

BALTIMORE REGIONAL TRANSPORTATION BOARD

June 26, 2018

Baltimore Metropolitan Council

9:02 to 10:39 A.M.

MINUTES

The 299th meeting was called to order at 9:02 A.M. by the Vice Chair, Ms. Lynda Eisenberg.

Ms. Eisenberg welcomed Mr. Alex Rawls who will be representing Harford County on the BRTB since Mr. Tony McClune has retired.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the May 22, 2018 BRTB meeting was made by Ms. Eisenberg. A motion was made by Mr. Robert Andrews to approve the minutes and seconded by Ms. Sally Nash. The 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 B. Haines Benkhedda reported that the comment period on the 2019-2022 Transportation Improvement Program (TIP) closed Monday, June 25 and comments submitted by yesterday afternoon are included in the Public Involvement report. Staff will work with BRTB members to review and respond to public comments. Ms. Haines Benkhedda thanked BRTB members for attending the Transportation Fair/TIP public meeting on June 12. Staff issued a survey to participants to solicit their input on the event. Ms. Eisenberg thanked staff for coordinating the event, which she received positive feedback on from several participants.

Ms. Haines Benkhedda noted that staff have attached comments received on the draft 2018 Public Participation Plan and will review during that action item.

[Handout: June 2018 Public Involvement Report with public comments]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

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

- BMC staff presented information about the 2019-2022 TIP and the PAC approved PAC Resolution #2018-03 with comments on the 2019-2022 TIP.
- The PAC approved PAC Resolution #2018-04, recommending staff work with the PAC to organize additional Every Voice Counts Academies around the region.
- The PAC Equity Subcommittee reviewed a number of approaches to addressing equity by other MPO's and has provided additional information and examples to staff. The subcommittee recommended the idea raised in December 2017 of having a BRTB taskforce or ad hoc committee to look at equity. The PAC affirmed this idea via PAC Resolution #2018-05 and Mr. Norton noted that the PAC's hope is that they could utilize a taskforce to begin the discussion with the BRTB about equity and possible ways the BRTB could better address it in the region's planning process.
- The PAC requested an update from MDOT as to the progress of implementing the Commuter Choice Maryland benefit and the possibility of offering the benefit for state employees.

[Handout: PAC Resolutions #2018 - 03 through 05]

5. REPORT FROM THE TECHNICAL COMMITTEE

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

- Resolution #18-17: BMC staff provided background on the development of the proposed CMAQ emission reduction transportation performance targets. Staff proposed that the TC recommend BRTB adoption of the MDOT-developed targets.
- Resolution #18-18: BMC staff shared highlights of proposed changes to the BRTB's Draft 2018 Public Participation Plan, open for a 45-day public review through May 24. The draft PPP includes updates to the "interested parties" list to meet current regulations, as well as a proposed policy change for amendments to the TIP and long-range transportation plan. One member of the public submitted comments during the comment period. Staff have reviewed these comments and recommend that they be considered in coordination with an upcoming consultant activity on evaluating public involvement activities. BMC staff recommended moving forward at this time with an approval to meet federal requirements for the PPP.
- Resolution #18-19: BMC staff gave a brief overview of the Round 9 socioeconomic forecasts, which will be used for local and regional transportation and air quality planning purposes. Round 9 has three structural changes from Round 8B: a new base year, 2015; an extension of the forecast horizon from 2040 to year 2045; and the inclusion of the entirety of Queen Anne's County (rather than just the urbanized portion).

- Resolution #18-20: BMC staff introduced the resolution to recommend adoption of project evaluation criteria for the 2019 regional long-range transportation plan, *Maximize2045*. The TC has reviewed the proposed criteria, which remain the same as the criteria used in the project evaluation process for the 2015 plan. Staff stated that, once the evaluation criteria are in place, staff will send the project submittal form to the jurisdictions for their use in submitting the necessary information.
- Representing the Nominating Committee, Mr. Rawls recommended a slate of officers for the TC for Fiscal Year 2019. Queen Anne's County was recommended for Chair and Howard County for Vice Chair. No additional nominations were offered from the floor. The vote will take place next month.
- Presentation: PM2 Bridge and Pavement Conditions Targets: Ms. Meredith Hill, MDOT-SHA, presented an update on the process and methodology for setting bridge and pavement condition targets as well as an overview of statewide targets. She reported that the percentage of NHS bridges classified as in good condition for the baseline generated from the 2017 National Bridge Inventory data is 29.5% and the percentage of NHS bridges classified as in poor condition is 2%. Then she described the 9,037 lane miles of pavement inventory and condition, breaking it down by owner for both interstate and non-interstate. The interstate baseline condition is 61.2% good, the non-interstate baseline is 35.1% good and 6.5% poor. Next steps include an August meeting with staff from local jurisdictions, BMC, and SHA to discuss MPO target setting. MPO targets must be approved before November 16, 2018 by the BRTB with the final state TAMP due in June 2019.

