

BALTIMORE REGIONAL TRANSPORTATION BOARD

May 1, 2020
Baltimore Metropolitan Council
9:48 to 11:00 A.M.

MINUTES

The 318th virtual meeting was called to order at 9:48 A.M. by the Chair, Ms. Lynda Eisenberg.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the February 25 BRTB meeting. Mr. Theo Ngongang moved to approve the minutes which were seconded by Mr. Ramond Robinson. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one from the public who chose to address the BRTB.

3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris introduced the April report. Of note the 30-day comment period is ending today for the federal certification review. A virtual public meeting was held on April 22 with 13 guests participating. Members should note that the 30-day comment period for the 2021-2024 TIP is upcoming shortly. Concerning activities, B2WD was moved to September 25, with a social media campaign in May to support riding for those under stay-at-home orders. Also the RTP draft plan is out for review and MDOT is accepting Bikeways Grant applications through mid-June.

[Handout: Public Involvement Report for April (May 1) 2020]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- The PAC submitted certification comments to the federal team that comprised a summary of the two PAC retreats last summer and the presentation of those comments to the BRTB at their August meeting.
- The April PAC meeting was superseded by the virtual meeting for the Certification process.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported the following from the April ICG meeting:

- The main agenda item covered the conformity determination of the 2021-2024 TIP and plan. The ICG reviewed and decided upon the exempt/non-exempt/regionally significant status of projects proposed for the tip. Projects exempt from conformity requirements are not required to be reflected in the travel demand modeling. Projects that are both non-exempt and regionally significant are required to be reflected in the modeling, so that the subsequent regional emissions analysis reflects these projects.
- BMC staff and MDE staff have been performing regional emissions analysis modeling throughout April. ICG members will be asked to approve modeling results for public release at their May 13th meeting.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. David Cookson reported the following from the April TC meeting:

- Resolution #20-13: BMC provided an overview of the Addendum to the FY 2020-2021 UPWP. As a reminder, UPWP activities are based on planning factors identified in the Fast Act. The FY 2021 budget is \$8.9M, an increase of \$1M from FY 2020. Review included a 30-day public comment period between February 11 to March 12. The TC voted to recommend sending resolution #20-13 to the BRTB for approval.
- Resolution #20-14: BMC provided an overview of the proposed FY 2021 Disadvantaged Business Enterprise (DBE) Goal. The goal is set in conjunction with adoption of each UPWP. The goal adopted by the BRTB is based on a methodology developed by MDOT. The BRTB piggy-backs on the basis of being located in the same or a substantially similar market. The FY 2021 DBE Goal is proposed for 31.7 percent. The TC voted to recommend sending resolution #20-14 to the BRTB for approval.
- MDOT gave a presentation on MDOT's work on climate change adaptation. In addition, they discussed their ongoing renewable energy initiative and efforts in the area of sustainable material management.
- BMC staff provided a short update on the initiation of the upcoming long-range transportation plan and a review of the goals and strategies.
- BMC staff provided a status and overview of the New Mobility Study currently underway. Then the consultant discussed the current state-of-the-practice of new mobility,

specifically, who is operating where in the region and some of the emerging trends in new mobility.

- BMC staff updated the members on Census 2020 activities and mentioned the Maryland legislature had directed MDOT MTA to conduct a pilot program with the intent of determining how regional commuter rail service could be provided to fill the gap between Newark, Delaware and Perryville in Cecil County.

7. CONSIDERATION OF APPROVAL OF RESOLUTION #20-13

Mr. Todd Lang introduced the resolution to adopt the addendum to the FY 2020-2021 UPWP. Mr. Lang reviewed the amount of funding available, what the source of funding is, and where the dollars are going (BMC, local jurisdictions, or consultants). The updated budget is the primary purpose of the addendum. Mr. Lang also covered several additional focus areas with available funding, ranging from the development of a resource toolkit: planning, designing, operating, and maintaining local infrastructure in a changing climate to considering funding and governance issues for regional transit.

