

BALTIMORE REGIONAL TRANSPORTATION BOARD

July 27, 2021
Baltimore Metropolitan Council
9:02 to 11:02 A.M.

MINUTES

The 333rd meeting was called to order at 9:02 A.M. by the Chair, Mr. Ramond Robinson.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the June 22, 2021 BRTB meeting was made by Mr. Robinson. A motion was made by Ms. Sally Nash to approve the minutes and seconded by Mr. Tyson Byrne. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No one chose to offer comments at this time.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared the following highlights of public engagement:

- The BRTB closed a comment period on Friday, July 9 on two transportation-related documents – the draft 2022-2025 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination. On June 17, BMC live streamed a virtual public meeting. Ms. Haines Benkhedda thanked Mr. Robinson for joining the public meeting as moderator and for his thoughtful comments to participants. A recording is available on the project website at publicinput.com/H2050. Over 50 pages of comments on the TIP and conformity were received from 30 individuals and organizations. Details will be provided under the action item.
- On Tuesday, June 29, BMC hosted a public forum about potential alternatives to govern and fund transit in the Baltimore region. A detailed report on potential options for transit governance and funding has been released. The study is now available and a recording of the public meeting is online at publicinput.com/L382.
- As we head into August, Clean Air Partners is leading an outreach program to the Baltimore-Washington community and has put together a social media kit for partners. August is one of

the hottest months when ground-level ozone is particularly dangerous and causes more unhealthy air quality days.

Ms. Haines Benkhedda asked members for their support in disseminating via local agencies social media accounts. The kit includes a month of social media content, complete with text and graphics for multiple platforms such as Facebook, Twitter, and Instagram. This content focuses on educating the public about the dangers of ground-level ozone and even more so what they can do to help. For a copy of the Clean Air Partners social media outreach kit, please contact Ms. Nicole Hebert at nhebert@baltometro.org.

[Handout: Public Involvement Report for July 2021]

4. REPORT FROM THE JOINT TECHNICAL COMMITTEE/INTERAGENCY CONSULTATION GROUP MEETING

Ms. Hebert reported the following from the July 13 TC/ICG meeting:

- The Nominating Committee offered the following slate of officers offered to the TC is Harford County for Chair and Anne Arundel County for Vice Chair. The election will take place at the next meeting after checking for nominations from the floor.
- BMC staff presented an overview of the 2022-2025 Transportation Improvement Program, Conformity Determination and the public involvement process). This TIP includes 129 federally funded and regionally significant projects requesting a total of \$4.04 billion – \$2.44 billion in federal funds and \$1.6 billion in matching funds. There are six new projects in the TIP.
- Ms. Hebert provided a brief explanation of the air quality conformity determination purpose and process for the 2022-2025 TIP and 2019 Plan. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NO_x) and volatile organic compounds (VOC's) emissions. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan.
- BMC staff shared that the comment period ran from June 8 through July 9. During that time, the BRTB held a public meeting to share information – a recording is online at publicinput.com/h2050. Comments were submitted from 30 individuals and organizations. A record of comments has been distributed to the TC, ICG and BRTB members and responses are being prepared.
- Both the Tech Committee and the ICG voted unanimously to send the TIP and Conformity Determination to the BRTB for approval.
- BMC staff 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. The documentation has been updated to reflect activities undertaken during the past year including a reference to the newly created Congestion Management Process Committee, updates to performance-based planning and programming targets, and references to updated transportation planning documents. The committee voted unanimously to recommend approval of the resolution.

