

## BALTIMORE REGIONAL TRANSPORTATION BOARD

January 28, 2020  
Baltimore Metropolitan Council  
9:04 to 10:45 A.M.

### MINUTES

The 315<sup>th</sup> meeting was called to order at 9:04 A.M. by the Chair, Ms. Lynda Eisenberg.

#### 1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December 17, 2019 BRTB meeting was made by Ms. Eisenberg. A motion was made by Mr. Ramond Robinson to approve the minutes and seconded by Mr. Tyson Byrne. The minutes were approved unanimously.

#### 2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one from the public who chose to address the BRTB.

#### 3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris directed members to the Public Involvement Report. Of note, the 30-day comment period for the FY 2020- 2021 Addendum will begin on February 11 and extend through March 12. A virtual public meeting will be held on February 12 at noon (date has been changed to February 19).

Our partners are holding the following upcoming events: *BikeHoward* Open House on January 29, a public meeting for U.S. 29 at Rivers Edge Intersection Improvements, the next RTP Commission meeting will be held on April 30, and the MDOT MVA MHSO office has an application opportunity for safety grants through March 2, 2020.

***[Handout: Public Involvement Report for January 2020]***

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

Ms. Aris reported the following from the January PAC meeting:

- A discussion by members on legislative bills of interest in the current session of the Maryland General Assembly
- A presentation by BMC staff on the draft FY 2020-2021 UPWP Addendum. This included the work program development cycle, the public involvement schedule, a review of new regional tasks, and a quick summary of how the earlier PAC comments have been addressed.
- The PAC is moving the regular day of their meeting to the 4<sup>th</sup> Wednesday of the month. Every other meeting will be a regular meeting of the PAC and in the opposite months the subcommittees will meet separately and then in the last portion of the time everyone will come together and report out progress and/or issues.
- The PAC is excited by the opportunity to work with the BRTB's consultant that is evaluating such activities in the region. The consultant will be working with the PAC at their March and May meetings.

## **5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP**

Ms. Sara Tomlinson reported the following from the January ICG meeting:

- The ICG discussed the methodology and input assumptions that will be used for the Conformity Determination of the 2021-2024 TIP and Maximize 2045. The testing years for this conformity determination will be different from last year in that they will include 2021, 2030, and 2040, in addition to 2045.
- Last year the testing years included 2020, 2025, 2035, and 2045.
- The Baltimore region remains a moderate nonattainment area for the ground-level ozone national ambient air quality standard (NAAQS) set in 2008. It is also a marginal nonattainment area for the 2015 ozone NAAQS. Conformity determinations are a federal requirement for areas that do not attain the NAAQS. Conformity is demonstrated if the on-road transportation emissions from the region's transportation system are less than an emissions budget set in the states implementation plan.
- The budgets used to test for conformity will be the 2012 Reasonable Further Progress (RFP) SIP budgets for motor vehicle emissions. Regional emissions modeling will use new Round 9A socioeconomic data.

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

Mr. David Cookson reported the following from the January TC meeting:

- Ms. Cindy Burch of BMC presented data on crash trends in the region in support of the development of updated regional highway safety performance targets. The committee members recommended that the BRTB approve Resolution #20-10, including the setting of regional targets for 2016-2020.

- Mr. Lisa Sirota of MDOT SHA presented information on a proposed amendment to the FY 2020-2023 TIP. The amendment involves increasing funding to replace three bridges near the Tradeport Atlantic complex in southeast Baltimore County. The committee members recommended that the BRTB approve Resolution #20-11.
- Mr. Don Halligan presented information on proposed revisions to the master planning agreement covering the responsibilities and coordination between the BRTB and MDOT in carrying out metropolitan planning activities for the Baltimore region. These proposed revisions will be presented for approval to the BRTB in a resolution in February.
- Ms. Eileen Singleton and Mr. Ed Stylc of BMC staff presented information on consultant activities related to improving the regional Congestion Management Process and on staff's efforts to monitor traffic regional conditions, respectively.
- Mr. Todd Lang discussed project ideas for focus areas to be covered in the FY 2021 Unified Planning Work Program (UPWP). Ms. Regina Aris distributed comments from the Public Advisory Committee relative to these proposed focus areas.

