

BALTIMORE REGIONAL TRANSPORTATION BOARD

June 22, 2021
Baltimore Metropolitan Council
9:00 to 10:23 A.M.

MINUTES

The 332nd meeting of the BRTB was called to order at 9:00 A.M. by the Chair, Ms. Mary Lane.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the May 25 BRTB meeting were made by Ms. Lane. A motion was made by Ms. Sally Nash to approve the minutes and seconded by Mr. Steve Cohoon. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No one from the public requested to speak to the BRTB.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared the following highlights:

- The draft 2022-2025 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination has been released for public comment. The project website is at publicinput.com/H2050 to view a recorded presentation, take a survey, or get links to an interactive project map and story map.

On June 11 the BRTB closed a comment period on a new section of the Patapsco Regional Greenway in Carroll and Howard Counties. Over 90 comments were received, with the bulk of comments coming in through publicinput.com, followed by the interactive story map. Details about the comment period are available at baltometro.org or publicinput.com/O4267.

- Lastly, the public is invited to join us on Tuesday, June 29 at 6:00 p.m. for the second public forum to learn about potential alternatives to govern and fund transit in the Baltimore region.

This event will present findings from the six month study to develop alternatives for the structure, organization, and funding of public transit in the Baltimore region. These include

models for state and local involvement in transit decision making as well as options for expanded funding. Register at publicinput.com/L382.

4. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Nicole Hebert provided the following from the Interagency Consultation Group meeting:

- The last ICG meeting was held June 2nd where the ICG unanimously approved the conformity analysis emissions results for public review. The results are well below the SIP budgets. With this approval the conformity determination was posted for public review and comment. During a June 17th public meeting the conformity determination results were described and attendees invited to ask questions. No questions were asked regarding the conformity analysis.
- The next ICG meeting will be held jointly with the Technical Committee July 13th, where it will be requested that the conformity determination be recommended for BRTB approval.

5. REPORT FROM THE TECHNICAL COMMITTEE

Mr. David Cookson reported the following from the June 1st Technical Committee meeting:

- BMC staff updated members on Critical Urban Freight Corridors. Last updated in 2017, they will remain the same at this time. Maryland was allowed to designate 75 miles of CUFCs under the FAST act and the Baltimore region was allocated 25 of those miles. Also, Maryland is currently developing a comprehensive 2022 update to the [State Freight Plan \(SFP\)](#).
- BMC staff also updated members on the Long-Range Transportation Plan. Branding is now complete with the name chosen as: *Resilience 2050: Adapting to the Challenges of Tomorrow*. Financial and socioeconomic forecasts for the LRTP will extend to a horizon year of 2050. Both were delayed to account for data reflecting the impacts of COVID-19.
- Section 5310 Update - In a discussion with MDOT MTA, it is not necessary for the BRTB to vote on specific recommendations or amounts since MDOT MTA will make that decision independently. The BRTB review will be limited to a decision on whether to endorse the application or not.

6. ELECTION OF BALTIMORE REGIONAL TRANSPORTATION BOARD OFFICERS FOR FISCAL YEAR

Ms. Lane refreshed members on the slate of officers recommended by the Nominating Committee which was Anne Arundel County for chair and Baltimore County for vice chair to serve in FY 2022. Ms. Lane asked if there were any nominations from the floor prior to a formal vote, there were no further nominations. The voice vote yielded all "aye" votes for the nominated slate. Ms. Lane congratulated the FY 2022 officers.

7. PRESENTATION: MDOT MAA PRESENTATION ON BWI THURGOOD MARSHAL AIRPORT AND MARTIN STATE AIRPORT OPERATIONS AND PROJECTS

Mr. Kevin Clarke and Mr. Shawn Ames of the Maryland Aviation Administration presented an overview of improvements at both BWI Thurgood Marshall International Airport and Martine State Airport. Some background included that BWI is the busiest airport in the Washington-Baltimore Metro region with 27 million passengers in 2019. In addition to passengers, BWI is setting records for cargo growth. Martin is known first for its WWII aircraft production and more recently as the second busiest general aviation airport in the state.

In 2020, while passenger volumes dropped dramatically, air cargo and freight climbed. Passenger numbers are beginning to recover in 2021. While all airports lost travelers in 2020, BWI fared better than many big airports and was average based on the 30 large hubs in the U.S.

