

BALTIMORE REGIONAL TRANSPORTATION BOARD

January 24, 2023
Baltimore Metropolitan Council
9:03 to 10:52 A.M.

MINUTES

The 349th meeting was called to order at 9:03 A.M. by the Vice Chair, Ms. D’Andrea Walker.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December 20, 2022 BRTB meeting was made by Ms. Walker. A motion was made by Mr. Bruce Gartner to approve the minutes and seconded by Ms. Heather Murphy. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

Mr. Kevin Racine has been dealing with public transportation his entire adult life. He is willing to show people how to use transit to get around. Has helped many veterans get to five VA hospitals. A MARC to SEPTA connection is his current goal. There is a disconnect between the counties, a hurdle to get from Harford County to Baltimore County (White Marsh). Why no advertising that the Charm City Circulator is not in service. He is ready to help members with transit issues.

3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris mentioned three upcoming comment periods: 1) Phase 2 of the Concept Plan for Bicycle and Pedestrian Improvements along US 40 in Harford County, 2) Transportation Issues in Historic Town Centers and 3) the 2024-2025 Unified Planning Work Program. Also mentioned was the recent release of the tenth Resilience 2050 White Paper on the financial forecast.

[Handout: Public Involvement Report for January 2023]

4. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Anna Marshall reported the following from the January 4, 2023 ICG meeting:

- ICG discussed the draft methodology letter for the 2024-2027 Transportation Improvement Program (TIP) and Resilience 2050, the upcoming long range transportation plan (LRTP). The Baltimore region was recently designated as a moderate nonattainment area for the 2015 ozone standard as of November 2022.
- MDE prepared a State Implementation Plan (SIP) for the 2015 moderate area designation, which is out for public comment until January 31, after which it will be sent to the Environmental Protection Agency (EPA) for approval. EPA has 90 days to review. The attainment date for the Baltimore region is August 2024, but the State is required to demonstrate attainment by the end of the last full ozone season prior to the attainment date, which is August 2023.
- The 2023 motor vehicle emissions budgets (MVEBs) are reflected in the draft SIP, and will likely be used for the conformity determination of the TIP and LRTP instead of the 2012 Reasonable Further Progress budgets. It is important to note that the 2023 MVEBs are not deemed adequate until EPA approves the SIP.
- The testing horizon years for the action scenario and emissions estimates will change to reflect the attainment date, 2023, as well as the last year of the LRTP, 2050. The intermediate testing years will remain as 2025, 2035 and 2045.

5. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Brian Ulrich reported the following from the January 2023 TC meeting:

- Action on a resolution – BMC staff shared an overview of recent crash trends and the proposed targets for the traffic safety performance measures (fatalities, fatality rate per vehicle miles traveled (VMT), serious injuries, serious injury rate per VMT, and non-motorized fatalities and serious injuries). The TC members made several inquiries and then voted to send the resolution to the BRTB for consideration.
- Action on a second resolution – BMC staff introduced the MDOT MTA Tier I Transit Asset Management Performance targets. FTA established a system in 2016 to monitor and manage public transportation assets. MPOs must adopt new targets when it updates the LRTP on a four year cycle. The TC members voted to send the resolution to the BRTB for consideration.
- Action on a third resolution – BMC staff introduced the financial forecast for the upcoming LRTP, *Resilience 2050*. BMC requests a forecast of state and federal revenues for each LRTP from MDOT each plan cycle. The financial forecast resolution also includes a forecast of local revenues available through 2050. The TC members made several inquiries as well as one question from the public. The TC then voted to send the resolution to the BRTB for consideration.
- Presentation by the Kittelson consultant team for the ongoing project *Connected and Automated Vehicle (CAV) Integration*. The assistant project manager provided an overview

of the project and presented highlights from the recently completed literature review. Customized recommendations for the region will be developed and submitted in March.