- BMC staff provided information on the application process for the TA program and the projects recommended for funding. In the Baltimore region, \$2,180,306 of TA funding is available for FY 2022. Three applications were submitted totaling \$3,018,000 in requests. In Aberdeen, Bel Air south, and Bel Air north, \$211,485 of TA funding is available for FY 2022, no applications were submitted. The committee voted unanimously to recommend approval of the resolution to fund the So Glebe Stream project.
- Mr. Randy Mosier, Chief of the Maryland Department of the Environment Air Quality Regulations Division, provided an overarching update on Maryland's air quality progress. A refresher on problematic pollutants, progress in reducing emissions of these pollutants in Maryland, state and federal programs which contributed to this progress, and MDE priorities moving forward were discussed. In the past 30 years Maryland has seen dramatic improvement in air quality with significant reductions in ozone, particulate matter, nitrogen dioxide, and sulfur dioxide emissions. Mobile source air toxics emissions have decreased significantly as well. The one remaining pollutant Maryland still has nonattainment areas for is ozone. Progress has been driven by a variety of efforts.
- Dr. Nicole Katsikides, presenting on behalf of MDOT-SHA, provided background on the need for truck parking, some of the local challenges being faced by truck drivers and ways in which MDOT is using real-time data to analyze truck bottlenecks and where trucks are parking overnight. Dr. Katsikides displayed some of these tools to highlight locations where trucks were parking throughout the state in the short and long-terms. MDOT also recently purchased two years of INRIX trip data that can provide origin and destination analytics (ability to understand key origins and destinations, as well as stopping points along the way) and to look granularly at truck parking and bottlenecks around key freight generators to help improve logistics.
- A Closed Session of the Technical Committee was called to discuss a proposed RFP. Mr. Akundi provided the scope of work for this FY 2022 UPWP task for which an RFP is currently under development. This is a follow-up from the FY 2020 UPWP study titled Traffic Impact Study (TIS) guidelines and best practices. Mr. Akundi presented the tasks and deliverables to be included in the RFP. The TC approved the RFP to move forward.

5. CONSIDERATION OF APPROVAL OF RESOLUTION #22-1

Mr. Keith Kucharek presented an overview of the 2022-2025 Transportation Improvement Program. This TIP includes 129 federally funded and regionally significant projects requesting a total of \$4.04 billion – \$2.44 billion in federal funds and \$1.6 billion in matching funds. There are six new projects in the TIP.

The funding split is as follows: MDOT SHA (\$1.51 billion), MDOT MTA (\$1.01 billion), and the Maryland Transportation Authority (\$675 million) are the largest sources of programmed funds by sponsoring agency. Of the nine project categories, highway preservation (32.9%), highway capacity (23.7%), and transit preservation (18%) account for the largest shares of programmed funds. The majority of funding for these project categories tends to be concentrated in only a few projects or project types:

- Highway Preservation: Bridge Repair/Deck Replacement account for 38%, Roadway Resurfacing 32% and Other such as MDOT SHA Safety and Spot Improvements 18%
- Highway Capacity: I-95 Express Toll Lanes Northbound Extension accounts for 67.3%, I-695 from I-70 to MD 43 accounts for 14%
- Transit Preservation: Metro and light rail rolling stock overhauls and replacement, bus and rail preventive maintenance, and metro and light rail system preservation and improvement account for 80.7% 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 47%
- Section 5337: State of Good Repair accounts for 25%
- Congestion Mitigation and Air Quality (CMAQ) accounts for 22%

Mr. Kucharek provided an overview of new and large projects in the 2022-2025 TIP including a multimodal transportation center in Anne Arundel County, the East-West Bus Corridor in Baltimore City, US 29/Broken Land Parkway in Howard County, MDOT SHA I-695 from I-70 to MD 43, the MDOT MPA Howard Street Tunnel, the MDOT MDTA Baltimore Harbor Tunnel Toll Plaza and the I-95 Express Toll Lanes Northbound.

Ms. Hebert provided a brief explanation of the air quality conformity determination purpose and process for the 2022-2025 TIP and 2019 Plan. It was described that in concert with MDE, the ICG coordinates on nitrogen oxides (NO_x) 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 2021, 2025, 2035, and 2045. The resulting emissions estimates for each scenario are well below the budgeted amounts allotted by the State Implementation Plan.

Ms. Haines Benkhedda shared that the comment period ran from June 8 through July 9. During that time, the BRTB held a public meeting to share information – a recording is online at publicinput.com/h2050.

Comments were submitted from 30 individuals and organizations. BMC distributed the record of comments to the TC, ICG and BRTB members and responses to comments was posted on baltometro.org on Friday.

The main themes of comments are similar to last year in that they call for a reduction in highway expenditures and increased investment in transit and bike/pedestrian projects. Climate change and equity was also referenced.

The Greater Washington Partnership had a series of comments including adding more Priority Bus Corridors projects from the Central Maryland Regional Transit Plan; Adding funding for the Baltimore Greenway Trails Network, and identify a next step for the Baltimore Region Transit Governance and Funding Study. Mr. Paul Emmart's comments focus on adding health

impacts to modeling and the prioritizing of projects, adding funding for more bike/pedestrian projects; and consider climate change in TIP analysis.

