

BALTIMORE REGIONAL TRANSPORTATION BOARD

August 23, 2022
Baltimore Metropolitan Council
9:02 to 11:01 A.M.

MINUTES

The 345th meeting was called to order at 9:02 A.M. by the Chair, Mr. Sam Snead.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the June 28 and July 15, 2022 BRTB meetings was made by Mr. Sam Snead. A motion was made by Ms. Lynda Eisenberg to approve the minutes and seconded by Mr. Steve Cohoon. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one wishing to address the BRTB at this time.

3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris reported on public comments.

- The draft 2022 Public Participation Plan (PPP) is open for a 45-day comment period through Friday, October 7. On Tuesday, September 20 at noon there will be a public meeting. Several key updates include hybrid meetings, social media policies, and the accessibility policy.
- The comment period for the 2023-2026 Transportation Improvement Program and Air Quality Conformity documents closed on August 1. A range of comments were received with BRTB members supporting staff in developing responses. Chair Sam Snead was thanked for leading the public meeting.
- The virtual launch of the Transportation CORE (Community Outreach and Regional Engagement) occurred on August 11. This launch focused on getting oriented and learning about BMC and BRTB through two videos we put together about BMC and the BRTB. Members have also identified what they hope to get out of the transportation CORE and

what their interests are. Staff are reviewing all comments and identifying future activities. Vice Chair D'Andrea Walker was thanked for leading the launch of the CORE.

[Handout: Public Involvement Report for August 2022]

4. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Aris reported the following from the August ICG meeting:

- BMC staff presented an overview of the 2023-2026 Transportation Improvement Program (TIP) and Conformity Determination. Staff provided an overview of new and large projects in the 2023-2026 TIP that are intended to improve air quality, including the RAISE Transit Priority Project (Formerly the East-West Bus Corridor) in Baltimore City, the MDOT MDTA Baltimore Harbor Tunnel Toll Plaza and MDOT MTA's Eastern Bus Facility Project. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NOx) and volatile organic compounds (VOC's) emissions. Projects were modeled for the region as a whole with incorporation of the existing transportation network and proposed TIP and Plan projects for horizon years 2022, 2025, 2035, and 2045. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan. The ICG agreed to send the Conformity Determination to the BRTB.
- Staff provided context for the federal approach to performance based planning and programming. This performance measure is based on the Congestion Mitigation and Air Quality (CMAQ) Program. The resolution contains two reports, one summarizing the performance during the first 4-year cycle of 2018-2021. The second establishes targets for the 2022-2025 cycle. The ICG agreed to send the Conformity Determination to the BRTB.
- MDE provided a recap of the planning process for the State Implementation Plan (SIP) which is due January 1, 2023. MDE is currently working with the University of Maryland (UMD) on Attainment Modeling, using 2016 data for the Base Year model run, and hopes to receive approval for this method from the US EPA. QA/QC is now in progress. Rate of progress analysis is still underway. The Transportation Reasonably Available Control Measures (RACM) analysis is almost complete. Analysis of stationary and area sources are being done by MDE staff. MDE plans to send a draft SIP to EPA by the end of August, and will share the draft with the ICG.

5. REPORT FROM THE TECHNICAL COMMITTEE

Ms. Aris reported the following from the August TC meeting:

- BMC staff presented an overview of the 2023-2026 Transportation Improvement Program (TIP) and Conformity Determination. This TIP includes projects requesting a total of \$4.25 billion. There was a brief explanation of the air quality conformity determination purpose and process. The resulting emissions estimates for each horizon are well below the budgeted amounts allotted by the State Implementation Plan. Members and staff worked

on reviewing and responding to comments that resulted from the 30-day comment period. The resolution passed unanimously to move to the BRTB.

