

BALTIMORE REGIONAL TRANSPORTATION BOARD

March 27, 2018

Baltimore Metropolitan Council

9:10 to 11:05 A.M.

MINUTES

The 296th meeting was called to order at 9:10 A.M. by the Chair, Ms. Michelle Pourciau.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December 2017 and January 2018 BRTB meetings was made by Ms. Pourciau. A motion was made by Mr. Robert Andrews to approve the minutes and seconded by Ms. Lynda Eisenberg. Both sets of minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public offered comments at this meeting.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that the comment period on funding for several major congestion easement projects in 2018-2021 TIP and *Maximize2040* closed on Wednesday, March 14, 2018. Two members of the public shared [comments](#) about bicycle access on the US 40 Bridge Replacement Project. The comment period on the BRTB Budget & Work Program (UPWP) for 2019 closed on March 23, 2018, with no comments received from the public.

Ms. Haines Benkhedda reported that the first in a series of “Women Who Lead” events was held on March 26 in Columbia, MD. The event, co-sponsored by the Columbia Association featured a screening of *Citizen Jane: Battle for the City* and had excellent turnout.

Lastly, staff is working with the PAC on the first *Every Voice Counts Transportation Academy*, scheduled for Saturday, May 5 at Impact Hub Baltimore. *Every Voice Counts* will bring together approximately 75 residents, community leaders, and non-traditionally engaged participants for a daylong workshop to learn, in plain language, about the transportation decision-making process and understand how to be better engaged in the decision-making process by knowing who to contact and when. Staff are

currently soliciting sponsors for the event, as well as partners to share information with participants during a networking session. Ms. Haines Benkhedda asked for the BRTB members support in identifying participants for the event, as well as securing sponsors and partners.

[Handout: March Public Involvement Report –with public comments]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- Maryland Transportation Authority (MDTA) presented details of the I-95 Section 200 Express Toll Lane (ETL) project.
- The PAC reviewed the [proposed funding changes for several major congestion easement projects](#) and voted as follows:
 - I-695: I-70 to MD 43 – The PAC *does not endorse* (3 For, 8 Against, 4 Abstain) this project.
 - I-695: I-95 to MD 122 and I-70 at I-695: Triple Bridges Study – The PAC supports (13 for, 3 against) removal of these two projects from the TIP.
 - I-95 Express Toll Lane (Section 200) – The PAC *does not endorse* (5 for, 10 against) this project as presented.
 - US 40: Bridge Replacements over Little & Big Gunpowder Falls project – The PAC supports (8 For, 4 Against, 2 Abstain) the replacement of this bridge. However, members feel that protected bicycle facilities should be included on the bridge as US 40 is a bicycle route and part of the East Coast Greenway. Previous and current bridge reconstruction projects along US 40 did not provide any MOT for bicycles, forcing them to share the lane at greater than 60 mph. In addition, unlike along the typical section of roadway, a bicyclist has nowhere to bail out to the side of the road on a bridge. Although not required as part of AASHTO design guidelines, an 8-10' shoulder appears to be able to be incorporated without any major changes to the bridge design.
 - I-83: Bridge Replacement over Padonia Road project – The PAC supports (14 For, 0 Against, 1 Abstain) the replacement of this bridge.

[Handout: PAC Resolution #2018-01 on proposed amendments to the TIP and Maximize2040]

- The ad-hoc equity subcommittee outlined recommendations for meetings with local jurisdictions about the draft policy statement on equity to guide BRTB plans and programs.
- The *Every Voice Counts Transportation Academy* ad-hoc committee continued to meet and work with staff to implement the event plan.
- PAC members received a presentation from staff on the draft FY 2019 UPWP. The PAC will discuss and provide comments at its April meeting.

5. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Terry Freeland reported the following from the March 6 Technical Committee meeting:

- Members discussed the three resolutions described by the PAC. After discussion, all three resolutions were approved to move to the BRTB.
- A representative of UMD presented the objectives of data analytics and modeling methods for tracking and predicting origin-destination travel trends based on mobile device data. The project is geared to produce origin-destination (O-D) tables, at both the national and metropolitan levels, using all three major sources of mobile device data: cell phones, GPS, and smartphone apps. The project team will categorize data by mode, trip purpose, time period, and socioeconomic and demographic characteristics.
- Members reviewed progress on the UPWP and that no comments were received from the public.
- Members were asked for their interest in participating in an electric vehicle charging station survey. Due to the VW settlement, Maryland has an opportunity at no cost to increase the infrastructure around EVs.
- The spring schedule for the Transportation Alternatives competitive funding program was announced.
- There was a brief discussion of the update to the Public Participation Plan that is underway. The most significant change is to which TIP/Plan amendments will have a public meeting.

6. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-10

The BRTB was asked to consider Resolution #18-10 in support of an amendment to *Maximize2040* and the *2018-2021 TIP*, as well as the associated air quality conformity determination. Mr. Todd Lang said that MDTA is requesting to add the I-95 Express Toll Lane Northbound Extension project to *Maximize2040* and the *2018-2021 TIP* to address capacity, operational, and safety concerns along northbound I-95. The estimated total cost of the project is \$210 million and will be financed with MDTA toll revenues.

The amendment was publicized for public review from February 12, 2018 through March 14, 2018 with three public meetings and a presentation to the Public Advisory Committee on March 7. No public comments were received on this project. The Technical Committee recommended approval of Resolution #18-10 while the PAC did not endorse the resolution. The Interagency Consultation Group has determined that the project will not worsen the region's air quality or delay the timely attainment of national air quality standards.

Ms. Pourciau asked for a motion. Mr. Andrews made a motion to move Resolution #18-10 and Ms. Lynda Eisenberg seconded the motion. Ms. Pourciau asked if there was any discussion by the members and then by the audience. Ms. Sally Nash asked why the express toll lanes cannot also be used as HOV lanes. Ms. Heather Murphy responded that the technology is not in place to enforce HOV lanes. In addition, the policy for express toll lanes in Maryland is structured such that they have set prices where each user pays. The policy is slightly different in Virginia, where some toll lanes also function as HOV lanes. In that case, VDOT reimburses the operator of the express toll lanes for each HOV user. Mr. Steve Cohoon asked if funding for this project and SHA's I-695: I-70 to MD 43 project effects funding

for other TIP projects. Mr. Lang responded that the MDTA project does not impact funding for other TIP projects as it is funded with MDTA toll revenues. Funding for the SHA project may be reallocated from other projects, though it does not necessarily effect projects in the Baltimore region. Ms. Pourciau asked for a vote and Resolution #18-10 was passed with unanimous support from the members.

[Handout: Summary of TIP/Plan Amendments]

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-11

The BRTB was asked to consider Resolution #18-11 in support of an amendment to *Maximize2040* and the *2018-2021 TIP*, as well as the associated air quality conformity determination. Mr. Lang said that SHA is requesting to add the I-695: I-70 to MD 43 project to *Maximize2040* and the *2018-2021 TIP*. The project proposes to implement an Active Traffic Management project on I-695 involving the use of the inside shoulders for the a.m. and p.m. peak periods. The estimated total cost of the project is \$251 million. SHA also proposes, as part of the scope of these amendments, to remove the I-695: I-95 to MD 122 (Southwest Beltway) project from *Maximize2040* and the *2018-2021 TIP* as well as the I-70 & I-695: Triple Bridges Study from the *2018-2021 TIP*. The triple bridges project is now a part of the I-695: I-70 to MD 43 project.

The amendment was publicized for public review from February 12, 2018 through March 14, 2018 with three public meetings and a presentation to the Public Advisory Committee on March 7. No public comments were received on this project. The Technical Committee recommended approval of Resolution #18-11 while the PAC did not endorse the resolution. The Interagency Consultation Group has determined that the project will not worsen the region's air quality or delay the timely attainment of national air quality standards.

Ms. Pourciau asked for a motion. Ms. Sally Nash made a motion to move Resolution #18-11 and Mr. Andrews seconded the motion. Ms. Pourciau asked if there was any discussion by the members and then by the audience. Members discussed the structure of the project. Mr. Lang clarified that the triple bridges project at the I-695 and I-70 interchange is now a part of this project. The total project cost includes \$151 million for hard running inside shoulders and \$100 million for the design and construction of the I-695 and I-70 interchange. Ms. Xu asked if this project will worsen the region's air quality. Mr. Lang responded that the travel demand model isn't equipped to conduct project level analysis. This analysis is more likely to be included in the NEPA analysis for the project. Ms. Pourciau asked for a vote and Resolution #18-11 was passed with unanimous support from the members.

