

BALTIMORE REGIONAL TRANSPORTATION BOARD

February 23, 2016

Baltimore Metropolitan Council

9:12 to 10:20 A.M.

MINUTES

The 278th meeting was called to order at 9:12 A.M. by the Chair, Mr. Clive Graham.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December 22, 2016 BRTB meeting was made by Mr. Graham. A motion was made by Mr. Emery Hines to approve the minutes and seconded by Mr. Tony McClune. The December minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Andrew Hall, a resident of Southeast Baltimore, provided his support for the proposed Boston Street Multimodal Corridor Study in the Amended UPWP for FY 2017. However, he had a suggestion to broaden the 'multimodal' component of the study as the project is a regional project, crossing the city/county lines. He noted the chief traffic issue on the Boston Street Corridor is single-occupant vehicles and offered some suggestions for addressing this problem such as providing commuter or employee shuttles and parking lots. He also stressed the importance of utilizing the assets and data identified in the Red Line planning process. Full details of his comments are in writing.

[Documentation: Andrew Hall Comments on Boston Street Multimodal Corridor Study]

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda highlighted two open comment periods – Funding for BaltimoreLINK, MTA Bus Facilities, and SHA Bridge Repairs (2016-2019 TIP Amendments), open through Friday, March 4 with a public meeting on Wednesday, February 24 from 5:30 to 7 p.m. at Cecil Elementary School and the Updated FY 2016 - 2017 Budget & Work Program (UPWP), open through Wednesday, March 16, 2016.

In addition, Ms. Haines Benkhedda reported that one comment was received on the comment period for the Baltimore City Freight Corridor, Bikeshare, and Bridge Replacement Projects (2016-2019 TIP Amendments), open for public review from Tuesday, December 29, 2015 through Friday, February 5, 2016. The comment, in support of bicycle and pedestrian projects, was provided in full for BRTB review. Details of these comment periods are online at www.baltometro.org.

Ms. Haines Benkhedda reported that she participated in an Environmental Justice Peer Exchange with FHWA and AASHTO in Washington, DC on February 17-18, 2016. At the Exchange, Ms. Haines Benkhedda highlighted *Maximize2040* Outreach Efforts and work to engage vulnerable populations. The presentation was well received.

Lastly, Ms. Haines Benkhedda shared save-the-date cards for Bike to Work Day on Friday, May 20 and asked members to widely disseminate information. Details of the events will be posted on www.Bike2WorkCentralMD.com.

[Handout: Public Involvement Report, February 2016]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- Mr. Norton, Director of Policy & Programs at the Central Maryland Transportation Alliance (CMTA) presented an overview of CMTA's Transportation Report Card. An interactive version and a PDF copy of the report card are available online at cmtalliance.org/reportcard.
- Mr. Don Halligan, Senior Transportation Planner provided an overview of the metropolitan transportation planning process and upcoming federal certification review of the BRTB.
- The PAC finalized its goals and strategies for 2016:
 - Be active participants in the recertification of the BRTB
 - Learn more about environmental justice and evaluate BRTB's success in meeting its objectives in this area
 - Be an active part of the development of the BaltimoreLINK project
 - Continue to push BRTB to update *Maximize2040* to include the new regional transit plan and help develop means to increase the bike ridership share of transportation modes
- The Public Involvement subcommittee will work to help promote the comment opportunity for federal certification and will send notices and letters to the editors to local newspapers, community blogs, and local meetings.
- The PAC voted to approve PAC Resolution #2016-01 in support of the February 2016 TIP Amendments for Baltimore City Projects.

[Handouts: 2015 Transportation Report Card – What Does it Mean to Have Great Transportation; PAC Resolution #2016-01 in support of February 2016 TIP Amendments for Baltimore City Projects]