6. ELECTION OF BALTIMORE REGIONAL TRANSPORTATION BOARD OFFICERS FOR FISCAL YEAR 2019

Ms. Eisenberg reiterated the report from the BRTB Nominating Committee in May that recommended Baltimore City for Chair and Carroll County for Vice Chair as Officers for FY 2019. There were no nominations offered from the floor. The Baltimore Regional Transportation Board officers were unanimously approved.

7. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-17

Ms. Sara Tomlinson provided background on the CMAQ-related resolution. Federal regulations require the MPO to develop 2- and 4-year targets for NOx and VOC emission reductions achieved through CMAQ-funded transportation projects. CMAQ is the Congestion Mitigation and Air Quality Improvement Program. The BRTB can adopt the state-developed target, or adopt their own. The performance period is 10/1/2017 to 9/30/2021. MDOT targets were due on May 20th of this year, while the MPO targets are due 180 days later. BMC staff recommends that the BRTB adopt the transportation performance measure target for emission reductions from CMAQ projects, which was developed by MDOT and their consultant. They developed a two-part approach for calculating emission reduction targets for 2-year and 4-year periods. This approach is a combination of estimating reductions from MDOT SHA projects and MDOT

MTA projects. The approach for the MDOT SHA projects was to estimate the emissions reductions achieved yearly for 2014-2017, average it, adjust the numbers to take into account that the average vehicle's emissions are getting cleaner every year, then project emission reductions resulting from CMAQ-funded projects out for the next four years. For the MDOT MTA projects, the emission reductions expected to be achieved through programmed MDOT MTA bus replacements are being used as part of the overall target. Only projects funded through the CMAQ program can be counted towards achievement of the target, so an MPO would likely not use non-CMAQ funded projects to develop a target. The targets up for approval are 2-year reductions of VOC of 6.59 kilograms per day, 4-year reductions of VOC of 7.87 kg/day, 2-year reductions of NOx of 88.57 kg/day, and 4-year reductions of NOx of 123.39 kg/day.

[PowerPoint: CMAQ Emission Reduction TPM].

8. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-18

Ms. Haines Benkhedda shared highlights of proposed changes to the [BRTB's Draft 2018 Public Participation Plan](#), which closed on May 24 after a 45-day public review. The draft PPP includes updates to the "interested parties" list to meet current regulations, as well as a proposed policy change for amendments to the TIP and long-range transportation plan and other "minor" changes such as identifying Queen Anne's County as a member of the BRTB. One member of the public submitted comments and staff recommend that these comments be incorporated into upcoming consultant activities on evaluating public involvement activities.

Ms. Eisenberg asked for a motion which was made by Mr. Cohoon and seconded by Ms. Heather Murphy. The resolution was approved unanimously.

[PowerPoint: 2018 Public Participation Plan – Changes and Comments]

9. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-19

The BRTB was asked to consider resolution #18-19 endorsing the Round 9 Cooperative Forecasting Process through 2045 for use in local and regional transportation and air quality planning purposes. Mr. Shawn Kimberly provided a summary of the forecasting process and an overview of the Round 9 socioeconomic forecasts. Mr. Kimberly explained that the forecasting process of the Cooperative Forecasting Group is a "bottom-up" approach, whereby the local jurisdictions develop their own forecasts and the regional total is equal to the sum of the jurisdictional level forecasts. The most recently endorsed forecast is Round 8B (August 2016). He explained that the development of this new forecast round, Round 9, was triggered by the fact that multiple jurisdictions were involved in comprehensive rezoning and master plan updates. Round 9 has three structural changes from Round 8B: a new base year, 2015; an extension of the forecast horizon from 2040 to year 2045; and the inclusion of the entirety of Queen Anne's County (rather than just the urbanized portion).

Mr. Kimberly provided data on the population, household, and employment growth at the regional level and highlighted jurisdictional level change and share of regional growth. He noted that the Round 9 regional level population forecasts closely follow those of Round 8B, with the largest disparity between the two occurring in 2030 (where the Round 9 regional population is forecast to be 0.5% lower than the Round 8B total for that year). Mr. Kimberly also explained that while the Round 9 employment forecasts are higher than the Round 8B figures, the trends are similar. The gap between the Round 9 and Round 8B employment forecasts is predominantly the result of an adjustment to the year 2015 base year. Updated employment estimates from the Bureau of Economic Analysis and the Census Bureau's Nonemployer Statistics combined with the inclusion of the whole of Queen Anne's County fueled the upward base year employment adjustment. The Round 9 2015 regional employment total is estimated to be 3.8 percent above the Round 8B year 2015 regional employment forecast.