## **6. CONSIDERATION OF APPROVAL OF RESOLUTION #20-10**

Mr. Todd Lang introduced Resolution #20-10 endorsing updated highway safety performance targets. Ms. Cindy Burch presented information to support Resolution #20-10. She shared a brief review of recent crash data trends in the region, including graphical representations and details based on requests at the December 2019 meeting, and discussed updating the Transportation Performance Measures for Safety (TPM1). She reminded the committee of the federal requirement that MPOs set safety targets within 180 days of the state submitting targets to FHWA (August 30). This will be the third time the BRTB is setting targets. The BRTB has chosen to set regional targets in the past using the same methodology as the state, instead of adopting the state targets exactly.

There was some discussion as to the definition and prevalence of distracted driving as well as the capture of crash events that did not result in an injury. Additional analyses were requested and staff will follow up. The Technical Committee recommended Resolution #20-10, which applies the state target-setting methodology, *Toward Zero Deaths* with a 50% reduction from 2008 to 2030, to regional crash data. This aligns with Resolutions #18-08 and #19-16. The Resolution sets the 2016-2020 Targets of: 181 fatalities, 1,227 serious injuries, 0.69 fatalities per 100 million vehicle miles traveled (VMT), 4.70 serious injuries per 100 million VMT, and 223 non-motorized fatalities and serious injuries.

**[PowerPoint: Safety Performance Targets]**

## **7. CONSIDERATION OF RESOLUTION #20-11**

Mr. Lang introduced Resolution #20-11. The State Highway Administration (MDOT SHA) is requesting to add \$10 million in construction funds to the MD 151/MD 151B Bridge Replacements project in 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, regional planner at MDOT SHA, summarized the proposed TIP amendment. MDOT SHA is requesting to increase funding for the construction phase for the MD 151/MD 151B Bridge Replacements project. The project replaces three bridges near Tradepoint Atlantic in southeast Baltimore County. Two of the bridges are rated in poor condition while one is in fair condition.

MDOT SHA is requesting to increase funding for the construction phase from \$20 million to \$30 million. The increase in construction funds is necessary to accommodate increased truckloads, additional fill needed to avoid significant settlement, and the treatment and disposal of hazardous soils at the site. In addition, the ramp bridge on MD 151B has transitioned from a deck replacement to a full replacement. A full replacement is necessary to raise the profile of the bridge for increased vehicle clearance and truck volumes. The project advertised on January 14 with FHWA's approval, with a notice to proceed for construction anticipated in spring 2020. A 2023 completion is anticipated.

During discussion, Ms. Sirota clarified that the federal funds for the project are bridge funds. Mr. Greg Carski added that the project has been included in recent Baltimore County priority letters. Ms. Eisenberg asked if the bridges would remain open during construction, and Ms. Sirota agreed to get back to her with an answer.

Ms. Eisenberg asked for a motion. Mr. Carski made a motion to move Resolution #20-11 and Mr. Alex Rawls seconded the motion. Ms. Eisenberg asked for a vote and Resolution #20-11 was passed unanimously.

***[PowerPoint: 2020-2023 TIP Amendment – January 2020]***

## **8. PRESENTATION: TRANSPORTATION AND CLIMATE INITIATIVE**

Mr. Chris Hoagland (MDE) gave a presentation on the Transportation and Climate Initiative (TCI). TCI is a collaboration of 12 northeastern U.S. states and DC. This collaboration involves the development of a potential regional "cap-and-invest" policy for reducing greenhouse gas emissions from the transportation sector. The policy mirrors the existing Regional Greenhouse Gas Initiative (RGGI) that addressed emissions from power plants.