This project is building upon the CAV toolkit that MDOT SHA developed for local jurisdictions. It was noted that it is important for local jurisdictions to plan for CAVs so local policies can incentivize impacts or guide development to meet local goals. There will be positive and negative impacts of CAVs on safety, mobility, accessibility, congestion, environment, land use, equity, labor and workforce, and data and privacy; the impacts are not yet known.

It will be important for CAV deployments to be equitable and accessible to all travelers. Public policies could support these goals, particularly in areas of regulating land use, zoning and permitting, design, and managing infrastructure and curbside. As a result of the discussion the TC will be provided with a list of steering committee members to remain engaged.

- BMC staff presented another in the series on results from the 2018-2019 Maryland Travel Survey (MTS), specifically, an analysis of driving after transit. Staff analyzed the mode choice of bus and rail transit commuters for travel after they returned home from work, in particular how many headed back out again by personal vehicle, either as a driver or a passenger.
- Resilience 2050 Activity – BMC staff shared the draft preferred alternative for *Resilience 2050*. A total of 98 projects were submitted, of these, 62 were roadway projects and 36 were transit projects. A summary was given of the various elements required to generate the draft preferred alternative, including project scores, year of expenditure (YOE) costs, and a financial forecast of revenues available for the projects.
- Continued discussion of upcoming UPWP focus areas – BMC staff reminded the members of the UPWP schedule. There are twelve draft focus areas, nine of these are new topics and three are continuing tasks. Staff have developed very rough estimates of consultant funding required for each project and that staff will continue refining these throughout the month of January.

6. CONSIDERATION OF RESOLUTION #23-11

Ms. Cindy Burch shared an overview of recent crash trends and the proposed targets for the traffic safety performance measures (fatalities, fatality rate per vehicle miles traveled (VMT), serious injuries, serious injury rate per VMT as well as non-motorized fatalities and serious injuries). In 2021, traffic crash-related injuries and serious injuries increased while fatalities decreased across the region and state. This was in contrast to the increase in fatalities and decrease in crashes and injuries during the pandemic in 2020. Ms. Burch noted an increase in non-motorist fatalities and decrease in serious injuries across the region. The performance measure shows a decrease, but that is hidden because the measure is a combination of fatalities and serious injuries.

Ms. Walker inquired about changes in focus for non-motorist safety. Ms. Burch agreed that local safety plans include pedestrian and bicycle safety actions. She also noted funding made

available at the federal and state levels for non-motorist safety and a pre-filed bill in the Maryland Legislature focused on the Maryland pedestrian safety program. She also mentioned several BRTB projects under the Active Transportation and the Look Alive program areas.

Ms. Bihui Xu asked about any anticipated impact of the pending legalization of recreational marijuana use on July 1, 2023. Ms. Burch noted that there will be challenges with impaired driving enforcement and many agencies have been discussing how to get prepared.

Ms. Burch explained the target-setting methodology that is employed by the State and adapted for these regional targets. This Resolution follows the statistical approach used in the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) reports submitted to FHWA and NHTSA, respectively, in 2022. That approach incorporates five-year rolling averages with a baseline of 2005-2009. Exponential trends are used to set the targets, with a two percent annual reduction used in cases of increasing trends.

Ms. Burch shared the anticipated targets for the 2019-2023 average and goal for 2030 in the Resolution under consideration.

Mr. Ulrich asked about trends in 2022 and Ms. Burch explained that the 2022 fatalities should be announced at the State Highway Safety Summit in April and a full crash data file made available in the fall.

Ms. Burch detailed and discussed BRTB efforts underway to address safety, including an enhancement to LRTP project scoring that gave higher points for projects that address non-motorist safety, speeding and impaired driving. She also explained the Safe System Approach consultant project that will help the region take a proactive approach to systemic safety improvements.

Mr. Gartner explained that the Howard County Council passed a law to investigate all fatal and serious injury non-motorist crashes on county roads, similar to the Vision Zero Implementation Act for MDOT SHA. He then inquired about the figures being more projections and not technically targets and goals. While Maryland is a Vision Zero state, to be fairly realistic State partners used exponential trends instead of ambitiously targeting zero fatalities (State has more than 500 fatalities). Ms. Burch speculated the State perspective of setting targets and goals as if nothing were to change, so exceeding those targets would show the effect of the targeted safety efforts.