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

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

- The ICG agreed that the following proposed TIP amendments are exempt from conformity requirements: Ridesharing, Bus and Rail System Preservation and Improvement, Bus New Main Shop, Kirk Bus Facility Replacement - Phase 1 & 2, and MTA Core Bus and Paratransit Vehicle Replacement
- The methodology and assumptions to be used for the conformity determination of the FY 2017-2020 TIP and *Maximize2040* was discussed. The testing years will be 2017, 2025, 2035, and 2040 and the EPA moves 2014 emissions model will be used. These items are staying the same as the most recent conformity determination. A new motor vehicle emissions budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) will be added to the analysis. NOTE: These new budgets are waiting on an EPA adequacy determination, which could occur soon.
- Mr. Ted Kluga from the Maryland Environmental Service (MES) presented on the Port of Baltimore Dray Truck Replacement Program. The Maryland Port Administration (MPA) is working to reduce emissions from the Port's diesel engines, which include dray trucks. Dray trucks are the oldest and often most polluting Class 8 vehicles serving the Port; they typically are not replaced until they no longer run. An engine that meets more stringent emission standards. The trucks that are being replaced must be scrapped by drilling holes in the engine block and cutting the chassis in half.
- The ICG discussed the FY 2017 UPWP and Emission Reduction Measures. A survey was distributed to determine what transportation emission reduction measures (TERMs) from the list of measures in the *How Far Can We Get? Study* should the BRTB consider implementing in the short term. Mr. McClune said that educational programs and travel demand management should get priority. The other voting members will send the survey to staff when they complete them.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Scott Graf reported the following from the February TC meeting:

- Resolution #16-11 was introduced for consideration to recommend to the BRTB. Baltimore City presented on three projects associated with the award of a TIGER grant called Southeast Baltimore Freight Corridor, this includes: 1) Colgate Creek Bridge Replacement project to replace a structurally deficient bridge on Broening Highway, 2) Keith and Holabird Avenue Improvements includes joint repairs, resurfacing and geometric improvement, and 3) Broening Highway Complete Streets implements elements of complete streets between Holabird Avenue and Boston Street. The City also presented on a project to make various repairs on the Edison Highway Bridge over Amtrak as well as bridge replacements at Waterview Avenue and Annapolis Road. This project replaces three bridges over the Baltimore-Washington Parkway in close proximity to one another. Finally, the City is requesting to add CMAQ funds associated with the Phase I implementation of the Charm City Bikeshare.

- BMC led a discussion of the FY 2017 UPWP. Now in the second year of the FY 2016-2017 UPWP, the Addendum will only need to have the budget confirmed and the identification of any new focus areas. The TC reviewed the focus areas that were presented at the Retreat to consider refining the topics or possibly changing the list. Members ultimately agreed that several could be combined to reduce the workload.
- The National Transportation Center at the University of Maryland updated the TC on the status of the Maryland Integration Travel Analysis Modeling System (Mitams) underway in the Baltimore Region. This work is looking at integrating Dynamic Traffic Assignment tools with the region's Activity Based Model, InSITE, and a corridor Agent Based Model, SILK. Slides of model system design were used to describe the simulation of household travel behavior and the integration of demand models with Dynamic Traffic Assignment for both the InSITE and SILK models. At the conclusion of the model integration presentation, a Department of Energy (DOE) grant funded project was described, Integrated, Personalized, REal-time, Traveler Information and Incentive (iPRETII). The iPRETII, using the SILK model framework, network system will provide users real-time pre-trip and within trip travel information. The iPRETII project is developing an incentive structure to reward users who participate and follow travel advice.
- BMC staff provided an update on INSITE, used to validate synthetic population. There was an overview of the population synthesis for the activity-based micro-simulation model. The main idea of the population synthesis is to generate a synthetic population by expanding the household and person sample data to mirror the aggregate distributions of household and person variables of interest. A display was given of how PopGen works and what kind of input data are needed in order to generate a synthetic population for the Baltimore region. Validation results for Baltimore County and Baltimore city at both household level and person level were provided. PopGen can generate the TAZ level synthetic population which can match the observed distributions of most variables well.
- BMC staff led a discussion of the TC Rules of Procedure. It has been recommended that the Rules be updated to reflect changes that have occurred such as the addition of Queen Anne's County. Several other suggested changes were pointed out and members were asked to review and send in any additional suggestions prior to the next TC meeting. The amended Rules will be presented as a Resolution at the April meeting for recommendation.
- SHA is updating the highway network federal functional classification designation. An SHA representative will present the process at a workshop following the March TC meeting to inform members and take comments. TC members were requested to invite representatives from local municipalities.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #16-11