- BMC staff presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs to document the self-certification action. The documentation has been updated to reflect activities undertaken during the past year including a reference to the newly created Transportation CORE, activities approved as part of Resilience 2050, and Round 10 socio-economic forecasts. The resolution passed unanimously to move to the BRTB.
- MDOT SHA shared the basis for determining functional classification of roadways. It was explained that the functional classification of roadways defines the role each element of the roadway network plays in serving these travel needs. Anne Arundel County is seeking to change the Functional Classification of MD 553 (Old South River Road). Segments of MD 553B and MD 553C currently have a Functional Classification of Local Road which is requested to change to Minor Collector. The resolution passed unanimously to move to the BRTB.
- BMC staff provided context for the performance measure for CMAQ and shared the information on two reports, one summarizing the performance during the first 4-year cycle of 2018-2021. The second establishes targets for the 2022-2025 cycle. The resolution passed unanimously to move to the BRTB.
- BMC staff discussed results from the 2018-2019 Maryland Travel Survey (MTS), relating to Zero-Car Households. For example; the largest share of zero car households is headed by someone age 55-64 years old (29.9%) and the smallest share of zero car households is headed by someone age 18-24 years old (1.9%).
- Transportation & Land Use Grants - In Round 1 three projects were submitted. The TC reached consensus to advance two projects Annapolis' Bay Ridge Avenue project and Baltimore City's Wabash Avenue project.
- Public Participation Plan release – A draft of the updated Public Participation Plan had been circulated for comments prior to the TC meeting. Members were satisfied with the update and authorized BMC to release the draft for public review.

6. CONSIDERATION OF APPROVAL OF RESOLUTION #23-2

Mr. Keith Kucharek presented an overview of the 2023-2026 Transportation Improvement Program. This TIP includes 131 federally funded and regionally significant projects requesting a total of \$4.25 billion - \$2.59 billion in federal funds and \$1.66 billion in state and local funds.

Funding in the TIP is broken down by agency with MDOT SHA accounting for over \$1.5 billion, MDOT MTA with about \$1.05 billion and the Maryland Transportation Authority (MDTA) accounting for \$714 million. Locally sponsored projects program about \$495 million and Maryland Ports Administration adds about \$449 million.

There are nine funding categories in the TIP. Highway Preservation is the largest category with more than one third of all spending, followed by Highway Capacity at 21% and Transit

Preservation at 19%. Other categories including Ports, Emission Reduction and Commuter Rail make up the remainder of funds.

Since Highway Preservation projects tend to be smaller, funds can be further broken down into a few types of projects. Bridge Repair and Deck Replacement account for about 39% of Highway Preservation funds. Roadway Resurfacing/Rehab is next at 29% followed by “Other” types of Highway Preservation projects at 19%.

Highway Capacity funds can be broken down into more individual projects. There are a handful of projects that make up the majority of Highway Capacity funds including MDTA’s I-95 Express Toll Lane project that accounts for nearly 70% of the funds. Expansion of I-695 from I-70 to White Marsh Boulevard use 16% of the funds while MD 175 and MD 32 projects account for 5% and 3% respectively.

Transit Preservation can be broken down into a few specific projects as well. 31% is for Metro and Light Rail Rolling Stock, 26% is for Bus and Rail Preventive Maintenance, 12% goes towards Metro and Light Rail Improvements, and the Eastern Bus Facility accounts for another 7% of Transit Preservation Funds.

MDOT MTA utilizes the public participation process for the TIP to meet the Federal Transit Administration’s public participation requirements. The majority of funding for MDOT MTA projects are mainly concentrated in a few FTA fund sources:

- Section 5307C: Capital requests in urbanized areas accounts for \$484 million
- Section 5337: State of Good Repair accounts for \$286 million
- Congestion Mitigation and Air Quality (CMAQ) accounts for \$217 million

The TIP summarizes the anticipated impact of TIP investments towards the achievement of performance measures and targets. These targets were established in MAP-21 legislation and strengthened in the FAST Act legislation.