Upon conclusion of the presentation, Mr. Kimberly was asked about the difference between the population and employment forecast growth rates. Mr. Kimberly explained that there is a variety of reasons that employment growth might exceed population growth, and suggested that the topic of population/employment imbalance would be well suited for study in the new Demographic and Socio-Economic Horizon Year Scenario Planning focus area of the Data Development and Analysis Task.

Mr. Ramond Robinson made a motion for approval of Resolution #18-19. Mr. Cohoon seconded the motion, and it passed unanimously.

[PowerPoint: Comparison of Round 9 Forecasts and Round 8B Forecasts]

10. RECOMMENDATION FOR APPROVAL OF RESOLUTION #18-20

Mr. Todd Lang asked the BRTB to consider adopting the project evaluation criteria for candidate projects submitted for consideration for *Maximize2045*. The Technical Committee reviewed the criteria utilized for *Maximize2040* and reflected on whether it remained useful for evaluating individual candidate projects for *Maximize2045* as a tool for compiling a set of projects that will benefit the region based on the goals and priorities of the BRTB. Mr. Lang indicated that the BRTB reserves the right to request additional analysis to support its decision-making.

Ms. Eisenberg asked for a motion which was made by Mr. Andrews and seconded by Ms. Murphy. The resolution was approved unanimously.

11. I-95 CORRIDOR COALITION STUDY ON A MILEAGE BASED USER FEE

Dr. Patricia Hendren, Executive Director of the I-95 Corridor Coalition, began with an explanation of why the Coalition is looking at this issue. Despite growth in VMT there is a steady decline in revenue due to factors such as increased fuel economy and the decrease in purchasing power of the federal gas tax which has remained flat since 1993. This study is

focusing on whether the technology is available to support a fee system based on mileage. There are myriad policy questions that are beyond the scope of this study.

[The feasibility study](#) is being explored in a multistate environment that will consider: how travel across state boundaries will be handled, how to relate tolling to a user fee, how does this fit into trucking requirements, and will value-added amenities help with public acceptance. Currently, gas tax is returned to states where the purchase occurred, not where the miles were driven. In a coming phase of this project, the Coalition will bring in toll authorities to explore whether or not this technology could be integrated with toll fees to accomplish similar tasks.

The current phase includes 149 volunteers from 13 states on the East Coast where 21 of the volunteers are also providing their EZ-Pass bills. The technology allows users to see three dashboards that provide information on their driving, such as: battery health, driver scores, and a trip log. This phase began on may 1 and concludes July 31. There were numerous questions to Ms. Hendren, many of which were policy related and outside the scope of the study. Ms. Hendren indicated that she would be happy to either send the results to the BRTB or return for continued dialogue.

[PowerPoint: Bringing MBUF Exploration to the East Coast, Handouts: I-95 Corridor Coalition Overview, I-95 Corridor Coalition Mileage-Based User Fee]

12. OTHER BUSINESS

Mr. Lang presented Mr. Kevin Racine with a certificate of appreciation for attending the 2018 Mid-Atlantic Regional Planning Roundtable meeting.

The meeting adjourned at 10:39 A.M.

ATTENDANCE

Members

Robert Andrews, Harford Transit
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
Greg Carski (for Emery Hines), Baltimore County, Department of Public Works
Zach Chissell (for Holly Arnold), Maryland Transit Administration (MTA)
David Cookson (for Clive Graham), Howard County, Office of Transportation
Lynda Eisenberg, Carroll County Department of Planning & Zoning
Alex Rawls, Harford County, Department of Planning
Heather Murphy, Maryland Department of Transportation, OPCP
Sally Nash, City of Annapolis, 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
Charles Baber, BMC
Robert Berger, BMC
Tyson Byrne, MDOT
Monica Haines-Benkhedda, BMC
Chris Firehock, Center for Mobility Equity
Blake Fisher, BMC
Terry Freeland, BMC
Don Halligan, BMC
Patricia, Hendren, I-95 Corridor Coalition
Victor Henry, BMC
Dan Janousek, MDOT
Shawn Kimberly, BMC
Todd Lang, BMC
Eric Norton, Chair, Public Advisory Committee
Kevin Racine, Resident of Harford County
Rebecca Smith, BMC
Sara Tomlinson, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board