A coalition of 17 members, including 1199 SEIU United Healthcare Workers, Baltimore MARC Riders, Baltimore Transit Equity Coalition, Bikemore, Central Maryland Transportation Alliance, the Coalition for Smarter Growth, Rails-to-Trails Conservancy, and Disability Rights Maryland, submitted comments on the TIP. They recommend adding funding for project from the Central Maryland Regional Transit Plan and more funding for bike/pedestrian projects, including a concern about directing more resources to ADA accessibility. Transit Choices echoed similar sentiments.

The Baltimore-Washington Transportation Research Group urges rejection of funding for the SCMAGLEV project. It cites equity concerns and suggests funding be redirected to Express MARC Service. Via social media and the TIP interactive map the BRTB received several comments, some of which reiterated the sentiment that there's not enough funding for bike/pedestrian projects and that projects such as the I-695 widening should be replaced with increased rail or trail access.

At the conclusion of the presentation, Mr. Robinson asked for a motion from the BRTB to approve Resolution #22-1 for the FY 2022-2025 TIP and associated Air Quality Conformity Determination. Mr. Alex Rawls made a motion to approve Resolution #22-1 and Ms. Nash seconded the motion. Mr. Robinson asked if any members of the board wished to comment or had any questions. Mr. Ryan Long asked if the FY 2022-2025 TIP includes unfunded federal earmarks as place holders. Federal earmarks are not included in the TIP until funds have been awarded. Ms. Bihui Xu asked if the East-West Bus Corridor project was a Baltimore City or MDOT MTA project. This project is a Baltimore City project that utilizes flexed STBG funds. Mr. Robinson asked if any members of the public wished to comment. Mr. Theo Ngongang indicated that Baltimore City is extremely happy with the inclusion of the East-West Bus Corridor. However, overall transit funds, while slightly better than last year, are not sufficient. The Regional Transit Plan should be utilized more to identify projects.

Mr. Robinson asked for any comments from the public. No one requested the opportunity to comment. Mr. Robinson asked for a vote on Resolution #22-1. Mr. Alex Rawls moved approval of Resolution #22-1 and Ms. Sally Nash seconded the motion. The resolution passed with all members supporting with the exception of Baltimore City, who abstained.

[PowerPoint: The 2022-2025 TIP, Conformity Determination and Public Involvement]

6. CONSIDERATION OF APPROVAL OF RESOLUTION #22-2

Mr. Zach Kaufman 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.

He also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the newly created Congestion Management Process Committee, updates to performance-based planning and programming targets, and references to updated transportation planning documents.

Ms. Heather Murphy moved to recommend approval of the resolution, and Mr. Bruce Gartner seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Self-Certification of the Regional Planning Process]

7. CONSIDERATION OF APPROVAL OF RESOLUTION #22-3

Ms. Charlene Mingus provided information on the application process for the TA program and the projects recommended for funding.

In the Baltimore region, \$2,180,306 of Transportation Alternatives (or TA) funding is available for FY 2022. Three applications were submitted totaling \$3,018,000 in requests. These applications include; Overlea Transit Hub Waiting Station, So-Glebe Branch Stream Restoration, and York Greenmount Transit Priority Corridor.

In Aberdeen, Bel Air South, and Bel Air North \$211,485 of TA funding is available for FY 2022. Funds are also available from fiscal years 2020 (\$207,386) and 2021 (\$207,386) as no applications were received. A portion of these funds will sunset and BMC is coordinating with partners in the Aberdeen and Bel Air area.

MDOT MTA submitted an application for design of amenities and enhancements to the Overlea Transit Hub waiting station, which is located at US 1/Belair Road at Overlea Avenue in Baltimore City. The proposal is for 0 - 100% design with a total cost of \$500,000, a 20% match of \$100,000 and a TAP funding request of \$400,000. The transit hub serves three bus routes with over 1,000 riders. This project is not recommended for funding.

Ann Arundel County submitted an application for final design and construction of phases B & C of restoration of the So-Glebe Branch stream. The sections of the stream submitted for funding extend 2,819 linear feet from Colony Crossing to MD 214 in Edgewater, MD. The proposal is for completion of design and construction as 60% design has been completed. With a total cost of almost \$3,960,000, a 40% match of \$1,272,600, and a TAP funding request of \$1,818,000.