Mr. Kucharek provided an overview of new and large projects in the 2023-2026 TIP including a multimodal transportation center in Anne Arundel County, the RAISE Transit Priority Project (Formerly the East-West Bus Corridor) in Baltimore City, Snowden River Parkway in Howard County, MDOT SHA I-695 from I-70 to MD 43, the MDOT MPA Howard Street Tunnel and Rail Capacity Modernization Project, the MDOT MDTA Baltimore Harbor Tunnel Toll Plaza and the I-95 Express Toll Lanes Northbound.

Mr. Kucharek then provided a brief explanation of the air quality conformity determination purpose and process for the 2023-2026 TIP. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NOx) and volatile organic compounds (VOC’s) emissions. Projects were modeled for the region as a whole with incorporation of the existing transportation network and proposed TIP and Plan projects for horizon years 2022, 2025, 2035, and 2045. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan.

The Public Comment period ran from June 29 through August 1, 2022. BMC posted a recorded presentation on the BMC website as well as holding a virtual public meeting on July 26. As a

result of the public comment period, over 38 comments were received including 19 from the interactive map and 11 from emails and PublicInput. In addition, 55 favorable “likes” were received on the interactive map.

Most of the comments were similar to previous years where they call for a reduction in highway expenditures and increased investment in transit and bicycle/pedestrian expenditures. There were several comments that supported several projects.

At the conclusion of the presentation, Mr. Snead asked for a motion from the BRTB to approve Resolution #23-2 for the FY 2023-2026 TIP and associated Air Quality Conformity Determination. Ms. D’Andrea Walker made a motion to approve Resolution #23-2 and Mr. Theo Ngongang seconded the motion. Mr. Snead asked if any members of the board wished to comment or had any questions. There were no comments from the board.

Mr. Snead asked if there were any questions of comments from the public. Mr. Eric Norton, on behalf of CMTA and a range of other organizations, spoke regarding the lopsided funding towards expanding roadways versus the lack of transit, walk, and bike funding. He noted his disappointment that no substantive changes have been made from previous comments. He also noted that he read other comments online and they echoed the need for more transit and that the BRTB continues to spend as usual.

Mr. Snead indicated that there are many projects in Anne Arundel County that have corresponding bicycle and pedestrian elements. He also noted the Locally Operated Transit System (LOTS) program in the county. Mr. Bruce Gartner mentioned that Howard County has an earmark project that would provide electric buses along the U.S. 29 corridor.

Mr. Snead asked for a vote to approve Resolution #23-2. The resolution passed unanimously.

[PowerPoint: 2023-2026 TIP and Air Quality Summary]

7. CONSIDERATION OF APPROVAL OF RESOLUTION #23-3

Ms. Aris presented information on the requirements the BRTB must follow in conducting regional transportation planning and in preparing plans and programs.

The metropolitan planning rule directs all transportation management areas to certify that the metropolitan transportation planning process is being carried out by the state and the MPO in accordance with all applicable requirements. Applicable requirements include the metropolitan planning regulations, the clean air act as it relates to air quality conformity, nondiscrimination requirements, involvement of disadvantaged business enterprises, and equal opportunity employment. Self-certification occurs each year concurrent with the submittal of the proposed transportation improvement program to federal agencies.

She also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the newly created transportation core, activities approved as part of Resilience 2050, and Round 10 socio-economic forecasts.

Mr. Snead asked for a motion and a second. Ms. Lynda Eisenberg moved to recommend approval of the resolution, and Mr. Gartner seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Self Certification of The Regional Planning Process]

8. CONSIDERATION OF APPROVAL OF RESOLUTION #23-4

Mr. Pete Regan, MDOT SHA, shared the basis for determining functional classification of roadways. Referring to the FHWA document: [Highway Functional Classification Concepts, Criteria and Procedures](#), Mr. Regan explained that the functional classification of roadways defines the role each element of the roadway network plays in serving these travel needs. There are 14 Functional Classifications that fall within 3 main categories: local roads, collectors, and arterials. MDOT SHA maintains an [ArcGIS website](#) for functional classification of roads in Maryland.

