

BALTIMORE REGIONAL TRANSPORTATION BOARD

May 22, 2018

Baltimore Metropolitan Council

9:02 to 10:45 A.M.

MINUTES

The 298th meeting was called to order at 9:02 A.M. by Ms. Valorie LaCour.

Tony McClune was recognized with a plaque in honor of his retirement.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the April 24, 2018 BRTB meeting was made by Ms. LaCour. 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. Kevin Racine, a resident of Harford County, shared a recent frustrating experience on the MARC train to Harford County. He reported the train did not show up and although riders were eventually given free taxi rides home, there was a lack of information readily available. Mr. Racine suggested that Rideshare coordinators could have assisted in coordinating rides or sharing more information.

Mr. Racine also thanked Mr. McClune for his assistance over the years by talking with him and helping him get the information or assistance he needed.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared highlights of current public involvement activities:

- The comment period on the [BRTB's Draft 2018 Public Participation Plan](#) remains open for a 45-day public review through May 24. No comments have been received to date.

- BMC staff are opening a BRTB comment period on the 2019-2021 Transportation Improvement Program (TIP) and corresponding Air Quality report on May 23, with an open house with BRTB member agencies and project sponsors on Tuesday, June 12 from 5:30 to 7:30 at BMC.
- Staff worked with the PAC to prepare for the Every Voice Counts Transportation Academy on Saturday, May 5 at Impact Hub in Baltimore. Approximately 60 residents, community leaders, and non-traditionally engaged participants came out for a daylong workshop. Ms. Haines Benkhedda thanked sponsors for their generous donation of \$2,700 for the inaugural event. She also thanked Ms. Odessa Phillip of Assedo Consulting who gave an inspiring keynote speech. A survey of participants is being conducted, as well as a debrief with staff and PAC volunteers, and will be reviewed to determine if the event will be held again.
- Lastly, Ms. Haines Benkhedda reported that due to recent rainstorms, BMC announced the postponement of Bike to Work Day in the Baltimore region until Friday, June 1. Riders may register for one of 45+ events around the region at Bike2WorkCentralMD.com.

[Handout: Public Involvement Report for May 2018]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- Mr. Brian Shepter, Director of External Relations for the BMC, provided a summary of key transportation-related legislative issues from the 2018 Maryland General Assembly.
- Ms. Regina Aris provided members with an update on the process to develop *Maximize2045: A Performance-Based Transportation Plan*, including an update of the [project prioritization process and scoring methodology](#).
- Ms. Haines Benkhedda shared highlights of proposed changes to the [BRTB's Draft 2018 Public Participation Plan](#), open for a 45-day public review through May 24.
- PAC members finalized preparations for the Every Voice Counts Transportation Academy. Mr. Norton reported he was very impressed with all of the people who turned out and thanked Ms. Haines Benkhedda for her work with the PAC volunteers to take their idea for an event and bring it to fruition.
- The PAC is turning its attention back to the equity policy framework, submitted to the BRTB in December. Mr. Norton inquired about the task force suggested by Ms. Michelle Pourciau, and noted that the PAC will be updating its bylaws in June to recommend the Equity work group be a formal PAC Subcommittee.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson (BMC) provided an update from the May 16th ICG meeting. The ICG approved the results of the Conformity Determination of the 2019-2022 TIP and Amended Plan to be released for public comment. For this conformity determination, both the 1997 and 2008 Ozone NAAQS are being addressed with the same motor vehicle emission budgets. The emissions of nitrogen oxides (NOx) and volatile organic compounds (VOCs)

resulting from the transportation network with implementation of TIP and Plan projects, as scheduled, do not result in emissions above the budget.

Also, on April 30, 2018, the EPA designated the Baltimore region as “marginal” nonattainment for the new 2015 Ozone NAAQS of 70 ppb. Marginal areas do not require an attainment SIP to be developed. However, the BRTB is required to conduct a conformity determination by the end of next June to address this new air quality standard. Attainment of the standard is required in three years. Guidance on how to address the 2015 Ozone NAAQS in conformity has not yet been released.