The overarching project goal is to protect County and State infrastructure, as well as create and enhance stream, floodplain, and forested wetland habitats. Restoring this section of the Glebe Branch stream to resemble a pre-development, integrated stream and wetland

ecosystem will: Improve water quality, Reduce impacts due to roadway runoff and instream velocity, Abate erosion that undermines the safety of the roads, Stabilize the existing channel and outfall, and meet clean water goals. This project is recommended for full funding.

MDOT MTA submitted an application for design of improvements to the York Greenmount transit priority corridor, which extends eight miles from downtown Baltimore to downtown Towson along York Road to Greenmount Avenue. The proposal is for 0 - 100% design with a total cost of \$1,000,000, a 20% match of \$200,000 and a TAP funding request of \$800,000. This project is not recommended for funding.

Mr. Ngongang moved to recommend approval of the resolution, and Mr. Greg Carski seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Transportation Alternatives Program]

8. PRESENTATION: BALTIMORE CITY'S COMPLETE STREETS MANUAL

Mr. Graham Young, complete streets manager of Baltimore City DOT, presented on the city's recently adopted Complete Streets Manual. The manual functions as a guide to prioritize people walking, biking, and using transit. Major components of the manual include; design standards for promoting safer streets, slower speeds, and increased walkability, modal hierarchy for how the city prioritizes different modes when planning and designing projects, street typologies for classifying city streets and standardizing roadway layout, project prioritization process that identifies and screens projects with an equity lens, and community engagement policies centered around equity.

In 2018, Baltimore adopted a new complete streets ordinance. Mr. Young explained that complete streets are safe, intuitive, comfortable, and convenient for all non-automotive modes and abilities.

The complete streets manual, adopted in March 2021, establishes a prioritization process, a project delivery process, and design guidelines to ensure all stages of a project are in line with complete streets principles and a safety first approach. The complete streets manual can be viewed at:

<https://transportation.baltimorecity.gov/sites/default/files/baltimore%20complete%20streets%20manual%20final%20march%202021-compressed.pdf>

Mr. Robinson posed a question about implementation of the complete streets ordinance. Mr. Young explained that the complete streets ordinance includes a requirement to have transportation ambassadors reach out to the community (volunteers that are paid a stipend). This community outreach assists when there is a project planned for the area as ambassadors can reach out to the community for feedback and educate community members on complete streets. There has been some delay with the initiative due to COVID, as in person engagement has been curtailed, and is an important component of the program.

Mr. Robinson also asked how implementation is integrated throughout the development review process. Mr. Young stated that the complete streets manual isn't a technical design

manual and has more guidance. He also stated that site plan review guidelines need to be updated to incorporate guidance from the manual. Education and coordination with departments that handle development work is also essential. And sharing the complete streets guide with consultants who work in the city on development work.

[PowerPoint: Baltimore City Complete Streets]

9. PRESENTATION: UPDATE ON I-695/I-70 TRIPLE BRIDGES INTERCHANGE PROJECT

Ms. Virginia Collier, MDOT SHA, described The Triple Bridges Project as part of Maryland's Traffic Relief Plan to improve traffic operations in the Baltimore region. This bridge structure was built more than 50 years ago and was not designed to carry the amount of traffic that currently exists. At this time there is a need to address structural needs, reduce congestion, and improve maintenance operations. The project scope is limited to the immediate bridge structure only.

The planning phase is underway and a project task force has been formed. Planning should conclude later in 2021 with project advertisement in early 2022. It is anticipated that the design-build stage will occur in 2023 to 2024. MDOT SHA is pursuing the Design-Build Methodology for several reasons: 1) Only the most qualified teams will be able to pursue this contract, 2) The selected Design-Build Team will be able to collaborate in the design and construction of the project that encourages innovation, and 3) This collaborative and innovative process can help maximize the goals of the project. As part of the Design-Build Methodology, MDOT SHA works with stakeholders and the community to develop Project Parameters. These Project Parameters will instruct the Design-Build Team in design and construction. No plans will be developed by MDOT SHA as part of Request for Proposals.