Mr. Eric Leshinsky requested a correlation or overlay of crash trends with projects in the TIP and LRTP to show any changes that align with best practices. That would help the BRTB be more ambitious in planning. Ms. Burch explained efforts to access all crash data to build regional and local data dashboards that would be updated quarterly instead of annually. Using more recent data would allow more flexible planning.

Ms. Walker inquired about any anticipated impact of the pending legalization of recreational marijuana use on July 1, 2023. Ms. Burch discussed how the state has been preparing for this new legal form of impairment and has been adjusting outreach materials to address broader impaired driving, including both alcohol and drug use. Going forward, materials specific to marijuana impairment may be created. Mr. Bala Akundi explained that creative materials for

the Look Alive campaign have already been developed, so it will be considered next year to include marijuana impairment.

Mr. Gartner asked about hours and citations issued by law enforcement and how it was affected by the COVID-19 pandemic. Ms. Burch explained how enforcement metrics are being captured in all of the Local SHSPs, but the effort hours have not been compiled regionally. It is possible to get citation issuance and disposition for the region, Ms. Burch will pull that information together for the BRTB to review.

Mr. Michael Scepaniak, Strong Towns Baltimore, questioned the 2030 goals for the highway safety performance measures. He stated that in 2019 Maryland enacted a law for Vision Zero leading to zero deaths by 2030. Why is the BRTB considering 202 deaths in the target? What does long-term commitment mean that is stated in the resolution? If there are FHWA requirements, then state that info with a supplement that would lead to zero. What is MDOT's plan? [Mr. Scepaniak's statement occurred earlier in the meeting since he had to leave before the Action Item. Subsequent discussion addressed his comment.]

Mr. Steve Cohoon recommended approval of the resolution and Ms. Lynda Eisenberg seconded the motion. The BRTB voted unanimously to recommend approval of the resolution.

[PowerPoint: Safety Performance Targets]

7. CONSIDERATION OF RESOLUTION #23-12

Mr. Shane Sarver introduced the resolution regarding acceptance of MDOT MTA Tier I Transit Asset Management Performance targets. FTA established a system in 2016 to monitor and manage public transportation assets, which requires MDOT MTA to submit a TAM plan update every four years, in addition to annual submission of asset inventory data to NTD. In addition to these requirements, MPOs must adopt new targets when it updates the LRTP on a four year cycle.

Mr. Sarver shared MDOT MTA's 2022 TAM performance and 2023 TAM performance targets and summarized the methodology used by MDOT MTA to develop the targets. Targets are developed using three factors: expected asset retirements, expected asset deliveries as well as expected capital and operating budget.

Mr. Sarver also shared that MDOT MTA's 2021 State of Good Repair backlog was estimated to be at \$1.8 Billion, including \$477 Million for vehicles, \$163 Million for guideway assets, \$526 Million for systems assets, \$311 Million for facilities, and \$343 Million for stations assets. Many of the needs identified in MDOT MTA's SGR backlog are funded to some extent, and MDOT MTA prioritizes safety-critical projects to ensure safe operation of the system. Members of the BRTB expressed concern about the size of the MDOT MTA's SGR backlog.

Mr. Lang shared that the Bipartisan Infrastructure Law included a requirement that progress towards TAM SGR targets would need to be shown in order to receive a Capital Investment Grant from FTA. Members of the BRTB expressed significant concern that MDOT MTA's SGR

backlog could reduce the amount of funding Locally Operated Transit Systems would be able to receive.

As discussion wrapped up, Ms. Walker asked for a motion to the resolution. Ms. Murphy recommended approval of the resolution, and Mr. Ulrich seconded the motion. The BRTB voted unanimously to recommend approval of the resolution.