Mr. Lang described the 30-day comment period and stated that two organizations (the Greater Washington Partnership and the Central Maryland Transportation Alliance) submitted comments. Both organizations were supportive of the UPWP and shared areas of interest to be considered with two activities. They offered comments on the Baltimore region transit governance/funding task and the implementation of the RTP – corridor analysis. A response has been prepared and will be sent shortly.

Ms. Eisenberg asked for a motion to approve. Mr. Robinson moved to adopt the UPWP Addendum with Mr. Gary Blazinsky seconding the motion. Ms. Eisenberg asked the members if there was further discussion, there was none. Then Ms. Eisenberg asked if anyone from the public had anything to ask or add. No one from the public voiced comments. Ms. Eisenberg asked Ms. Deibel to begin a roll call vote, the resolution was unanimously approved.

[PowerPoint: April (May 1) Action Items]

8. CONSIDERATION OF RESOLUTION #20-14

Mr. Lang shared that the Disadvantaged Business Enterprise Goal is set in conjunction with each UPWP. The goal adopted by the BRTB is based on a methodology developed by MDOT. The BRTB piggybacks based on being located in the same or a substantially similar market. The FY 2021 DBE goal is proposed for 31.7 percent.

Ms. Eisenberg asked for a motion from the committee. Mr. Blazinsky moved to adopt the DBE goal with Mr. Bruce Gartner seconding the motion. Ms. Eisenberg asked the members if there was further discussion. Then Ms. Eisenberg asked if anyone from the public had anything to ask or add. No one from the public voiced comments. Ms. Eisenberg asked Ms. Deibel to begin a roll call vote, the resolution was unanimously approved.

[PowerPoint: April Action Items]

9. PRESENTATION: ANNE ARUNDEL COUNTY MULTIMODAL FEASIBILITY STUDY

Mr. Ramond Robinson, Anne Arundel County Department of Transportation, presented information on the county's multimodal transportation center feasibility study. The purposes of this study, funded through the UPWP, were to evaluate potential sites for a new multimodal transportation center, recommend the best location for the center, and provide a conceptual layout of the site and facility.

The county worked with BMC staff and a consultant team led by Whitman Requardt & Associates to evaluate several potential sites. Considerations included zoning issues, current and potential future bus service, community access, site access by various transportation modes, environmental concerns, and the potential for future expansion. This evaluation led to the selection of two potential sites: Westfield Mall and the Truman park-and-ride lot. The team conducted more detailed studies of these two sites, including discussions with the mall owner and with MDOT SHA, owner of the Truman park-and-ride lot. The team also developed a conceptual design of a facility with waiting space, restrooms, and office and maintenance space.

The county decided to advance both sites since each would serve a different purpose: primarily local bus service to Westfield Mall and primarily commuter bus service to Truman park-and-ride lot.

The next steps in the process are to refine details of the conceptual plans; continue to engage project stakeholders; include the multimodal center in the county's Parole Growth Management Plan; and identify and secure funding for preliminary design, engineering, and construction.

During the Q&A portion, the members discussed the possibility of applying lessons learned from the team's discussions and negotiations with property owners, particularly with the mall, to help other jurisdictions in their future dealings with property owners in investigating potential transit center sites.

10. PRESENTATION: COVID-19 IMPACTS ON FREIGHT MOVEMENT

Mr. Dave Thomas, Acting Executive Director, MDOT MPA, provided a quick summary of how the Port of Baltimore is adapting to the Covid-19 pandemic and ensuring the safety of everyone working in and around the port. He started by noting that in 2019, the port continued to set records for total tonnage, TEUs and autos. The Port of Baltimore was number one in the country for autos for the eighth straight year. Across the U.S., the maritime industry is an essential business supporting 31 million jobs which includes terminal operators, longshoreman, truck drivers, crane operators, etc.

At the Port of Baltimore, the health of the workforce is a top priority, and to that end they are following CDC guidelines, having weekly calls with the Baltimore Port Alliance (BPA), terminal tenants, customs and Border Patrol (CBP), coast guard, and everyone involved. At the entry and exit gates, there is no physical contact with credentials. There have been nine positive cases so far and are being closely monitored with contact tracing and cleaning and sterilization of exposed surfaces.