Mr. Rawls inquired about additional capacity on the ramps. Ms. Collier indicated that additional ramps moving traffic from one Interstate to another is under consideration. Additional information can be found on the project website: <https://bit.ly/TripleBridges>

[PowerPoint: I-695 at I-70 Interchange Project]

10. PRESENTATION: STATUS OF VARIOUS FEDERAL BILLS AND NEW FUNDING SOURCES THAT RELATE TO SURFACE TRANSPORTATION

Mr. Todd Lang introduced a discussion of the fluid process supporting a bipartisan infrastructure framework. At this time the bill contains \$579 billion in new spending over 5 years. The bill includes traditional transportation infrastructure as well as broadband. Also added is a bipartisan Senate-passed water infrastructure bill.

The bipartisan process has led to the inclusion of an enhanced FAST-41 program, which reduces the permitting timeline for large infrastructure projects. A breakdown of the framework includes:

- Roads, bridges, & major projects: \$110 B

- Safety: \$11 B
- Public transit: \$48.5 B
- EV infrastructure: \$7.2 B
- Ports and waterways: \$16.3 B
- Airports: \$25 B
- Resiliency: \$47 B
- Water infrastructure: \$55 B
- Broadband: \$65 B

Boosts total highway funding from fiscal year 2022 to 2026 by 34 percent over the baseline established by the one-year extension of the Fixing America's Surface Transportation or FAST Act passed in October 2020. Provides \$273.2 billion or 90 percent of its total funding via formula apportionments to states and retains all current core formula programs, including a 55 percent sub-allocation for surface transportation block grant programs.

The Senate EPW Reauthorization bill offers several new discretionary and climate-focused programs, including:

- The creation of a carbon reduction formula-based program providing an average of \$1.3B per year.
- A protect formula-based program to fund resiliency investments at an average of \$1.5B per year.
- Restores funding eligibility for non-infrastructure activities and behavioral safety projects up to 10% under highway safety improvement program.
- Development support for alternative user fees at the state level through the strategic innovation for revenue collection program. The bill also establishes a national motor vehicle per-mile user fee pilot program.
- Provides \$250M for transportation infrastructure finance and innovation act or TIFIA loans annually.
- Funds nationally significant freight and highway projects via infrastructure for rebuilding or infra grants - \$960M per year.
- A spate of new discretionary grant programs such as: a bridge investment program support by \$653M from highway trust fund and another \$653M from general fund; \$500M in charging and fueling infrastructure grants; \$400M for rural surface transportation grants; \$50M for a congestion relief program; \$50M for a reduction of truck emissions at port facilities program; and \$100M from the general fund to support a healthy streets program.

[PowerPoint: Federal legislative Update]

11. OTHER BUSINESS

There was no other business

The meeting adjourned at 11:02 A.M.

Members

Kwame Arhin, FHWA, Maryland Division
Greg Carski (for D'Andrea Walker), Baltimore County Department of Public Works
Kwaku Duah, Annapolis Transit
Lynda Eisenberg, Carroll County Department of Planning
Bruce Gartner, Howard County Office of Transportation
Mike Kelly, Baltimore Metropolitan Council (BMC)
Ryan Long, FTA, Region III
Heather Murphy, Maryland Department of Transportation (MDOT)
Sally Nash, City of Annapolis, Department of Planning
Theo Ngongang, Baltimore City Department of Transportation (DOT)
Oluseyi Olugbenle (for Kate Sylvester), Maryland Transit Administration (MDOT MTA)
Alex Rawls, Harford County, Department of Planning
Ramond Robinson, Anne Arundel County, Department of Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Bala Akundi, BMC
Regina Aris, BMC
Monica Haines Benkhedda, BMC
Cindy Burch, BMC
Tyson Byrne, MDOT
Sean Campion, MDOT SHA
Virginia Collier, MDOT SHA
David Cookson, Howard County Office of Transportation
Rebecca Deibel, BMC
Blake Fisher, BMC
Don Halligan, BMC
Nicole Hebert, BMC
Dan Huber, BEG/CAN-3
Dan Janousek, MDOT
Zach Kaufman, BMC
Abraham Kidane
Liz Koontz, BMC
Keith Kucharek, BMC
Todd Lang, BMC
Charlene Mingus, BMC
Eric Norton, CMTA

Tara Penders, MDOT SHA
David Phillips, MDOT SHA
Peter Regan, MDOT SHA
Eileen Singleton, BMC
Graham Young, Baltimore City DOT

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board