

## **BALTIMORE REGIONAL TRANSPORTATION BOARD**

March 22, 2016

Baltimore Metropolitan Council

9:00 to 10:25 A.M.

### **MINUTES**

The 279<sup>th</sup> meeting was called to order at 9:00 A.M. by the Chair, Mr. Clive Graham.

#### **1. APPROVAL OF MINUTES**

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

#### **2. PUBLIC PARTICIPATION OPPORTUNITY**

Mr. Ed Cohen shared that the MTA CAC Report, *A Proposal to Unravel Baltimore's Tangled Rail Lines*, is now available online. The online version of the report allows for better viewing of the maps. Mr. Cohen also stated that MTA is the funnel for federal transit funds. Therefore, MTA is responsible for all associated requirements. He feels the MTA Office of Compliance is a service office not a compliance office. This is an important distinction since for several years Annapolis Transit has not files Title VI reports with MTA. This inaction could jeopardize all transit funding to the state. Delegate Steve Lafferty has introduced a bill to restore HUR funds, but with no strings. Such a bill needs to include a component that any jurisdiction receiving funds are in full compliance with FTA requirements. Mr. Cohen said there needs to be a law in Maryland to protect us all.

Mr. Kevin Racine talked about low-wage earners that need to get back and forth from Harford to Cecil and Baltimore counties. Programs exist for training but people don't know. Individuals can apply for a grant to help get them back and forth. The system should look at the full range of buses and taxi cab services to help with the Susquehanna River bridge crossing.

### **3. REPORT ON PUBLIC COMMENTS**

Mr. Zach Kaufman reported that there are two open comment periods: 1) BRTB Considers Updating Timeline for MD 32 Widening Project from 2030 to 2020 (amendment to Maximize 2040 and the Amended 2016 – 2019 TIP) through Friday, April 8, 2016 with a public meeting on Tuesday, March 22, 6:30 to 8 p.m., at Dayton Oaks Elementary School; and 2) 2016 Federal Certification of the BRTB, through April 29, 2016 with a public meeting on Monday, April 25, 5 to 7 p.m., BMC and an online survey at [surveymonkey.com/r/2016BRTBCert](http://surveymonkey.com/r/2016BRTBCert)

Comment periods closed on two items: 1) Funding for BaltimoreLINK, MTA Bus Facilities, and SHA Bridge Repairs (16-19 TIP Amendments), which received comments received from 10 plus individuals/organizations regarding US 40 Bridge Repairs (these were sent to SHA); and 2) Updated FY 2017 Budget & Work Program (UPWP), which received two comments (attached to handout).

Lastly, Mr. Kaufman reported that registration opens at the end of March for Bike to Work Day 2016. Visit [www.Bike2WorkCentralMD.com](http://www.Bike2WorkCentralMD.com) for details.

***[Handout: Public Involvement Report, February 2016]***

### **4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE**

Mr. Greg Shafer reported the following from the February PAC meeting:

- The PAC voted unanimously to approve PAC Resolution #2016-02 in support of the March 2016 TIP Amendments, with a request that additional information be provided by MTA.
- The PAC is reviewing the Addendum to the FY 2016-2017 UPWP. Comments expect to be finalized at the April PAC meeting.
- Staff presented information on the upcoming federal certification of the regional planning process. Comments expect to be finalized at the April PAC meeting. Mr. Shafer thanked staff, FHWA, and FTA for changing the date of the public meeting on certification to Monday, April 25.
- Ms. Haines Benkhedda provided PAC members with an overview of Environmental Justice and transportation equity, as well as highlights from a recent Environmental Justice Peer Exchange.

### **5. REPORT FROM THE TECHNICAL COMMITTEE**

Mr. Scott Graf reported:

- MTA has requested to add one new project and to update funding for four projects in the *Amended 2016-2019 TIP*. Mr. Michael Helta presented background on the projects to the TC. They include Bus and Rail System Preservation and Improvement, MTA Core Bus and Paratransit Vehicle Replacement, Bus New Main Shop, Kirk Bus Facility Replacement – Phase 1 & 2, and Ridesharing for the Baltimore region. The changes are primarily to show FY 2015 apportionments that will now be obligated in FY 2016. In addition, the Bus and Rail System Preservation and

Improvement project adds funds associated with BaltimoreLINK for transitways, transit signal priority, and transit hubs. This resolution passed with unanimous support from the TC members.