In terms of improvements, the Midfield Cargo project opened in October 2019 with a new 200,000 square foot cargo building, rehabilitated taxiways and new runway connector, Mathison Way improvements, expanded local bus service to site, all while adding $\pm 2,000$ new jobs to the region. The Airport Noise & Operations Monitoring System was also completed in October 2019 with 24 noise monitors installed throughout the communities surrounding BWI and advanced analysis software that integrates noise and aircraft operations data. This is used to manage, analyze and correlate aircraft noise, aircraft flight tracks and aircraft noise complaint data that support MAA's noise abatement program. For Concourse A's 5-gate expansion, construction began in spring 2019 and opened in spring 2020. The 55,000 square foot addition and 5 new gates are for southwest airlines. It also includes MAA's new prototype restroom facilities, new boarding bridges and additional concessions. A critical enabler to the current taxiway T and future concourse A/B connector and baggage handling system (BHS) projects which require the temporary closure of five existing gates during their construction.

There was also a discussion of the periodic Airport Layout Plan Environmental Assessment process for both airports which has resulted in a finding of no significant impact for both.

Upcoming improvements at BWI for the C-D Connector & Airport Traffic Control Tower Program will include: airport's final secure passenger connector, passenger security screening checkpoint (6 lanes), New airport traffic control tower (ATCT), hotel (200 rooms), consolidated airport operations center, ticketing and ATO reconfiguration, curbside check-in, in-line checked baggage inspection system (CBIS), baggage make-up improvements, baggage claim expansion and BSO, operational spaces (FAA and leasable), airline lounge.

To stay current with activities at all of the state's airports visit www.marylandaviation.com.

Both Mr. Robinson and Mr. Bruce Gartner inquired about noise issues due to new flight patterns. These new patterns are a result of the FAA's implementation of the NextGen plan and those issues need to be handled at the FAA level.

[PowerPoint: Update On BWI Marshall & Martin State Airports]

8. PRESENTATION: TRANSIT GOVERNANCE AND FUNDING

Ms. Bethany Whitaker, project manager from Nelson Nygaard, presented the sixth technical memorandum that describes a series of potential alternative governance transit models for the region. She also discussed some upcoming public engagement activities (a virtual public forum on June 29th) and how the team plans to wrap up the study.

Ms. Whitaker briefly described the process used to date to develop the study, the various tasks and activities, including the first public forum on May 4th. She discussed the study goals identified early on in the Study by the BRTB. The first group of goals are about the quality of the transit service and how that needs to be improved (coordination, frequency/span of services and connections). The second group of goals is about decision making of investments, that it's participatory and transparent.

Ms. Whitaker walked the BRTB through the potential models. She started with the "Status Quo/Do Nothing Model" and described the current condition as this model proposes no changes. This option offers the region some opportunities and challenges. Challenges discovered include a lack of transparency into decision-making, lack of regional and local input and a lack of investment into transit the region desires. Some benefits this model provides is the region doesn't pay any additional funds other than the portion of statewide taxes it provides for the services it receives, (state paying for and providing and maintaining transit to the region). She described how the other five models were conceived, and how the balance between potential benefits to the region and the amount of disruptions to the existing transit system differentiates them from one another.

The first model strengthens the existing "State Transportation Commission". It oversees how the Transportation Trust Fund (TTF) is spent, providing advice to the MDOT Secretary on major decisions and investments across all modes. This dilutes MDOT MTA impacts somewhat but does increase transparency into decisions that are made, diversifies and shares responsibility for decisions and create opportunities to create a forum for input to discuss investments across the department that doesn't currently exist. Many other states operate, fund and govern transit in this way.

The second is a "State Transit Commission", this puts a new commission between MDOT and MDOT MTA. There are several other business units of MDOT that operate with this type of model. It can create more oversight into how MDOT MTA makes decisions, it diversifies and shares responsibility for those decisions, and provides a forum for discussion about different priorities and ways MDOT MTA can make investments. This model doesn't impact how transit is funded necessarily, but they could explore new revenue models and investment/financing techniques.

The third governance option is called the "Baltimore Advisory Board". This body would create a governing board just focused on the Baltimore Core Services in MDOT MTA. This model accomplishes many of the other functions in that it increases transparency, diversifies decision-making, creating an opportunity that's really focused on the Baltimore region and for stakeholders to participate in the decisions that are made about the Core Services, it would

increase coordination between the transit operators as some (if not all) of the LOTS operators may sit or be represented on the Advisory Board providing a forum for such coordination. One important thread that is necessary to point out for this model and the rest of the models is that it would operate best if MDOT MTA establishes a clear funding formula so the Advisory Board can plan and know what they can expect. Challenges include that they will have limited authority, and obtaining funding from State and local sources aren't guaranteed. A "membership fee" is suggested for members to help support planning and administrative functions of the Board and give some resources for staff and provide flexibility. The Middle Tennessee RTA in Nashville is a similar example of such a model.

