

BALTIMORE REGIONAL TRANSPORTATION BOARD

February 23, 2021
Baltimore Metropolitan Council
9:03 to 11:00 A.M.

MINUTES

The 328th meeting was called to order at 9:03 A.M. by the Chair, Ms. Lynda Eisenberg.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the January 26, 2021 BRTB meeting was made by Ms. Eisenberg. A motion was made by Mr. Ramond Robinson to approve the minutes and seconded by Mr. Bruce Gartner. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

A caller asked if the draft UPWP was available for review. Ms. Regina Aris indicated that it is available on the BMC website for review and comment.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared the following highlights:

- The comment period is open for the draft Budget & Work Program for Fiscal Years 2022 - 2023 through Thursday, March 11. The BRTB's Budget & Work Program is also known as the Unified Planning Work Program - or UPWP - and it details projects, studies and other activities to be completed by BRTB members and staff of the Baltimore Metropolitan Council. To learn more about the UPWP, please [view a recorded presentation](#), read a list of [Frequently Asked Questions](#), or download the draft [FY 2022 - 2023 UPWP](#) at baltometro.org.
- BMC staff are working to organize a range of events over the coming months such as bike to work week, Love to Ride monthly challenges, and Cycle September. To accomplish this, sponsors are needed from across the region. If you know of any local employers or companies who would consider becoming a Bike Central Maryland program sponsor, please reach out to Nicole Hebert at nhebert@baltometro.org by March 3.

[Handout: Public Involvement Report for February 2021]

4. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Nicole Hebert reported the following from the February ICG meeting:

- The ICG approved the methodology and assumptions letter for the conformity determination of the 2022-2025 TIP and Maximize 2045.
- The ICG also addressed a proposed TIP amendment and determined this amendment would be exempt from conformity requirements.
- During member updates, MDOT shared that Maryland Attorney General Brian E. Frosh has joined two state coalitions filing air quality related law suits mid-January 2021. One lawsuit challenges the Trump administration's decision to leave current National Ambient Air Quality Standards (NAAQS) for particulate matter pollution unchanged. The other challenges the Trump administration's final rule attempting to block future regulation of industries responsible for more than half of all greenhouse gas (GHG) emissions from stationary sources, including the oil and gas industry.

5. REPORT FROM THE TECHNICAL COMMITTEE

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

- BMC presented Resolution #21-18 for the new travel demand model. Previously, the TC was presented with info on InSITE development, design, estimation, and validation. The motion was approved.
- BMC introduced Resolution #21-19 for a TIP amendment from MDOT SHA. It is for the replacement of a bridge on MD 173 over Rock Creek in Anne Arundel County to the 2021-2024 TIP. The motion was approved.
- BMC reviewed details of the proposed FY 2022-2023 UPWP. Members reviewed additional tasks for Transportation Impact Studies and the Climate Change Toolkit. Additionally, the Transportation and Land Use Grant program will continue, along with a third segment of the Patapsco Regional Greenway, and RTP Corridors for analysis. Five new tasks were identified with conversation on the partners for the Historic Town Centers task. The TC approved the release of the UPWP to begin a comment period beginning on February 9th extending through March 11th.
- In a Closed Session, the TC heard about and approved the bus stop assessment RFP.

6. CONSIDERATION OF RESOLUTION #21-18

Mr. Charles Baber introduced Resolution #21-18. BMC staff is requesting the adoption of InSITE as the official regional travel simulation model to be used in short- and long-range transportation plan development, mobile source emission analysis, project planning and corridor alternative analysis. A presentation on development, model output, and validation results were previously presented to the Technical Committee, Interagency Consultation Group and Cooperative Forecasting Group. InSITE documentation is located on the BMC website.

Mr. Baber presented an InSITE overview. The InSITE model has three components - 1) PopGen, 2) freight model system, and 3) passenger travel. The presentation followed with a graph depicting each model component's general input through output flow.

Ms. Eisenberg asked if there were any questions. Ms. Bihui Xu and Mr. Robinson asked COVID 19 travel related questions on InSITE's capabilities to simulate telework and student travel, respectfully. Mr. Baber replied that for every worker, InSITE estimates a usual place of work divided into three categories 1) regular work location, 2) no regular work location (traveling sales), and 3) usually works from home and for every child, InSITE estimates a usual school/day care location. InSITE's usual work location model constants could be adjusted increasing worker's usual works from home choice. Children's travel to/from school could be reduced or eliminated to reflect distance learning.

