

BALTIMORE REGIONAL TRANSPORTATION BOARD

November 26, 2019
Baltimore Metropolitan Council
9:02 to 10:49 A.M.

MINUTES

The 313th meeting was called to order at 9:02 A.M. by the Chair, Ms. Mary Lane.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the September 24th and the October 22, 2019 BRTB meeting was made by Ms. Lane. A motion was made by Mr. Bruce Gartner to approve the minutes and seconded by Mr. Steve Cohoon. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No one present wished to address the BRTB.

3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris shared that there are currently no public comment periods. Additionally, there are three public events being promoted by BRTB members: A Transportation Forum in Howard County on December 2, a Commission meeting of the RTP on December 13, and a holiday challenge for Anne Arundel County commuters.

[Handout: Public Involvement Report for November 2019]

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

There was no Public Advisory Committee meeting in November.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported on the October 2 ICG meeting.

- Staff presented a draft timeline of air quality planning and transportation planning milestones.

- FHWA, FTA, and EPA approved the Conformity Determination of the 2020-2023 TIP and Plan in July 2019. Regulations require that another conformity determination be federally approved within four years.
- The ICG discussed the draft schedule of the Conformity Determination of the 2021-2024 TIP and Plan.
- The next long-range transportation plan may be scheduled to be approved three years from now. Succeeding plans after a 2022 Plan would go back to a four years schedule. The next TIP is scheduled for approval in July 2020.
- There is another year left to determine whether the Baltimore region has attained the 2015 Ozone NAAQS. The monitoring data from 2019 is still raw data and has not yet been verified by EPA.
- MDOT shared information on a survey tool that was developed to gather information from local jurisdictions on their interest in electric vehicle infrastructure and locations.

6. REPORT FROM THE TECHNICAL COMMITTEE

Mr. David Cookson gave a summary of the November 2019 TC meeting.

- The agenda included two resolutions, one for a breakout bridge project for MDOT SHA and the other resolution for MDOT MTA. MTA is updating funding for capital assistance to a local transit provider as well as adding a new grant award for technology to assist in paratransit trip scheduling.
- Staff gave a presentation on recent building permit activity in the region
- Staff also continued the discussion about potential tasks for the FY 2021 Unified Planning Work Program.

7. CONSIDERATION OF APPROVAL OF RESOLUTION #20-7

Mr. Todd Lang introduced Resolution #20-7. The State Highway Administration (MDOT SHA) is requesting to add one bridge project in Baltimore County to the 2020-2023 TIP. The ICG has determined that the project qualifies as exempt and the Technical Committee recommended sending the resolution to the BRTB as presented.

Ms. Lisa Sirota, Assistant Regional Planner at MDOT SHA, summarized the proposed TIP amendment. SHA is requesting to add a new project to the 2020-2023 TIP replacing the bridge on Putty Hill Avenue over I-695. Due to a change in project scope from a bridge rehabilitation to a bridge replacement, the project is now a major project requiring inclusion in the MDOT FY 2020-2025 CTP and TIP.

The project replaces the bridge on Putty Hill Avenue over I-695, just south of the I-695 interchange with MD 43. The new bridge will maintain two 12-foot travel lanes and include 6-foot bicycle-compatible shoulders with 5-foot 8-inch sidewalks on both sides of the bridge. In addition, the bridge profile will be raised to provide adequate clearance for the ultimate I-695 typical section. The bridge is currently in the design phase, with construction advertisement anticipated in February 2020. Project completion is anticipated in late 2022. The estimated

total cost of the project is \$12.7 million. Of this amount, \$1.9 million was programmed in FY 2019 under the Areawide Bridge Replacement and Rehabilitation project. The remaining \$10.7 million in federal NHPP and state matching funds are being added to the 2020-2023 TIP as a part of this amendment.

Ms. Lane asked for a motion. Ms. Sally Nash made a motion to move Resolution #20-7 and Mr. Greg Carski seconded the motion. Ms. Lane asked for a vote and Resolution #20-7 was passed unanimously.

[Presentation: 2020-2023 TIP Amendments, November 2019; Handout: November 2019 TIP Amendment Summary]

8. CONSIDERATION OF APPROVAL OF RESOLUTION #20-8

Mr. Lang introduced Resolution #20-8. MDOT MTA is requesting two amendments. The first adds the Access and Mobility Partnership project to the 2020-2023 TIP to reflect a discretionary grant awarded to MDOT MTA. The second updates funds for the Urban Transit Systems Capital Assistance project.

Ms. Jaime McKay, Transportation Planner at MDOT MTA, summarized the discretionary grant recently awarded to MDOT MTA. The grant was awarded under the FTA Section 5312(b) Human Services Coordination Research Program. These grants seek to build partnerships among health, transportation and other service providers to support innovative projects for the transportation disadvantaged.