She also mentioned the DC Circuit Court ruling vacating the revocation of the 1997 ozone NAAQS. There are “orphan” nonattainment areas in which they were nonattainment for the 1997 standard, but attaining the 2008 standard. Therefore, they have not had to perform a conformity determination in a number of years. One of the orphan areas is Kent and Queen Anne’s county. The Baltimore region is a “non-orphan” area, which means they were nonattainment for the 1997 standard *and* nonattainment for the 2008 standard. The Baltimore region can address the revocation by adding back in the 1997 ozone NAAQS to the conformity determination process. It is included in the current conformity determination out for public review.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Steve Cohoon reported the following from the May Technical Committee meeting:

- Resolution #18-15: Staff briefed the TC on the proposed Letter of Agreement (LOA) and accompanying resolution on the Performance Based Planning Process (PBPP) as required by MAP-21 and the FAST Act. The LOA and resolution together serve as the federally required written agreement outlining why the PBPP is needed, how the PBPP will work, how general roles and responsibilities will be assigned to stakeholders in the 3C metropolitan transportation planning process, and when the PBPP will take effect. The resolution was unanimously approved.
- Resolution #18-16: SHA presented information on the performance measures related to annual peak hour excessive delay (PHED) per capita and percent of non-single occupancy vehicle (non-SOV) travel. Federal law and regulations require states and MPOs to agree on a single set of targets for urbanized areas. The due date for MDOT and the BRTB to set the joint targets is May 20, 2018, and the BRTB has until 180 days after that date (i.e., November 2016) to adopt the targets. The committee voted unanimously to endorse the draft resolution, with the caveat that the PHED targets will be adjusted following the “pencils-down” deadline.
- Project evaluation criteria for *Maximize2045*: The committee agreed to adopt the same criteria used to evaluate projects for the current plan, *Maximize2040*. BMC staff will prepare a draft resolution for the committee’s consideration in June 2018.
- Existing and committed projects for *Maximize2045*: Harford County and Howard County had minor changes to the list of E+C projects. Mr. Freeland gave these changes to BMC’s modeling staff.
- Report on building permit activity in the region: Staff presented a summary of the region’s building permit activity. A highlight is the 12.5 percent decline in the total number of housing units permitted from 2016 to 2017. Industrial uses dominated the non-residential categories, due to the continued development at Tradepoint Atlantic.

- Nominating Committee: MDOT and Harford County will confer and come up with recommendations for members to serve as the next committee chair and vice chair, to be considered at the June meeting.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-15

Mr. Todd Lang presented Resolution #18-15 that provides a framework for documenting written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region. This agreement will become an addendum to the Master Agreement originally signed in 1992. This agreement will be signed by MDOT, MTA and Mr. Lang as secretary of the BRTB. Once this is in place the Master Agreement will be updated. This agreement will be circulated to all members over the summer and will require the signature of the chief elected official.

Ms. LaCour asked for a motion which Mr. Robert Andrews provided. Ms. Mary Lane offered a second to the motion. There were no questions or comments from the public. The motion passed unanimously.

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-16

Mr. Terry Freeland presented information on the proposed performance targets for annual PHED per capita and percent of non-SOV travel. Per federal requirements, MDOT and the BRTB must agree on a unified set of targets for the Baltimore urbanized area.

Following the presentation, members asked questions about the implications of these targets. Ms. Sally Nash commented on the increase in hours of excessive delay from the 2-year mark to the 4-year mark and asked whether MDOT and the BRTB should think about setting a more aggressive 4-year target. Mr. Freeland replied that the targets are based on recent trends and that the board can revisit the issue at the 2-year mark. Ms. Nash also asked about the consequences of not meeting targets, to which Mr. Freeland replied that all DOTs and MPOs are feeling their way through the process with this first performance-based cycle. Also, the federal agencies understand this and will be in guidance mode rather than enforcement mode. Again, the board can take another look at how the process is unfolding as each subsequent year's data become available.

Ms. LaCour asked about the due dates for other targets, and Mr. Freeland responded that MPOs have until November 2018 to set the PM2 targets (bridge and pavement condition) and the remaining PM3 targets (reliability, freight reliability, and emissions reduction). Also, FTA has not yet issued the final rule for transit safety performance measures so due dates for those targets are undetermined at this time.

Mr. Robinson noted that the board needs to recognize that issues and concerns related to regional trends and performance may not necessarily be the same as the issues and concerns that individual jurisdictions may have about trends and performance. Ms. Nash moved that the board adopt the

proposed unified PHED and non-SOV travel targets. Ms. Heather Murphy seconded the motion. The members voted unanimously in favor of the motion.