Ms. Eisenberg asked for a motion. Ms. Sally Nash made a motion to move Resolution #21-18 and Mr. Steve Cohoon seconded the motion. Ms. Eisenberg asked for a vote and Resolution #21-18 was passed unanimously.

[PowerPoint: InSITE]

7. CONSIDERATION OF RESOLUTION #21-19

Mr. Keith Kucharek introduced Resolution #21-19. MDOT State Highway Administration (SHA) is requesting to amend the 2021-2024 TIP to add the replacement of the bridge on MD 173 over Rock Creek. This amendment would convert funding for engineering from state to federal funding, necessitating the inclusion of the project in the 2021-2024 TIP.

The Interagency Consultation Group has determined that this project is exempt according to the conformity rule, and the Technical Committee recommended sending the resolution to the BRTB as presented.

Mr. Stephen Miller, MDOT SHA Regional Planner for Anne Arundel County presented the details of the project. The existing 26'-10" bridge containing two 11'-5" travel lanes and two 1'-8" shoulders will be replaced with a 32'-11" bridge containing two 11'-0" travel lanes and two 5'-5" shoulders. Sidewalks were considered but not included due to environmental constraints and existing utility conflicts. Mr. Miller explained the application of MDOT SHA's Context Driven Design process led to the reduction of lane widths to allow for wide shoulders.

The amendment adds \$531,000 (\$414,000 federal NHPP/\$117,000 matching) in engineering funds. Construction is not currently funded. The total cost of the project is estimated at \$5.176 million.

Ms. Eisenberg asked if there were any questions from the members and then asked for a motion. Ms. D'Andrea Walker made a motion to move Resolution #21-19 and Mr. Robinson seconded the motion. Ms. Eisenberg asked for a vote and Resolution #21-19 was passed unanimously.

[PowerPoint: February 2021 TIP Amendment]

8. PRESENTATION: TRANSIT GOVERNANCE AND FUNDING STUDY

Ms. Bethany Whitaker, project manager for Nelson Nygaard, introduced herself, Ms. Amy Pettine and Mr. Fred Fravel of KFH as members of the consultant team making the presentation today.

Ms. Whitaker and Mr. Fravel led the Board through a high-level presentation and discussion of technical memo #2 on the existing structure and transit services provided by the operators in the region. Mr. Fravel then outlined and contrasted MDOT MTA and LOTS, structure and authority, responsibilities, decision-making processes and baseline performance metrics. Ms. Pettine briefed the members on some implications of the current structure and services and how these will help shape the alternatives considered. Specifically, she walked through each of the goals and discussed how each work today and contrasts that with a series of questions about how changing the current system might impact the goal and impact the outcome of each.

Ms. Whitaker and Ms. Pettine discussed Peer selection. They outlined prior work done by others recently (MDOT MTA in the RTP and the ENO Transportation Center). They then discussed the initial screening/identification of Peer agencies/systems and had a preliminary set of recommended peers, Charlotte (CATS), SEPTA, SE Michigan (SMART), Metro St Louis, Utah Transit Authority and WMATA. The Chair thanked the team for their efforts and found the technical memo very interesting. Ms. Xu asked if the Maryland fare box recovery requirements were still applicable. Ms. Kate Sylvester said that the specific recovery ratio (35%) was removed from law and replaced with performance requirements and funding increases. Ms. Whitaker asked that the Board get back to them (directly to the team or through Mr. Halligan, BMC staff) before February 26, 2021 when they'd like to finalize the memo and post it on the project webpage.

[PowerPoint: Existing Structure & Services]

9. PRESENTATION: BRIEFING ON PROPOSED LEGISLATION IN THE 2021 GENERAL ASSEMBLY SESSION

Mr. Brian Shepter of BMC reviewed proposed legislation in the 2021 session of the Maryland General Assembly and noted that BMC has not taken any stance nor done any lobbying on any bills this session. For more information about any of these bills, please visit <http://mgaleg.maryland.gov>.

Several key dates include the Legislature Convening on January 13, Crossover Deadline on March 23, Budget Bill Passage Deadline on April 5, and of course April 12 is Sine Die – when all bills must pass or die.