MDOT MTA's Access and Mobility Partnership project focuses on improving the paratransit rider experience as well as coordination between agencies. Paratransit riders have expressed the need for more timely access to different transportation options as well as increased flexibility to conduct trips outside of the booking window. MDOT MTA plans to implement paratransit software that will result in increased choice by presenting fixed route alternative options to paratransit riders. The project also includes training and technical support to educate riders on utilizing the software.

During the discussion with members, Ms. McKay clarified that the software would focus on MDOT MTA's core service area, with implementation anticipated within 18 months. Results can be shared with other transit agencies at that time. Mr. Steve Sharkey asked how the software would improve the paratransit rider experience. Ms. McKay responded that riders will be given additional choices to complete their trips, including comparable fixed route alternatives. Customer service wait times will also decrease.

Mr. Jacob Dunkle, Assistant Manager of Capital Programming at MDOT MTA, summarized funding updates for the Urban Transit Systems Capital Assistance project. MDOT MTA is requesting to update FTA Section 5307 and 5339 funds in FY 2020 to reflect the difference between estimated and actual budgetary needs in Harford County. The current TIP process for Locally Operated Transit Systems (LOTS) is based on prior year awards, resulting in frequent

changes from year to year. An agency-wide focus on Asset Management will allow improved forecasting in the future, resulting in less funding updates.

Section 5307 funds will be used to provide four small replacement buses, two heavy-duty replacement buses, bus equipment, preventive maintenance, and feasibility studies. Section 5339 funds will be used for the replacement of one heavy-duty bus. Section 5307 funds increase in the amount of \$1.1 million along with an increase of \$285,000 in matching funds. Section 5339 funds increase in the amount of \$197,000 along with an increase of \$50,000 in matching funds. Total funding in the TIP increases from \$3.3 million to \$4.9 million.

Members discussed the apportionment of federal funds to Harford Transit. Harford Transit receives a direct apportionment of FTA Section 5307 funds because it operates in an urbanized area greater than 200,000 in population. Mr. Gary Blazinsky of Harford Transit also discussed the agency's needs for bus replacements and improved facilities. He noted that the overall local/state/federal funding ratio for the agency is approximately 50/25/25. Mr. Ramond Robinson asked if these awards are one-time or if they occur annually. Mr. Dunkle responded that MDOT MTA awards funds each year to Locally Operated Transit Systems, though the award amounts vary year to year.

Ms. Lane asked for a motion. Mr. Alex Rawls made a motion to move Resolution #20-8 and Ms. Heather Murphy seconded the motion. Ms. Lane asked for a vote and Resolution #20-8 was passed unanimously.

[Presentation: 2020-2023 TIP Amendments, November 2019; Handout: November 2019 TIP Amendment Summary]

9. PRESENTATION: CARROLL COUNTY BICYCLE AND PEDESTRIAN PLAN

Ms. Clare Stewart, Carroll County Planning, briefed the BRTB members on the recently approved Bicycle-Pedestrian Master Plan. This is the first such plan for the county. There was a 1994 Technical Report that the county has been utilizing but that report was never adopted. Then in 2014 the Freedom Bicycle-Pedestrian Master Plan & Assessment was completed for the county's largest growth area. This Master Plan has 4 goals and was supported by a robust public involvement process. Making the final approval easier, the Planning Department took each individual chapter as developed, to the Planning Commission for feedback. Currently there is significantly more sidewalk infrastructure in the county than bicycle. Ms. Stewart showed countywide and municipal maps depicting various data layers.

Ms. Stewart also mentioned the four recommendations:

- Consider additional connections which are not adopted in master/comp plans,
- Support economic development through tourism,
- Promote a positive quality of life through improved bike-pedestrian infrastructure and safety education, and
- Improve and enhance transportation options.

The presentation concluded with current projects which include: an interactive ArcGIS online map, a half mile extension of the Deer Park Trail and a 4 mile rail trail from Taneytown to the PA line.

[PowerPoint: Approved Bicycle-Pedestrian Master Plan 2019]

10. PRESENTATION: UNDERSTANDING THE MARYLAND NHS TRANSPORTATION ASSET MANAGEMENT PLAN

Ms. Meredith Hill, MDOT SHA, introduced the BRTB to the first FHWA accepted Transportation Asset Management Plan (TAMP) for bridge and pavement assets on the National Highway System (NHS). As with other planning documents, MDOT SHA bases all activities around common goals, starting with the seven national goals and seven Maryland Transportation Goals. While MDOT SHA will pursue asset management for a range of assets, the two federally required to be reported as performance measures relate to bridge (bridge deck only) and pavement on the NHS. MDOT SHA reports on all bridge and pavement segments on the NHS regardless of owner. In this region that includes: the National Park Service, Army Corp of Engineers/Military, Anne Arundel, Baltimore and Howard counties, and Baltimore City.