9. REPORT FROM THE NOMINATING COMMITTEE ON BRTB OFFICERS

The Nominating Committee (consisting of Howard County and MDOT) recommend the following slate of Officers for the BRTB for Fiscal Year 2019: Baltimore City – Chair, Carroll County – Vice Chair. There were no other nominations. The vote for officers will occur at the June 26th BRTB meeting.

10. U.S. 1 SAFETY EVALUATION

Mr. Chris Eatough, Bicycle and Pedestrian Coordinator for Howard County, provided an update on a FY 2018 UPWP funded study along the 10.9-mile section of U.S. 1 from Elkridge to North Laurel. In 2016 this corridor experienced 257 total crashes of which 161 resulted in property damage, 92 injuries, and 4 fatal crashes with 5 pedestrian fatalities. The corridor is transitioning from commercial/industrial to mixed use and residential. It currently experiences high levels of truck traffic. There are limited bike lanes and sidewalks in the corridor. A review was conducted of bus stop locations and safe crossing locations.

The corridor was divided into four focus areas (Laurel, Whiskey Bottom Road, MD 175/Jessup, and Elkridge) based on roadway and traffic characteristics. Using input from a broad range of stakeholders including public feedback, the team developed a range of issues (high vehicle speed incongruent with pedestrian activity, inadequate visibility, lack of pedestrian crossings, and lack of sidewalks or bike facilities and a connected non-motorized network) and proposed solutions for each of the focus area segments. The consultant is working on finalizing the toolbox with a report completed by early summer.

Members wanted to know if SHA was working with the County. SHA is participating since it is a state facility and is pursuing a road diet in the Laurel area. Members also wanted to know if SHA was amenable to lower speeds and yes they are working with Howard County. The county will also be initiating a land use study in the corridor this year that will consider the project recommendations.

[PowerPoint: U.S. 1 Safety Evaluation]

11. ANNE ARUNDEL TRANSPORTATION COMMISSION

Mr. Ramond Robinson found when he started working for the county that they did not have a commission and made a recommendation to the Executive who put one in place. This new commission has 12 members that includes representation from the City of Annapolis. The commission has a wide-ranging mission and has specific transportation priorities in the areas of transit, highway, bicycle and pedestrian users. These efforts are to coordinate activity in the county as well as with state and local partners. The commission will support comprehensive planning efforts and travel demand reduction

efforts. The commission meets monthly. Recently, the commission members assisted the County with a request to identify locations for bike racks and were able to help out with recommendations.

[PowerPoint: Anne Arundel County Transportation Commission]

12. OTHER BUSINESS

- Mr. McClune took the opportunity to thank the members for the plaque recognizing his years of service. Mr. McClune also graciously thanked BMC staff for their level of professionalism and for making themselves available to the county as needed.
- Ms. Regina Aris referred members to an invitation from MDOT for a TDM workshop to be held in late May. This is an opportunity to coordinate input amongst local staff to share with MDOT on the direction of the program. The TDM efforts have taken on a new purpose with the recent performance measures on congestion and emissions.
- Ms. Aris also asked for representation from each member in the upcoming TIP/conformity public meeting on June 12. It is one time per year that members will be asked to have someone be available to answer questions on their proposed projects.

The meeting adjourned at 10:45 A.M.

ATTENDANCE

Members

Robert Andrews, Harford County Office of Community and Economic Development
Kwame Arhin, Federal Highway Administration (FHWA), Maryland Division
Alexandra Brun, (for Tad Aburn) MD Department of the Environment
Steve Cohoon, Queen Anne's County Department of Public Works
Zach Chissel, (for Holly Arnold) Maryland Transit Administration (MTA)
Clive Graham, Howard County, Office of Transportation
Tony McClune, Harford County, Department of Planning
Valorie LaCour, (for Michelle Pourciau) Baltimore City Department of Transportation
Mary Lane, (for Lynda Eisenberg) Carroll County Department of Planning
Heather Murphy, Maryland Department of Transportation, Office of Planning & Capital Programming
Sally Nash, City of Annapolis, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Bihui Xi, Maryland Department of Planning

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC

Tyson Byrne, MDOT
Chris Eatough, Howard County
Monica Haines Benkhedda, BMC
Kathy Falk, Kimley-Horn
Blake Fisher, BMC
Terry Freeland, BMC
Dan Janousek, MDOT
Todd Lang, BMC
Eric Norton, Chair, Public Advisory Committee
Kevin Racine, Citizen
Rebecca Smith, BMC
Sara Tomlinson, BMC
Cindy Wyatt, Anne Arundel County Transportation Commission

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board