdiction in addition to an online webinar. Public involvement activities were publicized through ads in local papers, postcards, online, Spotify, e-newsletters, and social media. In addition, BMC staff developed an interactive project map that allows people to view and search for TIP projects. A summary of comments received and responses were provided to BRTB members prior to the meeting. Comments and responses are available online as well as in an appendix of the TIP and *Maximize2045*.

Ms. Eisenberg asked for a motion. Ms. Murphy made a motion to move Resolution #20-2 and Mr. Gartner seconded the motion. Ms. Eisenberg asked if there was any discussion by the members and then by the audience. Mr. Robinson noted the imbalance between the highway share of programmed funds (62.1%) and the transit/commuter rail share (20.4%) and asked

about the sustainability of transit. Mr. Lang responded that this could be a policy discussion for the board to explore. Ms. Eisenberg called for a vote and Resolution #20-2 was passed unanimously.

[PowerPoint: Baltimore Region 2020-2023 Transportation Improvement Program]

9. CONSIDERATION OF APPROVAL OF RESOLUTION #20-3

Ms. Regina Aris presented information on Maximize2045: A Performance-Based Transportation Plan as well as the conformity determination of the TIP and Plan. This included a review of the 2+-year process of developing the plan, including:

- establishing updated goals and strategies to reflect changes in federal policies and the potential effects of emerging technologies
- adopting Round 9 population and employment forecasts from the Cooperative Forecast Group
- refining and adopting project evaluation criteria
- adopting MDOT's financial forecast
- working closely with MDOT to set regional performance targets
- working with jurisdictions and state the modal agencies during the process of project submittal and evaluation
- establishing the fiscally constrained Preferred Alternative set of investments for system operations, system preservation, and major capital projects
- conducting analyses of the Preferred Alternative: air quality conformity, travel demand modeling, and Environmental Justice modeling
- working with the jurisdictions and state modal agencies to conduct public outreach activities and responding to public comments (summarized earlier by Mr. Kaufman in his presentation on the FY 2020-2023 TIP).

Ms. Aris summarized the public comments on the draft plan. She then noted the few changes to the plan from the draft to a final version. These include a change in termini for the MD 31 project in Carroll County (which does not affect fiscal constraint) and the removal of specific mention of the Loop project.

Ms. Aris also reminded committee members about the relative decrease in funds available for major capital projects compared to previous plans. Another point of emphasis involved ways in which the process of developing the regional long-range transportation plan has improved. Improvements include a more comprehensive discussion of future trends and emerging technologies, greater emphasis on regional performance measures and targets (supported by an improved process of coordination between MDOT and BMC staff), and a stronger process for analyzing potential effects of projects on Environmental Justice populations (with additional accessibility and mobility measures).

Ms. Aris then presented an overview of the conformity determination of the 2020-2023 TIP and *Maximize2045*. The purpose of transportation conformity is to tie together transportation planning and air quality planning. She also shared an MDE graph that shows how monitored ozone levels in the air have decreased since 2000, in the Baltimore region.

For an MPO's Plan and TIP to conform to the state's air quality plan (SIP), the emissions estimated to result from the addition of the Plan and TIP projects to the existing transportation network cannot be higher than the motor vehicle emission budget set by MDE.

The major steps of the conformity determination process for the ICG included:

- Agreeing on methodology and assumptions (model years, emission model version, pollutants to be assessed, SIP budget test approach, etc.)
- Determining whether TIP and Plan projects are exempt/non-exempt/regionally significant
- MDE and BMC staff run the emissions model
- Documentation of conformity process
- Agreeing to public release of emissions model results
- Recommending BRTB approval of conformity determination.

MDE and BMC staff ran the EPA's emission model, which resulted in emissions below the SIP budget.

Ms. Eisenberg asked for a motion to approve *Maximize 2045* with the associated conformity determination. Mr. Alex Rawls motioned to recommend BRTB approval and Ms. Sally Nash seconded the motion. The motion was approved unanimously.

[PowerPoint: Maximize2045 and Air Quality Conformity]

10. CONSIDERATION OF APPROVAL OF RESOLUTION #20-4

Mr. Lang presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs. He also noted that the self-certification has been updated to reflect activities undertaken during the past year as well as the ways in which the process has been strengthened.