- The Director of Technical Services at MWCOG provided an update on preparation of a new Household Travel Survey in the Washington region. Survey design and a pilot/pre-test will take place in 2016, with data collection in 2017, and data processing and analysis in 2017-2018. Among the changes to the survey will be the addition of ride services such as Uber or Lyft as a travel mode choice, and offering a web-based response option. The estimated sample size is 10,000 to 12,000 households for the TPB modeled area. The estimated survey cost is about \$3 million over 3 fiscal years, or \$250 per completed survey.
- Howard County presented on the concept design plans for bicycle and pedestrian improvements along Cedar Lane and Dobbin Road. There is strong community support for both projects. Howard County received a \$58,000 UPWP grant supporting 30% design plans for Cedar Lane. Cedar Lane Park provides an ideal setting for the start of a trail facility and will include maps, wayfinding signage, and aesthetic improvements. Ninety percent design plans are underway with a Maryland Bikeways grant. The planning level construction cost estimate for the project is \$.9 - \$1.1 million, with construction funding already in place in Howard County's capital budget. Dobbin Road and McGaw Road are currently three lane roadways without sidewalks. Planned improvements include a shared-use pathway on one side of the roadway and sidewalks on the other side starting at the intersection of Dobbin Road and Oakland Mills Road. The planning level construction cost estimate for the project is \$1.4 - \$1.7 million. Final design and construction schedules are not yet in place.
- Ms. Regina Aris reviewed the TC Rules of Procedure that showed proposed edits as track changes. There were no additional edits proposed by members preceding the meeting. Ms. Aris walked through each section to develop consensus. All proposed changes were accepted so a resolution will be prepared for approval in April.
- Mr. Todd Lang updated the members on the status of the Addendum to the FY 2016-2017 UPWP. It was noted that BMC was asked to manage the consultant contract for the Regional Patapsco Greenways task. Mr. Lang clarified the amount each jurisdiction will be receiving to support this task. The new focus areas discussed include: attitude and behavior survey, traffic management in relation to the CMP task, LOTS support – to be discussed at the next quarterly MTA meeting, alternative transportation options – keep BPAG but find a way to bring in rideshare coordinators (now called TDM specialists), household survey – and is there enough money to accommodate (from \$1m to perhaps \$1.75m) similar to MWCOG, and regional events. The vote on the addendum is in April and will be effective July 1. A comment has already been received regarding the Baltimore City subarea project.

Mr. Lang clarified that funding in the current transit task can be applied to a wide range of transit planning activities and not simply the transit signal priority task. Mr. Lang asked members to review their work and submit as appropriate within the quarterly billing cycle.

- Mr. Kaufman summarized the UPWP subarea project for a regional bicycle map. It is intended to be a resource for on-street and off-street bicycle facilities throughout the region and will

ultimately result in the creation of a web mapping application. It was decided to start simply by creating a baseline for what is currently planned, programmed and existing in the region. Future mapping efforts could incorporate bicycle friendly roads. BMC staff is currently conducting project kickoff meetings with county bike/pedestrian and GIS staff. The goal is to finalize data collection by late summer or early fall of 2016, with the web map finalized by December.

- At the conclusion of the March TC meeting, SHA hosted a workshop to discuss work associated with the update to the functional classification of all public roadways.

## **6. RECOMMENDATION FOR APPROVAL OF RESOLUTION #16-12**

The BRTB was asked to approve Resolution #16-12 in support of an amendment to the *Amended 2016-2019 TIP*. Ms. Regina Aris said that MTA is requesting to add the Bus New Main Shop project to the TIP and to update funding for the following four projects: Bus and Rail System Preservation and Improvement, MTA Core Bus and Paratransit Vehicle Replacement, Kirk Bus Facility Replacement – Phase 1 & 2, and Ridesharing – Baltimore Region. The projects were publicized for a 30-day review from January 29, 2016 to March 4, 2016 with a public meeting on February 24<sup>th</sup> at Cecil Elementary School. Both the Technical Committee and the PAC recommended approval of Resolution #16-12. Ms. Aris said that Mr. Pat Keller is working on responding to questions posed by the PAC regarding the MTA bus procurement process and how they determine bus fuel type.

Mr. Graham asked for a motion. Mr. Tyson Byrne made a motion to move Resolution #16-12 and Ms. Lynda Eisenberg seconded the motion. Mr. Graham asked if there was any discussion by the members and then by the audience. Mr. Cohen noted that it is much easier to get communities to accept hybrid buses since they are clean and quiet. He also recommends a full replacement of subway railcars as opposed to a 90 percent replacement and stated that the current annual procurement of buses is not adequate to serve the system. Mr. Andy Hall asked if the goals of the MPO are explicitly considered when MTA negotiates procurement contracts and if there is an analysis of the impacts of fleet mix on air quality. Ms. Aris said that both the size and type of the bus fleet are incorporated into the regional air quality analysis. Mr. Graham asked for a vote and Resolution #16-12 was passed with unanimous support from the members.

***[Handout: Summary of March TIP Amendments]***

## **7. MTA EXPRESS BUSLINK**

Mr. Kevin Quinn began by saying that the Express BusLINK is addressing a need to provide access to regional job centers and will be the first phase of the overall plan to be implemented. The genesis of the routes came from comments submitted during BNIP. Six public hearings are taking place between March 21 and March 29. There are three new suburb to suburb express routes connecting job centers such as White Marsh, Towson, Owings Mills, and BWI. Mr. Quinn described the three new routes and the associated service levels. Several existing routes (150, 77 and 99) will be modified or eliminated due to the new coverage.