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-12

The BRTB was asked to consider Resolution #18-12 in support of an amendment to the *2018-2021 TIP*. Mr. Lang said that SHA is requesting to update funding for two projects that are currently in the *2018-2021 TIP*. This involves: 1) adding federal funds for construction and state funding for preliminary engineering for the I-83 bridge replacement over Padonia Road; and 2) switching federal funding

sources and updating preliminary engineering, right of way, and construction funds for the US 40 bridge replacements over Little and Big Gunpowder Falls.

The amendment was publicized for public review from February 12, 2018 through March 14, 2018 with three public meetings and a presentation to the Public Advisory Committee on March 7. There were two public comments recommending the addition of separated bicycle and pedestrian facilities to the US 40 bridge replacement project. Both the Technical Committee and the PAC recommended approval of Resolution #18-12. The PAC endorsement also recommended that the US 40 bridge replacement project incorporate separated bicycle facilities. The Interagency Consultation Group has determined that both projects are exempt from the requirement to determine conformity according to the conformity rule.

Ms. Pourciau asked for a motion. Ms. Murphy made a motion to move Resolution #18-12 and the motion was seconded. Ms. Pourciau asked if there was any discussion by the members and then by the audience. Mr. Clive Graham asked if the BRTB could amend the resolution based on comments from the PAC and the public regarding the addition of separated bicycle and pedestrian facilities to the US 40 bridge replacement project. The amended resolution would state that based on comments from the public and the Public Advisory Committee, it is recommended that if barrier separated bicycle and pedestrian accommodations can be made on the US 40 bridges over the Big and Little Gunpowder Rivers, within the framework of the AASHTO guidelines, the BRTB supports those accommodations. Mr. Graham made a motion to move the amended Resolution #18-12 and Ms. Nash seconded the motion. Ms. Pourciau asked for a vote and the amended Resolution #18-12 was passed with unanimous support from the members.

9. CONCEPT OF OPERATIONS FOR THE BALTIMORE WASHINGTON INTEGRATED CORRIDOR MANAGEMENT PROJECT

Mr. Subrat Mahapatra (MDOT-SHA), Mr. Tom Jacobs (University of Maryland Center for Advanced Transportation Technology), and Ms. Eileen Singleton (BMC) provided an update on the Baltimore-Washington Integrated Corridor Management (ICM) project. Integrated Corridor Management refers to the management and operation of a corridor as a complete system rather than individual components.

The Baltimore-Washington ICM project covers the geographic area between the beltways from US 29 to I-195; stakeholders include local, regional, state, and federal entities in the corridor. There are currently several other transportation system management and operations (TSMO) projects in the corridor and the B-W ICM project supports these other projects. The objective of this project is to develop three products: 1) Concept of Operations; 2) Analysis Modeling and Simulation Plan; and 3) Deployment Approach Plan. The project team developed goals, objectives, and performance measures for the ICM.

The high-level design diagram shows the types of systems that are in the corridor; the data from these systems would be integrated in a data warehouse and used by the Decision Support System (DSS) to select, in real time, the correct approach to manage traffic in the corridor. The next step in this process would be to develop high-level requirements for the ICM DSS. The requirements for the ICM DSS would

consider how to use currently available data as well as future data sources, such as from connected and automated vehicles.

Potential ICM strategies include data collection and system monitoring, travel demand monitoring, information sharing, promoting transit and car sharing, smart parking systems, improving traffic operations and incident response, and capacity enhancement.

In response to a question about whether the project is coordinating with the I-95 Corridor Coalition work, Mr. Jacobs responded that they are very familiar with the I-95 Corridor Coalition work and the executive director works out of the UMD so he is able to coordinate with her regularly.

The timeline for full deployment of the ICM would be five to ten years; however, benefits from coordination have already been realized from this project and it is expected that we would continue to show benefits from continued work to develop the ICM, particularly through increased coordination of business processes and institutional processes.

Mr. Graham was happy to see pedestrian traffic mentioned, particularly for US 1, which has had pedestrian safety issues recently. It was noted that US 1 is a state Smart Traffic Corridor.