Based on the decennial update by the Census Bureau, a process is initiated to also update Urban Boundaries. This in turn leads to a regular update of urban and rural classifications. Interim changes can also be made. At this time Anne Arundel County is seeking to change the Functional Classification of MD 553 (Old South River Road). Segments of MD 553B and MD 553C currently have a Functional Classification of Local Road which is requested to change to Minor Collector. The justification is based of FHWA guidelines. Qualitatively, we know this road serves a mix of uses and feeds to MD 2 (Principle Arterial), Quantitatively, the typical section includes the verifying width, often times wide, shoulders. Traffic counts, usually a factor – not known for these segments.

Following the steps for an interim adjustment, Anne Arundel County has coordinated with MDOT SHA and now there is coordination with BRTB. Following BRTB approval (August 23 vote) MDOT SHA will submit the request to FHWA for concurrence. Following that an update is made by MDOT SHA's Data Services Division.

Mr. Snead asked for a motion and a second. Mr. Steve Cohoon moved to recommend approval of the resolution, and Ms. Walker seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Functional classification change: MD 553]

9. CONSIDERATION OF APPROVAL OF RESOLUTION #23-5

Ms. Aris provided context for the federal approach to performance based planning and programming. This performance measure is based on the CMAQ Program which supports two important goals of the U.S. DOT: improving air quality and relieving congestion. There are three measures relating to CMAQ that are based on the performance of CMAQ-funded projects toward achieving the two main program goals.

The resolution contains two reports, one summarizing the performance during the first 4-year cycle of 2018-2021. The second establishes targets for the 2022-2025 cycle. The presentation used historical trends and data to project targets for two traffic congestion measures, peak hour excessive delay as well as non-SOV travel. These two measures were established for both the Baltimore and Aberdeen urbanized areas. There is one on-road mobile source emissions measure that is provided for the entire MPO.

Both reports identify the projects that are most responsible for meeting the target, or proposed to meet the targets. Top performers are bus replacement, battery electric bus purchases, ridesharing, and guaranteed ride home. Upon BRTB approval of the 2-year and 4-year targets, these two reports will be sent to MDOT and appended to a statewide report for submission to FHWA.

Mr. Snead asked for a motion and a second. Mr. Alex Rawls moved to recommend approval of the resolution, and Mr. Gartner seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Congestion Mitigation and Air Quality Performance Targets]

10. PRESENTATION: FROM CHART TO THE OFFICE OF TRANSPORTATION MOBILITY & OPERATIONS

Mr. Jason Dicembre, Director of the MDOT SHA Office of Transportation Mobility and Operations (OTMO) provided an overview of what OTMO is and new capabilities for the office. The previous Office of CHART and ITS Development is now OTMO; the mission is the same – focusing on safety and mobility through the use of technology and interagency teamwork.

Core functions of OTMO include: traveler information, traffic monitoring, emergency operations, traffic incident management, and traffic management. While traffic management is not new to CHART, under OTMO, it has been expanded and includes all modes and functions, including signal operations.

The CHART program started in 1995 with a focus on “reach the beach” and CHART is now present throughout Maryland with many more pieces of equipment, sensors, traffic patrols, and starting real time signal operations.

The regional operations centers (located in Baltimore region, National Capital region, and Western region) focus on assisting with response to incidents including dispatching equipment. The Statewide Operations Center focuses on the impacts of incidents on the wider network as well as covering areas that are not covered by the regional centers.

The Statewide Operations Center recently underwent a renovation and reconfiguration. The new layout facilitates improved communications and information sharing between operators and with supervisors. This new configuration will be especially helpful to system coordination when the I-695 hard shoulder running operation starts in 2024.