Under this draft policy, transportation fuel (diesel and gasoline) wholesalers would be required to turn in allowances for tons of co2 emissions that would be emitted as a result of the eventual combusting of the fuel sold. The number of allowances sold in the TCI region would be limited to the goal level of emissions desired. Fuel wholesalers would be able to purchase allowances through auctions, and would be able to also trade the allowances. Revenue from the allowance auctions would go to the signatory states which would then be used as the states choose, but in particulate to further reduce greenhouse gas (GHG) emissions from transportation. The cost to the wholesalers could likely be passed down to the distributors, retailers, and ultimately the consumer.

Having a declining number of allowances put on the market (at auction), from 2022 to 2032, will presumably result in a declining level of emissions. The TCI jurisdictions are looking at three different options: reducing emissions over the ten-year period 20%, 22%, and 25%. An analysis of base level condition shows that expected emission reductions without TCI could equal between 6% and 19%, depending upon oil prices and vehicle standards.

Proceeds from the TCI program in the northeast region of the U.S. could range from \$1.4 billion to \$5.6 billion. Comments on the draft MOU describing the program are due February 28<sup>th</sup>. Information on TCI is located at [www.transportationandclimate.org](http://www.transportationandclimate.org).

The states and DC will decide by the spring whether or not to sign on to the MOU, and the MOU will be finalized. Model rules to implement the program will be developed by this December.

Ms. Eisenburg suggested this topic could be presented and discussed by the Technical Committee, so that potentially the BRTB could agree to send a comment letter at their February meeting.

***[PowerPoint: Transportation & Climate Initiative]***

**9. PRESENTATION: BRIEFING ON MARYLAND GENERAL ASSEMBLY TRANSPORTATION-RELATED BILLS**

Mr. Brian Shepter, BMC, clarified for everyone that BMC tracks relevant legislation but does not lobby. Several topics that are followed include: State aid to local governments for transportation, the Chesapeake Bay Bridge, and MDOT MTA funding. In particular, specific bills included discussion of SB253 relating to Maglev, HB56/SB13 relating to the Bay Bridge and other toll roads, to HB351 relating to VMT.

Mr. Eric Norton, PAC Chair, commented that a Transit Caucus had formed and has submitted several bills. Some of that legislation was covered in the presentation that Mr. Shepter presented.

***[PowerPoint: 2020 Transportation Legislation]***

**10. OTHER BUSINESS**

Mr. Don Halligan shared an announcement from U.S. DOT that the 2020 INFRA Grant is available. Mr. Halligan distributed a short version of the Notice of Funding Opportunity and a chart showing prior awards and the organizations represented. Those organizations included state DOTs, MPOs, and municipalities.

The meeting adjourned at 10:45 A.M.

**Members**

Kwame Arhin, FHWA – MD Division  
Alex Brun, MD Department of the Environment (MDE)  
Tyson Byrne (for Heather Murphy), Maryland Department of Transportation (MDOT)  
Greg Carski, Baltimore County Department of Public Works  
Steve Cohoon, Queen Anne’s County Department of Public Works  
Lynda Eisenberg, Carroll County Department of Planning  
Theo Ngongang, Baltimore City Department of Transportation  
Oluseyi Olugbenle, MD Transit Administration  
Bruce Gartner, Howard County  
Sally Nash, City of Annapolis, Department of Planning  
Alex Rawls, Harford County, Department of Planning  
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning  
Ken Choi (for Bihui Xu) Maryland Department of Planning (MDP)

**Staff and Guests**

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Regina Aris, BMC  
Cindy Burch, BMC  
David Cookson, TC Chair  
Rebecca Deibel, BMC  
Kelly Falk, MDOT  
Terry Freeland, BMC  
Don Halligan, BMC  
Chris Hoagland, MDE  
Dan Janousek, MDOT  
Zach Kaufman, BMC  
Todd Lang, BMC  
Eric Norton, PAC Chair  
Brian Shepter, BMC  
Eileen Singleton, BMC  
Lisa Sirota, MDOT SHA  
Sara Tomlinson, BMC

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board