Mr. Shepter pulled out relevant bills that are key issues for transportation, some of those include: MDOT MTA Liability & Funding, Maglev, Public-Private Partnerships, Toll Roads, Complete Streets & Pedestrian Facilities, Theft & Litter, Revenue & Bonding Capacity, Environment & Clean Vehicles, Equity, and Trenching & Land Acquisition.

Questions were asked by members about highway user revenues, other transit/rideshare funding, and the P3 legislation.

[PowerPoint: 2021 Legislative Session Update]

10. PRESENTATION: BRIEFING ON THE SCMAGLEV DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Mr. Ian Rainey first described who he represented and the difference between Baltimore-Washington Rapid Rail, Northeast Maglev, and Central Japan Railway Company. He then discussed statistics related to growth in the northeast corridor and the condition of a range of infrastructure. The goal of the Maglev project is to provide 1 hour service between New York and Washington, DC. Mr. Rainey described the two proposed alignments between DC and Baltimore, with 70% operating in a deep tunnel.

Mr. Rainey described the FRA-led NEPA process, which he said provides a 'hard look' at project impacts, offering full disclosure through publishing of environmental impact statement (EIS). The DEIS is now out for public comment through April 22nd. There was also a general look at next steps. This was followed by a description of how superconducting maglev operates and the development of ridership estimates and likely reduction in VMT. Mr. Rainey also described the estimated economic benefit of the project in terms of jobs to build and operate the system.

Next Mr. Rainey shared the critical link to MDOT MTA related to first mile, last mile connections to the proposed stations. The project team, BWRR, will not be seeking any funding from Maryland and are keenly aware of the backlog of projects that MDOT MTA needs to address. The presentation closed with a short description of supporters of the project.

Members asked why the Cherry Hill Station and not downtown – the answer related to the required alignment to manage speed could not be accommodated in the crowded downtown and would require an enormous cost to take down major buildings to construct the structure. Mr. Rainey also confirmed that he is available to make presentations to other interested groups.

[PowerPoint: Northeast Maglev Briefing]

11. OTHER BUSINESS

- **TIP Reminder:** Mr. Lang shared the deadline by which jurisdictions and state agencies are requested to submit the TIP submittals. That deadline is the coming Monday and is appreciated in order to be prepared for ICG, modeling and MDE review of the Conformity Determination.
- **Training Opportunity:** Mr. Lang also reminded members that training by the Maryland Commission on Civil Rights was coming next week, March 9 and 11. Members that are interested need to email Ms. Haines Benkhedda to receive the link to access the sessions.

The meeting adjourned at 11:11 A.M.

Members

Kwame Arhin, Federal Highway Administration
Steve Cohoon, Queen Anne's County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Bruce Gartner, Howard County Office of Transportation
Rick Gordon, Annapolis Transit
Heather Murphy, Maryland Department of Transportation (MDOT)
Sally Nash, City of Annapolis, Department of Planning
Theo Ngongang, Baltimore City Department of Transportation
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Office of Transportation
Kate Sylvester, Maryland Transit Administration (MDOT MTA)
D'Andrea Walker, Baltimore County Department of Public Works
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Charles Baber, BMC
Ciara Blue, BMC
Cindy Burch, BMC
Timothy Canan, Metropolitan Washington Council of Governments (MWCOCG)
David Cookson, Howard County OOT
Rebecca Deibel, BMC
Lyn Erickson, MWCOCG
Fred Fravel, KFH Group
Monica Haines-Benkhedda, BMC
Don Halligan, BMC
Tamar Henkin, Tamar Henkin Strategic Advisors
Nicole Hebert, BMC
Victor Henry, BMC
John Hillegass, Greater Washington Partnership
Alex Jackson, Northeast Maglev
Petronella James, Morgan State University
Dan Janousek, MDOT
Margaret Kaii-Ziegler, Anne Arundel County
Zach Kaufman, BMC
Mike Kelly, BMC
Keith Kucharek, BMC
Todd Lang, BMC

Maxwell Meyers, Northeast Maglev
Stephen Miller, MDOT SHA
Eric Norton, CMTA
Amy Pettine, Nelson Nygaard
Ian Rainey, Northeast Maglev
Brian Shepter, BMC
Lisa Sirota, MDOT SHA
Bethany Whitaker, Nelson Nygaard

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board