Mr. Dicembre provided some information about CHART equipment and capabilities:

- Traffic monitoring is improved through the addition of having cameras on CHART patrol trucks. The video is available on the state's mView system, which is accessible by operations staff but not the public.
- CHART traffic patrols cover the interstates throughout the state. The newest patrols were added in the Eastern Region on weekends from May to September.
- There are currently three types of CHART trucks. OTMO is trying to combine the functions of the three trucks into one (tow trucks, customer response vehicle, heavy duty utility truck).
- New equipment
 - Battery powered chainsaw and blower
 - Working to get portable electric vehicle charging packs
 - Working to get "lane blade" to push debris out of the travel lanes

Maryland State Police have been part of the CHART program since its inception. There has been a dedicated MSP liaison to CHART for many years and recently MSP created a dedicated Traffic Incident Management Unit to help with training for and responding to major incidents.

MDOT SHA participates in the Waze partnership program with public sector agencies. Through this, CHART operators have the ability to directly add real time closures to Waze to enhance traveler information. Another traffic monitoring capability with Waze is the ability for CHART operators to see where Waze would direct traffic if traffic is being detoured (available for critical segments identified by OTMO); this can help CHART be more proactive in the event of an incident.

MDOT SHA will be deploying an alerting technology in 500 vehicles that will send an alert to approaching vehicles and to Waze about the MDOT SHA truck ahead. The alert will be triggered based on the status of the truck; for example, for trucks with an arrow panel, when the arrow panel is activated, an alert message will be sent out.

For many years, CHART has had Freeway Incident Traffic Management (FITM) plans which are pre-engineered detour plans to be used in the event of a long-term (at least two hours) closure of a section of interstate. The FITM plans are developed with input from state and local stakeholders. The FITM plans are now integrated into the CHART system, facilitating their implementation. In addition, OTMO is developing signal retiming plans to be used if traffic reaches a pre-determined severity level; CHART operators will see a pop up screen providing suggested timing plans (this function is in development).

OTMO is working to develop predictive tools to enable operators to be more proactive. They are working with researchers at the University of Maryland to develop a tool to calculate incident duration and queue length. Initial results show these tools to be reasonably accurate, however additional work is needed before the tools are deployed.

In response to a question about when the hard shoulder running will be operational on I-695, Mr. Dicembre replied that this system is expected to be deployed in 2024.

[PowerPoint: MDOT SHA OTMO Updates]

11. PRESENTATION: US ARMY CORPS OF ENGINEERS STUDY ON BALTIMORE COASTAL RESILIENCY

Ms. Vanessa Campbell and Mr. Joe Bieberich of the U.S. Army Corps of Engineers (USACE) presented information from the Baltimore Coastal Storm Risk Management Feasibility Study. Baltimore City and MDOT partnered with the USACE to better understand and plan for coastal events in the Baltimore Harbor and near Martin State Airport. The USACE recently held a 30-day comment period with public meetings in mid-August 2022.

The objective of this study is to investigate coastal flooding problems, needs and potential solutions for key locations in the Baltimore coastal study area.

The Baltimore Coastal Study is a 3-year, \$3 million study cost-shared evenly between the USACE Baltimore District, and MDOT, which is the non-federal sponsor. A federal cost-sharing agreement was signed in August 2019 between the agencies.

The effort is a spin-off study of the two-year North Atlantic Coast Comprehensive Study (NACCS) that was completed in January 2015 and was commissioned by Congress as part of Hurricane Sandy recovery. The purpose of NACCS was to help local communities better understand their changing flood risks due to climate change and provide them tools to be better prepared for the future. The Baltimore metropolitan region was one of nine high-risk areas identified in NACCS as needing further analysis.

The goal is to reduce coastal flood risk at key locations to people, properties, infrastructure and resources in the study area, considering future climate and sea level change scenarios. The authority only includes coastal flood risk, not flood risk from heavy, localized rainfall or nuisance flooding. The team will focus on regionally critical infrastructure, including port terminals, highways (and evacuation routes), hospitals, public utilities and local airport authority facilities that are susceptible to flooding. Options to reduce flood risk could include levees, storm surge barriers, flood proofing facilities and living shorelines.