There are 5,340 bridges in Maryland, of which 1,877 are on the NHS. For baseline performance, 2.6% are in poor condition, 70.0% are in fair condition, and 27.4% are in good condition. Similarly, there are 73,566 lane miles in Maryland, with 9,035 lane miles on the NHS. For baseline performance, 5.1% of lane miles are in poor condition, 53.5% are in fair condition, and 41.6% are in good condition. Then MDOT SHA determined that the performance objective would be to maintain the baseline. To keep in mind, the federal threshold for poor condition is when the poor condition for bridge drops below 10% and when poor condition for (Interstate) pavement drops below 5%. Ultimately, there are penalties to the state if this happens (but not to the MPO directly).

The TAMP requires setting a 10-year goal while the federally required performance measures for the state and MPOs are for 2-year and 4-year goals. Ms. Hill continued with a discussion of the results of the financial planning section of the TAMP by bridge and pavement categories. The NHS bridge financial plan calls for \$406 million per year and for pavement it is \$253 million per year. These financial projections are based on reasonably available funding. This level of projected investment will result in a shortfall in addressing the 10-year objectives. The financial gap for bridges is \$109 million per year and for pavement it is \$62 million per year.

Moving forward the TAMP will be implemented, an Annual Consistency Review will occur with FHWA in June, a mid-point Performance Report will occur in October 2020, and workgroups of state and local teams will convene under the BRTB to document resources available and resources spent. Ms. Hill thanked the BRTB for pulling together the members to contribute to the initial effort. Mr. Kwame Arhin, FHWA, also commended the state and members for their coordination and urged the BRTB to include this product into the MPO products for true integration.

[PowerPoint: Transportation Asset Management Plan]

11. REPORT ON THE 2019 AMPO ANNUAL CONFERENCE

Mr. Lang provided a summary of the AMPO Conference which was held in Baltimore in late October, 2019. There were over 320 attendees from 44 states and 2 foreign countries. There were a record number of exhibitors which in turn helps support AMPO. BMC, working with partners pulled off three mobile workshops. Notable speakers were Mr. Sharkey, Mr. R. Earl Lewis, Mr. Greg Cohen (Greyhound), and Ms. Nicole Nason (FHWA Administrator).

The main topics ranges from Complete Streets to Performance Measures. A popular series of presentations was part of the Future of Transportation track. Other topics included environmental justice and accessibility.

Mr. Lang also mentioned the Mid-Atlantic Planning Roundtable will be hosted by the National Capital Region TPB next Spring or Fall. If members have topics of interest please share with BMC.

[PowerPoint: 2019 AMPO Annual Conference]

12. OTHER BUSINESS

- Mr. Sharkey advised the BRTB that Baltimore City requested a TIP amendment in September for the Hanover Street Bridge Deck Repair Project. BMC realized that with the books closing at the end of the federal fiscal year it was necessary to take this amendment to the September 24 Executive Committee for an expedited approval. Mr. Sharkey apologized for his team not submitting the request in a more timely manner and noted his appreciation for the Executive Committee's consideration of the request.
- Mr. Lang advised members of the BRTB meeting date being moved to December 17 due to the holidays.
- Mr. Lang reviewed BMC's weather policy which is at the bottom of every agenda.
- Mr. Lang reminded BRTB members of the upcoming Retreat and the event date.
- Mr. Lang ask for volunteers to attend upcoming PAC meetings.

The meeting adjourned at 10:49 A.M.

Members

Kwame Arhin, FHWA, Maryland Division
Gary Blazinsky, Harford County Transit
Greg Carski, Baltimore County Department of Public Works
Bruce Gartner, Howard County Office of Transportation
Steve Cohoon, Queen Anne's County Department of Public Works
Mary Lane (for Lynda Eisenberg), Carroll County Department of Planning
Heather Murphy, Maryland Department of Transportation (MDOT)
Sally Nash, City of Annapolis, Department of Planning
Oluseyi Olugbenle (for Kate Sylvester), MD Transit Administration
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning
Steve Sharkey, Baltimore City Department of Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Lere Bachman, MDOT MTA
Tyson Byrne, MDOT
David Cookson, Howard County
Jacob Dunkle, MDOT MTA
Rebecca Deibel, BMC
Terry Freeland, BMC
Don Halligan, BMC
Meredith Hill, MDOT SHA
Dan Janousek, MDOT
Mara Kaminowitz, BMC
Zach Kaufman, BMC
Todd Lang, BMC
Toria Lassiter, MDOT SHA
Jaime McKay, MDOT MTA
Lisa Sirota, MDOT SHA
Claire Stewart, Carroll County
Sara Tomlinson, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board