There was a question about what percent of traffic on I-95 is interstate. Mr. Mahapatra replied that he has seen estimates of five to ten percent.

[PowerPoint: Baltimore Washington Integrated Corridor Management Pilot Project]

10. PRESENTATION ON A NEW REPORT OUTLINING THE REGIONAL ECONOMIC BENEFIT OF BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

Mr. Tony Storck, Director of Air Service Development and Strategic Analysis for the Maryland Aviation Administration, provided an overview of operations at BWI airport. The good news is that BWI continues to increase domestic and international passengers as well as cargo traffic. While Dulles is the largest airport by land mass and carriers, it carries the least amount of passengers of the three area airports. In response to a question, Mr. Storck responded that Southwest Airlines has 55 percent of the gates at BWI yet carries 75 percent of the passengers. Mr. Storck shared a range of new carriers and/or expanded routes such as Air Canada, Alaska Airlines, Icelandair, Spirit, vacation express, and wow air. There was also a question about whether the success of the airport is affecting the quality of life in surrounding communities. The impact is not from the number of flights but there is concern from some due to the Federal Aviation Administration's NextGen program. MDOT-MAA maintains a noise mitigation program in the Maryland Consolidated Transportation Program. *[NextGen is the FAA-led modernization of the nation's air transportation system. Its goal is to increase the safety, efficiency, capacity, predictability, and resiliency of American aviation. This overhaul will improve how we fly from departure to arrival. Airlines, pilots, and air traffic controllers gain better information and tools that help passengers and cargo arrive at their destinations more quickly, while aircraft consume less fuel and produce fewer emissions.]*

The total economic impact of BWI airport at \$9.3 Billion is significant for the Baltimore region and the state. With state and local taxes reaching \$416.5 Million and onsite jobs numbering 24,211, the airport

represents a major economic generator. Mr. Storck also reviewed an array of facilities improvements that cover items such as the International Concourse extension, pavement reconstruction, and the loading bridge replacement program. Mr. Storck also mentioned quarterly surveys of outgoing visitors to measure customer experience. This led to a question about whether or not there is data on how visitors access BWI and if there is adequate access from Baltimore City.

[PowerPoint: BWI Marshall Airport]

11. OTHER BUSINESS

Ms. Heather Murphy discussed the article in the Baltimore Sun that describes the Boring Company's Loop System project. The Loop is a proposed project that will provide an all-electric underground intercity rail project between Baltimore and Washington. FHWA has determined that affected MPOs do not need to conduct an air quality determination, which will be conducted as part of the NEPA study.

Mr. Lang shared a flyer for a new Statewide Transit Innovation Grant program that supports local efforts to improve transit reliability, improve access and connection to activity centers, and improve transit mobility operations. Applications are due by June 27, 2018.

[Handout: How Does Innovation Drive You? Statewide Transit Innovation Grant]

The meeting adjourned at 11:05 A.M.

ATTENDANCE

Members

Robert Andrews, Harford Transit
Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division
Laurie Brown, (for Holly Arnold) Maryland Transit Administration (MTA)
Alexandra Brun, (for Tad Aburn) MD Department of the Environment
Steve Cohoon, Queen Anne's County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Clive Graham, Howard County, Office of Transportation
Heather Murphy, Maryland Department of Transportation, OPCP
Michelle Pourciau, Baltimore City Department of Transportation
Sally Nash, City of Annapolis, Department of Planning
Alex Rawls, (for Tony McClune) Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Bihui Xu, Maryland Department of Planning

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)

Regina Aris, BMC
Robert Berger, BMC
Tyson Byrne, MDOT
Monica Haines-Benkhedda, BMC
Kathy Falk, Kimley-Horn
Blake Fisher, BMC
Terry Freeland, BMC
Victor Henry, BMC
Nancy Huggins, KFH for MTA
Tom Jacobs, University of Maryland CATT Lab
Dan Janousek, MDOT
Zach Kaufman, BMC
Todd Lang, BMC
Subrat Mahapatra, State Highway Administration
Eric Norton, Chair, Public Advisory Committee
Eileen Singleton, BMC
Rebecca Smith, BMC
Tony Storck, Maryland Aviation Administration

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board