Ms. Eisenberg asked for a motion to approve Resolution #20-4. Mr. Greg Carski moved to recommend approval of the resolution, and Mr. Gary Blazinsky seconded the motion. The committee voted unanimously to recommend approval of the amended resolution.

[PowerPoint: Self-Certification of the Regional Transportation Planning Process]

11. CONSIDERATION OF APPROVAL OF RESOLUTION #20-5

Ms. Aris briefed the members on the TA program and about the three applications that were submitted for consideration. Several BMC staff met with MDOT SHA to discuss technical aspects of the applications and then made a site visit to clarify one of the applications. Upon consideration of available funding and eligibility, BMC staff recommended the Broadneck Peninsula Trail to move forward. There was some discussion around funding large projects and the possibility that the state review committee would assist with the gap in federal funding.

Ms. Eisenberg asked for a motion and if there was any discussion from the members. Mr. Gartner asked about the possibility of MDOT SHA on-call consultants assisting with feasibility studies and preliminary design in support of local projects. Ms. Murphy did not think that use of state consultants for local projects was eligible under federal guidelines. Ms. Aris agreed to follow-up on this question. Ms. Nash made a motion to approve Resolution #20-5 as presented and Ms. Murphy seconded the motion with unanimous support from the members.

[PowerPoint: Transportation Alternatives Applications]

12. PRESENTATION ON THE PROGRESS OF THE U.S. 1 CORRIDOR MASTER PLAN

Mr. Peter Conrad, Howard County Department of Planning, presented the status of work supporting redevelopment of the U.S. 1 corridor. This work will end up as an amendment to the County's General Plan. In describing the corridor it represents 8 percent of land, fifteen percent of the residents, and thirty percent of jobs! While there are a significant amount of jobs, including cybersecurity, there is still many blighted commercial and industrial buildings and properties.

U.S. 1 is a state road that runs parallel to I-95 and MD 295, and acts as a relief value when major incidents occur on those roadways. This limits certain strategies such as a road diet.

When working with stakeholders it became evident that there are relatively few anchor institutions or organizations in the corridor that can serve to help with a vision or ultimate implementation. Virtual open houses have proved to be successful in this corridor. As work has progressed six distinct districts have emerged. Work will continue along four themes: organization, transportation, character redevelopment, and placemaking.

Several members had questions regarding retaining the industrial uses and if affordable housing would be a part of the plan. Mr. Conrad responded yes to both inquiries.

[PowerPoint: U.S. 1 Corridor Master Plan]

13. OTHER BUSINESS

- Ms. Eisenberg thanked Baltimore County for the use of the facility and noted that the meeting next month will be on August 27 at MDOT located at 7201 Corporate Center Drive.

- Mr. Lang shared that July is the beginning of the 2020 fiscal year. Members may begin to charge against the new grant if their contract has been signed and submitted to BMC.
- Mr. Lang also mentioned that the Budget Subcommittee had recommended an earlier start to discussions of focus areas and therefore a UPWP work session will likely be scheduled in the next month.

The meeting adjourned at 11:05 A.M.

Members

Kwame Arhin, Federal Highway Administration – Maryland Division
Gary Blazinsky, Harford Transit
Alex Brun (for Tad Aburn), Maryland Department of the Environment
Greg Carski, Baltimore County Department of Public Works (DPW)
Zach Chissell (for Holly Arnold), Maryland Transit Administration (MDOT MTA)
Steve Cohoon, Queen Anne’s County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Bruce Gartner, Howard County Office of Transportation
Heather Murphy, Maryland Department of Transportation (MDOT)
Sally Nash, City of Annapolis, Department of Planning
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Steve Sharkey, Baltimore City Department of Transportation (DOT)
Bihui Xu, Maryland Department of Planning

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Ciara Blue, BMC
Ben Cohen, Last Mile Solutions
Peter Conrad, Howard County Department of Planning
Jacob Dunkle, MDOT MTA
Monica Haines-Benkhedda, BMC
Tyson Byrne, MDOT
Dan Janousek, MDOT
Zach Kaufman, BMC
Valorie LaCour, Baltimore City DOT
Todd Lang, BMC
Lisa Sirota, MDOT SHA
Brian Shepter, BMC
Sam Snead, Baltimore County DPW
Beth Wiseman, Baltimore County ASCO

Respectfully submitted,
Todd R. Lang, Secretary
Baltimore Regional Transportation Board