Under Governor Hogan's leadership and direction, the cruise terminal operations were shut down in early march. Soon after that the cruise industry ceased worldwide operations. Royal Caribbean and Carnival, the two cruise lines that run out of Baltimore, will likely resume operations starting July 1 (tentative).

He expects a significant business impact at the port with declines continuing into the 4th quarter and recovery to be slow. However, he did provide some positive perspective – the Howard Street Tunnel project is a go, the Seagirt Marine Terminal will be adding a second 50-foot berth, the Chinese economy is coming back (at 75 to 80 percent already) and we are the closest port to the Midwest.

Ms. Eisenberg thanked Mr. Thomas for the update and the important work they do to keep the supply chain moving.

Mr. Louis Campion, President and CEO of the Maryland Motor Truck Association (MMTA), was unable to participate so Mr. Bala Akundi (BMC) presented slides on his behalf. Truck drivers and members of MMTA are in high demand as a result of covid-19 and are working around the clock to stock shelves. The drivers are being hailed as the knights of the highway and have never been so popular than at this time in the news media. They do face challenges to stay healthy as the virus spreads. Federal, state and local officials have been very helpful and supportive – with the Governor's office and MDOT declaring them an essential service and providing a 15 percent weight tolerance waiver. FMCSA also waived the hours of service rules and medical card requirements.

MMTA's role and value have been magnified during this crisis – providing regular communication and information to members, answering questions on new laws, paid leave mandates, exceptions, etc. On the economic side, he provided recent data from the American Trucking Association (ATA) that shows first quarter GDP down about 4.8 percent and second quarter projected to be down 25 to 30 percent. Overall trucking industry volumes are down 8-10 percent in volume.

In response to a comment from a member, Mr. Akundi noted that the FMTF will be looking into specific traffic flow variations within the region and also work with the CATT Lab and others to determine economic impacts of this crisis.

11. OTHER BUSINESS

- Ms. Eisenberg asked the Nominating Committee member, Mr. Alex Rawls, to report on progress. Mr. Rawls announced that a committee met to discuss officers to serve for FY

2021. Since the current officers have served only one term they are asked to serve again. Ms. Eisenberg and Mr. Robinson are appreciative of the ask and have agreed to serve again if elected. Ms. Eisenberg thanked the Nominating Committee and indicated that a vote will occur at the next meeting which will also allow open nominations.

- Mr. Lang shared the MDOT MTA is requesting the TIP schedule be delayed for an additional month since they do not have financial data for their projects finalized. A request went to all members to determine the severity of the impact. While not ideal, a one month delay can be accommodated, longer than that will begin to have impacts. The members agreed to move approval of the 2021-2024 TIP from July to August.

The meeting adjourned at 11:00 A.M.

Members

Gary Blazinsky, Harford Transit
Alexandra Brun, Maryland Department of the Environment
Greg Carski, Baltimore County Department of Public Works
Steve Cohoon, Queen Anne's County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Ryan Long, FTA Region III
Heather Murphy, Maryland Department of Transportation (MDOT)
Theo Ngongang, Baltimore City Department of Transportation
Kate Sylvester, MDOT Maryland Transit Administration (MDOT MTA)
Bruce Gartner, Howard County Office of Transportation
Sally Nash, City of Annapolis, Department of Planning
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Cindy Burch, BMC
Tyson Byrne, MDOT
David Cookson, Howard County, OOT
Tim Davis, WSP
Rebecca Deibel, BMC
Terry Freeland, BMC
Don Halligan, BMC
Victor Henry, BMC

Dan Janousek, MDOT
Todd Lang, BMC
Diane Melia-Anderson, WRA
Stephen Miller, MDOT SHA
Eric Norton, CMTA
Lisa Sirota, MDOT SHA
Eileen Singleton, BMC
Sara Tomlinson, BMC
David Thomas, Maryland Port Administration

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board