[PowerPoint: MDOT MTA Asset Management]

8. CONSIDERATION OF RESOLUTION #23-13

Mr. Don Halligan introduced the resolution regarding endorsement of a financial forecast for the upcoming LRTP, Resilience 2050. BMC requests a forecast of state and federal revenues for each LRTP from MDOT each plan cycle. MDOT provided a forecast extending through 2050 in August 2022. The financial forecast resolution also includes a forecast of local revenues available through 2050. The local financial forecast was developed in FY 2022 with help from a consultant, Kimley-Horn.

Mr. Halligan summarized the methodology used by MDOT to generate the state and federal revenue forecasts. Total statewide revenues are projections of state and federal funds using historical average annual growth rates. MDOT then determines anticipated Operating and System Preservation expenditures through 2050 by applying inflation rates to the previous year. Statewide expansion funds are derived by subtracting operating and system preservation values from total forecasted revenues.

MDOT calculates the share of expansion funds available to the Baltimore region by applying historical shares dedicated to the region to statewide surface expansion funds. From 1981 to 2021, the Baltimore region received approximately 36.1% of total statewide surface expansion funds. Baltimore region shares for operating and system preservation were calculated by applying the same share (36.1%) to statewide operating and system preservation forecasts. The financial forecast of state and federal revenues available to the Baltimore region for Resilience 2050 includes approximately \$37 billion, \$21 billion, and \$12 billion for operations, system preservation, and expansion, respectively. Projects submitted for inclusion in Resilience 2050 compete for the \$12 billion in expansion funds anticipated to be available through 2050.

Mr. Halligan also highlighted a change in MDOT's categorization of projects that affects the financial forecast. Prior LRTP project submittals were "major capital" projects, which could include large-scale projects that don't expand roadway or transit capacity. This major capital category is now exclusively expansion. This means that projects that had previously been categorized as major capital that don't include additional capacity are now categorized as system preservation. This results in an increase in system preservation funds in the financial forecast. In addition, some non-capacity projects submitted for the LRTP will be considered part of the system preservation portion of funding for the region.

Mr. Zach Kaufman summarized the local financial forecast. While MDOT provides state and federal funding forecasts for the LRTP, federal regulations require a financial plan to identify “all necessary financial resources from public and private sources that are reasonably expected to be available,” which includes forecasting of local sources of revenue. In 2022, the BRTB worked with a consultant and local jurisdiction staff to develop a local funding projection tool for use in Resilience 2050. This local funding tool can also be adapted to generate local funding forecasts for future LRTPs.

The local financial forecast was based on baseline funding information for FY 2022. Baseline funding information was gathered through the review of relevant local funding documentation for each jurisdiction, and interviews held with relevant representatives of each jurisdiction. Local funds come from a variety of sources including Highway User Revenues, general funds, bonds and other sources such as usage fees.

Funding sources were allocated to either operating or capital based on the review of local documents and staff interviews. Capital was further divided into system preservation and expansion categories to mimic the state and federal financial forecast. Baseline funds for operating and capital were projected forward by source (HUR, general funds, bonds, etc.) using growth rates estimated from interviews with budget staff and reasonable economic principles.

For the 2028 to 2050 time period, \$16.5 billion, \$6.4 billion, and \$982 million in local funds are forecast for operating, system preservation, and expansion, respectively. Programming of local funds will remain a local decision. Resilience 2050 will include a region-wide summary of the local financial forecast to present a more complete picture of transportation revenues available in the Baltimore region as required by the metropolitan planning rule.

Mr. Kaufman also shared that the draft preferred alternative is nearly complete now that project scoring, cost estimation, and the financial forecast are complete. Mr. Lang shared that most projects were able to be included in the draft preferred alternative. He has been in touch with those that submitted projects that were not able to be included given the revenues anticipated to be available. Those projects can be included in the illustrative project list.

Ms. Walker recommended approval of the resolution, and Mr. Gartner seconded the motion. The BRTB voted unanimously to recommend approval of the resolution.

