BRTB
Baltimore Regional Transportation Board

The Metropolitan Planning Organization for the Baltimore Region

BALTIMORE REGIONAL TRANSPORTATION BOARD
May 23, 2017
Baltimore Metropolitan Council
9:02 to 10:33 A.M.

MINUTES

The 289th meeting of the BRTB was called to order at 9:02 A.M. by the Chair, Mr. Clive Graham.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the April 25, 2017 BRTB meeting was made by Mr. Graham. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Ms. Heather Murphy. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No one from the public had any comments during this public participation opportunity.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared highlights of current public involvement activities. The comment periods currently open are: 1) FY 2018 – 2021 Transportation Improvement Program & Air Quality Conformity through June 23; 2) TIP Amendments for MTA Train Detection & Worker Warning System as well as a MD 45 project through June 9; and 3) Amendment to BRTB Bylaws to add Queen Anne's County through June 1. Details of these comment periods are available at www.baltometro.org. Ms. Haines Benkhedda invited BRTB members and the public to the next regional forum – What's on Tap: Data, Apps, and Analytics on Tuesday, June 20 from 6 to 8 p.m. at the Diamondback Brewery on McHenry Row. This event will feature two speakers who will share how big data and emerging technologies can improve operations and increase the capacity of the transportation network. RSVPs are requested via Eventbrite.

Lastly, she highlighted the success of the 20th Bike to Work Day activities in the Baltimore region on May 19. Over 2,275 people registered for over 40 pit stops, events, and rides around the region.

[Handout: Public Involvement Report – May 2017]

1500 Whetstone Way, Suite 300 ★ Baltimore, MD, 21230 ★ 410-732-0500 ★ www.baltometro.org
Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, MD Department of Transportation and Harford Transit. Non-Voting: Queen Anne's County, MD Department of the Environment, MD Department of Planning, and MD Transit Administration.

4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Eric Norton reported the May PAC meeting:

- The PAC hosted a Community Forum and Ideas Lab on Transportation on Monday, May 15 in Annapolis. Over 40 people attended this event, which featured Mr. Ramond Robinson, Chief Transit Officer in Anne Arundel County. Mr. Robinson shared highlights of the work he is doing, including the development of a comprehensive multi-modal transit plan for Anne Arundel County.

- Following his presentation, PAC members facilitated small group discussions with the public about their concerns and ideas for improving transportation. Ms. Haines Benkhedda is compiling all of the input received and will provide the report on public comments to the PAC and BRTB for their follow-up and response.

- Mr. Norton thanked the following people and organizations for their assistance in setting up the event and assisting with ensuring large turnout: Mr. Robinson and the staff from Anne Arundel County, Ms. Sally Nash of the city of Annapolis, and Ms. Haines Benkhedda of BMC.

- Mr. Norton reported that the PAC hopes to do additional community forums throughout the year in an effort to connect with area residents and organizations, share information about the BRTB, and learn about the publics concerns and ideas in order to share this important input with the BRTB.

5. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Sara Tomlinson reported on the May ICG meeting:

- The ICG approved results of the draft conformity determination of the 2018-2021 TIP for release to the public. The 30-day public comment period will begin on May 23rd.

- Staff ran the MOVES model to produce results for emissions from the transportation network for the years: 2020, 2030, and 2040. Emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) were estimated.

- The budgets that are being used in the "budget test" for conformity are 40.2 tons per summer day of VOC's and 93.5 tons per summer day of NOx. These budgets are from the 2012 8-hour ozone Reasonable Further Progress (RFP) State Implementation Plan (SIP). These budgets were set to address the 1997 ozone standard.

- MDE confirmed that their estimated emissions match BMC's numbers.

- Also, two draft TIP amendments were evaluated to be exempt from conformity requirements: 1) MD 45: Padonia Rd. to Wight Ave. (water main replacement and roadway resurfacing) and 2) Fixed Location Train Detection and Worker Warning System for MTA.