The BRTB was asked to approve Resolution #16-11 in support of an amendment to the 2016-2019 TIP. Mr. Lang said that Baltimore City is requesting to update the Citywide Bicycle and Pedestrian Improvements project to include funds for Phase I of the Charm City Bikeshare and to add the following five projects - Southeast Baltimore Freight Corridor: Colgate Creek Bridge Replacement, Southeast Baltimore Freight Corridor: Keith and Holabird Avenue Improvements, Southeast Baltimore Freight Corridor: Broening Highway Complete Streets, Citywide Bridge Preservation and Rehabilitation to replace the Edison Highway Bridge over Amtrak, and Waterview Ave/Annapolis Road Bridge Replacements to replace three bridges over MD 295. The projects were publicized for a 30-day review from December 29, 2015 to February 5, 2016. Both the Technical Committee and the Public Advisory Committee recommended approval of Resolution #16-11.

Mr. Graham asked for a motion. A motion to recommend approval was made by Ms. Heather Murphy and seconded by Mr. Pat Keller. Mr. Graham asked if there was any discussion by the members and then by the audience. Mr. Graham asked for a vote and Resolution #16-11 was unanimously recommended for approval.

[Handout: Summary of February TIP Amendments]

8. KENT ISLAND TRANSPORTATION STUDY

Ms. Kathy Faulk, Kimley-Horn, introduced the Kent Island Transportation Plan on behalf of Queen Anne's County. Ms. Faulk presented background on Queen Anne's County and Kent Island. Regarding Kent Island, the main access points and key state roadways were listed and the impact to islanders on how US 50 splits the Island and limits movement, particularly emergency management professionals. US 50 is an evacuation corridor for Eastern Shore residents and also a major truck route. Peak traffic on eastbound US 50 across the Bay Bridge is in August with the least traffic in January. Of key concern is the impact on general access to Kent Island due to impacts on US 50 between MD 2 South and the US 50/301 split. This segment generally takes 22.4 minutes to traverse and a summer weekend AADT of 95,000.

The Study looked at the need for specific improvements based on an evaluation of the current and future traffic conditions. This led to short- and long-term recommendations that can be implemented while longer term Bay Bridge solutions are implemented. The team partnered with SHA to obtain a range of data, worked with the Department of Planning and Zoning for development information, developed an existing conditions network and volumes, and held an initial public meeting. Then the team developed future year traffic volumes, identified potential improvements to address deficiencies, developed concept-level sketches and planning-level costs, held another public meeting, and finalized the report.

Next the County will seek assistance in funding improvements, assist SHA and MdTA with prioritizing and sequencing Bay Bridge investments, and explore options to minimize increasing traffic volumes. This could include transit options and additional park-and-ride lots. Ms. Sally Nash asked if the study looked at any travel time work-arounds. Ms. Faulk indicated that was not included. Ms. Bihui Xu said

she thought this was a good study and was interested in how future improvements will be prioritized. Mr. Tyson Byrne asked if it would help if a new town center was created to allow traffic to more easily access a mid-island location. There are no new town centers proposed and those locations are limited by the geography of the island.

[PowerPoint: Kent Island Transportation Plan]

9. OTHER BUSINESS

Todd reminded the BRTB members to submit TIP projects by March 1st.

The meeting adjourned at 10:20 A.M.

ATTENDANCE

Members

Alexandra Brun (for Tad Aburn), MD Dept. of the Environment
Steve Cahoon, Queen Anne's County, Department of Public Works
Clive Graham, Howard County, Office of Transportation
Emery Hines, Baltimore County, Department of Public Works
Pat Keller, Maryland Transit Administration, Statewide Service Development
Tony McClune, Harford County, Department of Planning
Heather Murphy, Maryland Department of Transportation, OPCP
Sally Nash, City of Annapolis, Department of Planning
Brian Ulrich, Anne Arundel County, Department of Planning & Zoning
Bihui Xu, Maryland Department of Planning, Transportation Planning

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Tyson Byrne, MDOT
Candace Cronston, PAC
Lyn Erickson, MDOT
Andy Hall, Citizen
Kathy Faulk, Kimley-Horn
Terry Freeland, BMC
Scott Graf, Chair, Technical Committee
Don Halligan, BMC
Monica Haines Benkhedda, BMC
Victor Henry, BMC
Zach Kaufman, BMC

Todd Lang, BMC
Todd Mohn, Queen Anne's County Department of Public Works
Rick Nav, Kimley Horn
Eric Norton, Vice Chair PAC
Rebecca Smith, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board