Ms. Nash asked about service from Annapolis to Baltimore. That connection will be made by a commuter bus route beginning in January/February of 2017. Ms. Bihui Xu asked about connecting Carroll commuters to Columbia and Ft. Meade. That trip pattern is on the radar at MTA but is not in planning at this time. Mr. Byrne expressed concern that BWI wants early morning service and the changes proposed here seem to reduce that. Changes to the 107 route are only part of the service to BWI and won't hurt early arrivals. Mr. Cohen asked for clarification on a connection to light rail in Lutherville. Mr. Quinn responded that he had misspoken and there is not a link in the current proposal; however that is a good comment and will be considered.

***[PowerPoint: BaltimoreLINK – A Plan to Connect Baltimore – Express BusLINK Improvements]***

## **8. U.S. DOT CITIES CHALLENGE**

Mr. Don Halligan provided an update to the Board on the USDOT Smart City Challenge grant that Baltimore City applied to receive. The grant application was extensive and proposed a variety of ways in which emerging transportation data, technologies, and applications can be integrated with existing systems in the City to address ongoing transportation, economic, social and environmental challenges. Baltimore City, the University of Maryland's National Transportation Center, Johns Hopkins University's Center for Governmental Excellence and others came together to develop the application concept. The premise was to build from existing systems and processes and provide resources to enable new services designed to attract new businesses and spur economic development at key transit ("community") hubs. While the City was not selected by USDOT to further develop its application, the "B'SMART" team felt that there are technologies that are emerging (and coming) that are of significance and have potential application to both the City and the region. Mr. Halligan offered a series of questions for the BRTB to consider and noted that BMC staff will continue to work with the Universities, the Greater Baltimore Committee to explore the potential of coming and emerging technologies to improve the Baltimore region.

***[PowerPoint/Handout: US Department of Transportation's Smart City Challenge]***

## **9. OTHER BUSINESS**

Ms. Alexandra Brun from MDE briefly discussed MDE's plans to submit a resignation request for the Baltimore region for "attainment" under the 75 parts per billion (ppb) 8-hour ozone standard. The region has a clean data determination for this standard for the 2012, 2013, and 2014 ozone seasons. Draft motor vehicles emission budgets will be shared with BMC staff later this week. Budgets are for the years 2014, 2025, and 2030. BMC staff will respond to MDE within 2 weeks on how the draft budgets will work within the TIP process. MDE plans to start the public review process in late April and then submit the SIP to EPA in the early June timeframe.

Mr. Aris said that this is really good news, that the region is meeting the standard. In response to a question from a BRTB member regarding how this will affect the TIP and transportation projects, Mr. Brun said that the maintenance SIP will have to have to show controls that are already in place and with future modeling, how the region will remain in attainment of the 2008 ozone standard. Ms.

Tomlinson said that when the EPA approves (or deems adequate) new budgets, the region will have to meet these new budgets in conformity analyses.

Ms. Aris briefly described the purpose of the federal certification review in assessing the regional planning process. A flyer was distributed announcing the public comment opportunity on Monday, April 25. Members of the public were encouraged to attend to meeting or to send in comments to the federal team.

***[Handout: Flyer for How to Share Your Comments with FHWA/FTA]***

Ms. Bihui Xu shared information on a webinar that is designed to teach applicants what makes TIGER applications competitive, what USDOT has looked for in previous rounds, the role of your application's benefit-cost analysis, the importance of non-federal matching dollars, and typical mistakes to avoid. The webinar also provides information about Smart Growth America's technical assistance offerings and opportunities to get professional help applications. Ms. Aris agreed to share the link with the members.

The meeting adjourned at 10:25 A.M.

**ATTENDANCE**

***Members***

Alexandra Brun (for Tad Aburn) MD Dept. Environment, Air Quality Planning & Monitoring Program  
Tyson Byrne (for Heather Murphy), Maryland Department of Transportation  
Steve Cahoon, Queen Anne's County Department of Public Works  
Lynda Eisenberg, Carroll County Department of Planning  
Emery Hines, Baltimore County, Department of Public Works  
Clive Graham, Howard County, Office of Transportation  
Tony McClune, Harford County, Department of Planning  
Frank Murphy, Baltimore City Department of Transportation  
Sally Nash, City of Annapolis, Department of Planning  
Bihui Xu, Maryland Department of Planning, Transportation Planning

***Staff and Guests***

Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division  
Regina Aris, Baltimore Metropolitan Council (BMC)  
Christie Mainley-Barth, Maryland Transit Administration (MTA)  
Robert Berger, BMC  
Kelly Cartales, Central Maryland Regional Transit (CMRT)  
Ed Cohen, MTA CAC and MTA CACAT  
Lindsay Donnellon, FHWA  
Chris Firehock, CMRT  
Blake Fisher, BMC  
Terry Freeland, BMC

Laura Getty, MTA  
Scott Graf, Chair, Technical Committee  
Andrew Hall, Baltimore City resident  
Don Halligan, BMC  
Victor Henry, BMC  
Zach Kaufman, BMC  
Terry Lippa, MTA  
Phil Lacombe, CMRT  
Richard Nav, Kimley-Horn  
Kevin Quinn, MTA  
Kevin Racine, Harford County resident  
Greg Shafer, Chair, Public Advisory Committee  
Rebecca Smith, BMC  
Charles Thomas, Baltimore City resident  
Sara Tomlinson, BMC  
Ted Yurek, State Highway Administration

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board