6.   REPORT FROM THE TECHNICAL COMMITTEE

Ms. Lynda Eisenberg reported on the May TC meeting:

- SHA began the discussion with background on why the MPO considers and approves the functional classification of roadways. Because of the 2010 Census, SHA began to review each roadway segment and sent recommendations in 2016 to each jurisdiction to either keep the same classification or to update a segment. The TC recommended Resolution #17-21 move to the BRTB.

- The Chair named a Nominating Committee to recommend FY 2018 Officers. The members tapped for this task include the Maryland Department of Transportation, Baltimore City and Queen Anne's County. Each member accepted the request to help identify a slate of Officers.

- Staff presented the results of the recently completed *Public Transportation Choice Study: Attitudes and Behavior of Baltimore Area Residents with Access to Transit*. WBA Research (WBA) developed a comprehensive web/telephone survey to assess the attitudes and behaviors of Baltimore area residents towards public transportation and other travel options. The study provides additional market information to locally operated transit systems (LOTS) that are currently writing their five-year Transportation Development Plans (TDP) and supports ongoing local projects such as MTA's urban core and Commuter Bus network redesign (BaltimoreLink).

- SHA explained the MAP-21 and FAST Act requirements that call for MPOs to identify critical urban and rural freight corridors. These facilities will be eligible to compete for freight funding. The CUFC's have to meet the following criteria: 1) supported by MPOs, 2) connects an intermodal facility to the PHFS or Interstate Highway, 3) located along corridor of a route on the PHFS and provides redundancy, 4) serves a major freight generator, logistics center, or manufacturing/warehouse, and 5) total mileage within the 75 mile limit. The Baltimore region was assigned 25 miles. Due to the complexity around the selection, the TC agreed to hold a work session to complete the process of identifying segments.

- Staff revisited options for scenario planning introduced at the May meeting, and again distributed the handout that describes the options. This will be a discussion item in June.

7.   RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-21

The BRTB was asked to consider Resolution #17-21 approving the Federal Functional Classification of roadways in the Baltimore region. Mr. Todd Lang explained that the functional classification of roadways defines the role each element of the roadway network plays in serving various travel needs. Functional classification also carries with it expectations about roadway design, including the speed, capacity and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding under the US DOT. SHA has lead a cooperative process with all local jurisdictions in this update to the classification. Due to the number of municipalities requiring additional consultation, Carroll County will complete their update at a later time. Mr. Lang shared that SHA began the process with the TC in March of 2016. There was some discussion amongst the members of funding eligibility and design standards.

Mr. Graham asked for a motion to approve Resolution #17-21. Ms. LaCour made a motion to move Resolution #17-21 and Mr. McClune seconded the motion with unanimous support from the members.

8. REPORT FROM THE NOMINATING COMMITTEE ON BRTB OFFICERS

The Nominating Committee, consisting of Baltimore County, Howard County and MDOT, recommended the following slate of Officers for the BRTB for Fiscal Year 2018: Baltimore City – Chair, Carroll County – Vice Chair. There were no additional nominations from the floor. The vote for officers will occur at the June 27th BRTB meeting.

9. UPDATE ON ACTIVITIES AND INITIATIVES OF THE MARYLAND TRAFFIC RECORDS COORDINATING COMMITTEE

Ms. Cindy Burch, National Study Center – UMD, and Mr. Doug Mowbray, MDOT – Highway Safety Office (MHSO), provided an overview of the Maryland Traffic Records coordinating Committee (TRCC) and various traffic safety data resources and introduce concepts and resources for Strategic Highway Safety Plans (SHSPs).

The overall mission and vision of the TRCC is to save lives and prevent injuries by reducing the number and severity of motor vehicle crashes with a focus on moving Toward Zero Deaths and implement a data-driven Maryland Strategic Highway Safety Plan. Mr. Mowbray noted that MDOT Secretary Mr. Pete Rahn recently urged all jurisdictions in the state to develop local SHSPs towards attaining this goal. The TRCC was established in 2004 and is supported by the MHSO and facilitated by the National Study Center for Trauma & EMS at UMD.