The Baltimore region is highly susceptible to flooding, and future storms may result in increased flood risk, economic damages and life safety concerns, not just for tropical storms and hurricanes but also for nor'easters.

Presidential declarations for seven flood-related disasters were made for Baltimore County between 1971 and 2011. In Baltimore City, alone, annualized damages due to coastal flooding are estimated at \$2.2 million.

Hurricane Sandy caused a relatively moderate storm surge in the Baltimore region. Historical storms including Hurricane Isabel in 2003 caused more damage in the Baltimore region (7-plus feet at the National Oceanic and Atmospheric Administration's Baltimore gauge station). Heavy rains that occurred several days after Isabel added to localized and flash flooding in the area. Baltimore's Inner Harbor and Fells Point Historic District along with other waterfront neighborhoods were flooded with up to 8 feet of water.

Through NACCS, sea level change analyses for NOAA's Baltimore gauge station estimates an increase in mean sea level by the year 2100 of 1.0, 2.1, and 5.4 feet (NAVD) for the low,

intermediate and high scenarios, respectively. Coupled with sea level change over time, future storms affecting the Baltimore region may result in increased flood risk. Steady population growth and continuing near-shore development is increasing the risk of human injury and property loss.

The presenters shared the schedule for the steps underway in this study and also presented the alternatives. Both structural and non-structural alternatives were discussed. There are also voluntary recommendations that individual property owners may take to prevent or reduce impacts. A main concern from a transportation perspective is protecting the tunnel entrances to I-95 and I-895 along with non-structural measures at Locust Point, Riverside, Inner Harbor, Canton, and Fells Point.

Ms. Bihui Xu asked if the study also considered how the selected alternative(s) would be funded. Ms. Campbell said that would be considered in the next phase and may include funding from a PROTECT grant.

[PowerPoint: Baltimore Coastal Storm Risk Management Feasibility Study]

12. OTHER BUSINESS

There was no other business.

The meeting adjourned at 11:01 A.M.

Members

Kwame Arhin, Federal Highway Administration, Maryland Division
Kwaku Duah, Annapolis Transit
Elizabeth Gordon, Maryland Transit Administration (MDOT MTA)
Heather Murphy, Maryland Department of Transportation (MDOT)
D'Andrea Walker, Baltimore County Department of Public Works & Transportation
Steve Cohoon, Queen Anne's County Department of Public Works
Theo Ngongang, Baltimore City Department of Transportation
Lynda Eisenberg, Carroll County Department of Planning
Bruce Gartner, Howard County Office of Transportation
Eric Leshinsky, City of Annapolis, Department of Planning
Alex Rawls, Harford County, Department of Planning
Catherine Salarano, Maryland Department of the Environment
Sam Snead, Anne Arundel County, Office of Transportation (OOT)
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Daniel Allen, Anne Arundel OOT
Regina Aris, BMC

Joe Bieberich, US Army Corps of Engineers
Cindy Burch, BMC
Tyson Byrne, MDOT
Vanessa Campbell, US Army Corps of Engineers
Rochelle Carpenter, Toole Design
B Davis, Northeast Maglev
Rebecca Deibel, BMC
Jason Dicembre, MDOT State Highway Administration (MDOT SHA)
Kathy Falk, Kimley-Horn
Chris Forinash, Nelson Nygaard
Don Halligan, BMC
Dan Janousek, MDOT
Zach Kaufman, BMC
Mike Kelly, BMC
Keith Kucharek, BMC
Todd Lang, BMC
Sheila Mahoney, BMC
Eric Norton, CMTA
Pete Regan, MDOT SHA
Shane Sarver, BMC
Neb Sertsu, Baltimore Washington Rapid Rail (BWRR)
Eileen Singleton, BMC
Lisa Sirota, MDOT SHA

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board