The fourth model is called "Baltimore Transit Commission (BTC), a joint state-local commission that would manage and oversee transit investments and services, and can raise regional funding for transit. The LOTS in the core would be required to join and others could join voluntarily. A General Manager would staff the Commission but be an MDOT MTA employee who reported to the BTC. The BTC would be responsible to work with local governments to raise local revenue. It works within a balance of retaining expertise and experience currently within MDOT MTA, doesn't touch some of the services and how they're currently operated, but gives more responsibility and authority to the region to manage and operate a regional system. Key challenges is that it asks the State to cede authority without diminishing their financial responsibilities. It also may be difficult to raise local or regional taxes. A few examples of how funding could be raised were provided. This is similar to the WMATA and WSTC models.

The fifth and most radical model is called the Baltimore Regional Transit Authority (RTA). Most transit agencies in the country use this type of model. It is a stand-alone entity responsible for managing, maintaining and operating transit in the region. It would be funded with a combination of ongoing Federal and State funding (at current levels for today), and local/regional partners would establish and raise new revenues for the RTA. The General Manager would be an employee and report to the RTA. This model brings transit service closest to the region it is serving, it allows for diverse input, can increase transit funding and coordination of services. There are some challenges, LOTS may not want to participate, State needs to cede authority while maintaining financial commitments, raising local taxes will be an issue and contracts and labor reorganizing may be an issue. RTA could continue to contract with MDOT MTA and the LOTS but where contracts are held and managed could be an issue as well. SEPTA is a similar model (Philadelphia). SEPTA is also receiving similar State level funding.

The BRTB will be hosting a virtual public forum on June 29th at 6PM. A Draft report will be ready on July 15th. The presentation wrapped up with a discussion of next steps.

Mr. Gartner asked if recommendations will be narrowed in the final report. Ms. Whitaker emphasized that there will be a broad recommendation. Mr. Robinson stated he liked the options and the format. He felt the report laid out options pretty well.

Mr. Brian O'Malley asked about LOTS opting in verses opting out. Ms. Whitaker said that the core service area jurisdictions will be required to participate and others given an option to opt

in or not. Mr. Robinson asked for clarification about who can opt in and out. Ms. Whitaker said that the solid colored jurisdictions in the graphic would be required while the others without would have the option to join or not.

Mr. Kwaku Duah asked if this information can be shared with TAM for their upcoming conference.

[PowerPoint: Transit Funding & Governance Models]

9. OTHER BUSINESS

Ms. Lane noted that the next BRTB meeting will be held on July 27 at 9 A.M.

The meeting adjourned at 10:23 A.M.

Members

Kwame Arhin, Federal Highway Administration (FHWA) Maryland Division
Heather Murphy, Maryland Department of Transportation (MDOT)
Steve Cohoon, Queen Anne's County Department of Public Works
Kwaku Duah, Annapolis Transit
Bruce Gartner, Howard County Office of Transportation (OOT)
Mary Lane (for Lynda Eisenberg), Carroll County Department of Planning
Sally Nash, City of Annapolis, Department of Planning
Valorie LaCour (for Theo Ngongang), Baltimore City Department of Transportation
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department 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

Shawn Ames, MDOT Maryland Aviation Administration (MDOT MAA)
Regina Aris, Baltimore Metropolitan Council (BMC)
Lauren Buckler
Cindy Burch, BMC
Tyson Byrne, MDOT
Kevin Clarke, MDOT MAA
David Cookson, Howard County OOT
Rebecca Deibel, BMC
Jacqueline Djomo, MDOT
Erica Falk, MDOT MTA
Fred Fravel, KFH Group

Monica Haines-Benkhedda, BMC
Don Halligan, BMC
Nicole Hebert, BMC
Tamar Henkin, Tamar Henkin Strategic Advisors
John Hillegass, Greater Washington Partnership
Dan Janousek, MDOT
Zach Kaufman, BMC
Mike Kelly, BMC
Keith Kucharek, BMC
Todd Lang, BMC
Charlene Mingus, BMC
Eric Norton, CMTA
Brian O'Malley, CMTA
Amy Pettine, Nelson Nygaard
Adrea Turner, Baltimore City DOT
James Turner
Bethany Whitaker, Nelson Nygaard

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board