The TRCC is guided by the Traffic Records Strategic Plan (TRSP) that is developed as per NHTSA guidelines every four years and receives federal funds to improve data systems. Ms. Burch noted that there are the following six traffic records data components: 1) Crash – crash reports from all law enforcement agencies – MSP, 2) Roadway – state and local roadways – SHA, 3) Citation/Adjudication – traffic citations from law enforcement and dispositions from the judicial system – MSP & District Court, 4) Driver licensing – driver history files – MVA, 5) Vehicle registration – vehicle files – MVA, and 6) Injury Surveillance System (ISS). ISS consists of: a) emergency medical services (EMS) – MIEMSS, b) hospital (emergency/inpatient discharge records) – HSCRC, c) trauma registry – MIEMSS, and d) mortality (vital records) – DHMH.

For each of the six components, there are the following six attributes: 1) Timeliness, 2) Accuracy, 3) Completeness, 4) Integration, 5) Accessibility, and 6) Uniformity.

Recent accomplishments of the TRCC include the automated Crash Reporting System (ACRS), the Electronic Maryland EMS Data System (eMEDS), and Risk Analysis of Vehicle and Environment Networks (RAVEN). Pointing to a recent, local initiative, Mr. Mowbray noted that MHSO and NSC staff provided data support for the Toward Zero Baltimore initiative as well the Street Smart pedestrian safety education campaign in the Baltimore region. Funding is also directed to law enforcement overtime and training.

In 2017, the TRCCs technical and executive teams are focused on developing and tracking performance measures (the six components and six attributes) and supporting local jurisdictions in developing SHSPs. Ms. Burch and Mr. Mowbray asked for the BRTB's help in recruiting local jurisdiction representatives on the TRCC and offered support and assistance for local programs.

In response to a question on who is being approached at the local jurisdictional level, Mr. Mowbray replied that most of the outreach has been to the sheriff's office but others have been involved as well.

[PowerPoint/Handout: Maryland Traffic Records Coordinating Committee]

10. A SNAPSHOT OF THE METROPOLITAN PLANNING ORGANIZATIONS (MPO'S) IN MARYLAND AND INTRODUCTION OF THE MDOT MPO ROUNDTABLE

Mr. Tyson Byrne shared several statistics about each of the seven MPOs in Maryland. For instance, five of the seven MPOs are multi-state which carry additional coordination efforts. Last year MDOT convened the first meeting of all MPOs and termed it a Roundtable. The Roundtable is an opportunity to discuss work tasks, performance measures and other issues that apply to all MPOs. It is also an opportunity to be briefed on initiatives at the state level that will impact regional planning. Recently the second annual Roundtable met and Mr. Byrne discussed several topics. In the future the group will meet more frequently, however it will be a mix of in-person meetings and conference calls.

[PowerPoint/Handout: A Snapshot of Maryland MPOs and an Introduction to the MDOT MPO Roundtable]

OTHER BUSINESS

Mr. Freeland reminded the members about the upcoming traffic analysis software training. The training session is scheduled for June 14 at the BMC office. Nineteen people from the jurisdictions and local agencies have said they will participate.

Ms. Aris reminded the members to display the copy of the FY 2018-2021 TIP and the associated Conformity Determination in a location visible to the public.

The meeting adjourned at 10:33 A.M.

ATTENDANCE

Members

Robert Andrews, Harford Transit
Kwame Arhin, Federal Highway Administration, Maryland Division
Alexandra Brun (for Tad Aburn), MD Dept. of the Environment
Ken Choi (for Bihui Xu), Maryland Department of Planning, Transportation Planning
Steve Cohoon, Queen Anne's County
Lynda Eisenberg, Carroll County Department of Planning
Clive Graham, Howard County
Emery Hines, Baltimore County, Department of Public Works
Valorie LaCour, Baltimore City Department of Transportation
Tony McClune, 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

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Charles Baber, BMC
Robert Berger, BMC
Cindy Burch, University of Maryland School of Medicine
Tyson Byrne, MDOT
Terry Freeland, BMC
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Victor Henry, BMC
Zach Kaufman, BMC
Todd Lang, BMC
Doug Mowbray, Maryland Highway Safety Office
Eric Norton, PAC
Rebecca Smith, BMC
Charles Thomas, Citizen
Sara Tomlinson, BMC
Chris Witt, MDOT

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board