[PowerPoint: Financial Forecast for Resilience 2050]

9. PRESENTATION: AMTRAK TO REPLACE THE 116-YEAR-OLD SUSQUEHANNA RIVER RAIL BRIDGE IN HAVRE DE GRACE

Mr. Jason Hoover, Amtrak, began with some background of this major project that has been waiting for funding to move ahead. HNTB’s representatives continued with the project description and scope along with the status and next steps.

The new bridge will replace the existing 1906 2-track bridge with a through-truss swing span with 2 new 2-track bridges. Five route miles of track realignment and reconstruction. This will

modernize and improve track, catenary and signals for higher speeds. Current speeds are capped at 90 miles per hour, this impacts Amtrak, MARC and Norfolk Southern.

In summer of 2013 an inspection found the bridge functionally obsolete and initial steps have been ongoing since then. In 2022 an Early Action Package Design & NEPA Re-evaluation was completed. Eventually the high speed Amtrak trains will have 2 dedicated tracks and MARC and Norfolk Southern will use the other 2 tracks. Once a new bridge supporting 2 tracks is in place the old bridge will be demolished and replaced. The new design will have a modern clean design with abutments further from the river to preserve the view scape for both Havre de Grace and Perryville. Remnant piers will be removed for hydraulic impacts, construction activities and nautical safety. Also, several abandoned bridges for vertical clearance. Design will be completed and an anticipated Notice To Proceed to begin in Quarter 3 of Calendar Year 2025.

In October 2022, Amtrak received a Finding Of No Significant Impact and is now working with a Section 106 Programmatic Agreement. The agreement is being updated due to the lapse during the pandemic. Amtrak has a website with up to date information and a sign-up for notices. www.amtrak.com/susquehanna-river-rail-bridge-project.

Mr. Alex Rawls expressed interest in a briefing for the new County Executive. Also, be aware that there are folks interested in bike and pedestrian access across the river. MDOT has reached out to Amtrak to also request a briefing for the Executives. Mr. Gartner asked about funding. Amtrak is looking at IIJA and FRA grants, still need final design and construction funding. Total cost likely to be \$1.5 Billion. Mr. Racine also expressed interest in the project.

[PowerPoint: Amtrak Susquehanna River Rail Bridge Project]

10. OTHER BUSINESS

Mr. Lang distributed a calendar of committee meetings as well as information on the role of Transit Asset Management State of Good Repair requirements for Capital Investment Grant projects.

Members

Greg Becoat, Environmental Protection Agency, Region III
Steve Cohoon, Queen Anne's County Department of Public Works
Lynda Eisenberg, Carroll County Department of Planning
Bruce Gartner, Howard County Office of Transportation
Elizabeth Gordon, MDOT Maryland Transit Administration
Anthony Jreije, Federal Transit Administration, Region III
Eric Leshinsky, City of Annapolis, Department of Planning
Heather Murphy, Maryland Department of Transportation (MDOT)
Alex Rawls, Harford County, Department of Planning
Catherine Salarano, Maryland Department of the Environment

Brian Ulrich (for Sam Snead), Anne Arundel County Office of Transportation
D'Andrea Walker, Baltimore County Department of Public Works & Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)

Regina Aris, BMC

Marty Baker, MDOT

Ryan Bounds, KHA

Cindy Burch, BMC

Tyson Byrne, MDOT

Rebecca Deibel, BMC

Grace Donovan, Calladium Group

Don Halligan, BMC

Tavon Hawkins, MDOT SHA

Collin Hodges, McCormick Taylor

Jason Hoover, Amtrak

Lauren Hunt, Kittelson & Associates

Dan Janousek, MDOT

Keith Kucharek, BMC

Todd Lang, BMC

Sheila Mahoney, BMC

Anna Marshall, BMC

Peter Mazzeo, HNTB

Charlene Mingus, BMC

Lisa Minnick, MDOT SHA

Samuel Parsons, Kittelson & Associates

Kevin Poad, HNTB

Kevin Racine, guest

Shane Sarver, BMC

Michael Scepaniak, Strong Town Baltimore

J Spokes

John Thomas, MDOT

Dwight Tigner, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board