

## BALTIMORE REGIONAL TRANSPORTATION BOARD

March 28, 2023  
Baltimore Metropolitan Council  
9:00 to 10:20 A.M.

### MINUTES

The 351<sup>st</sup> meeting was called to order at 9:00 A.M. by the Chair, Mr. Sam Snead.

#### 1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the February 28, 2023 BRTB meeting was made by Mr. Snead. A motion was made by Mr. Steve Cohoon to approve the minutes and seconded by Ms. Lynda Eisenberg. The minutes were approved unanimously.

#### 2. PUBLIC PARTICIPATION OPPORTUNITY

No one offered comments to the BRTB.

#### 3. REPORT ON PUBLIC COMMENTS

Ms. Regina Aris shared highlights of the public involvement report for March.

- There is an open comment period for Phase II of the Historic Town Centers task. A public meeting was held on March 21<sup>st</sup> and the comment period will continue until April 5<sup>th</sup>.
- Also open for comment on the preferred alignments and initial design for the Guinness to Southwest Area Park segment, which will add another approximately 6 miles to the Patapsco Regional Greenway. The comment period closes on March 30.
- The comment period for the FY 2024 – 2045 UPWP closed on March 9<sup>th</sup> with five people commenting. Responses to those comments are currently in process.

***[Handout: Public Involvement Report for March 2023]***

#### **4. REPORT FROM THE TECHNICAL COMMITTEE**

Mr. Joel Gallihue reported the following from the March 2023 TC meeting:

- BMC staff introduced the Locally Operated Transit Systems (LOTS) Tier II Transit Asset Management Performance targets. The TAM plan for Tier II agencies includes four categories, which were presented and accepted by the TC members.
- BMC staff introduced safety targets for all transit agencies in the Baltimore region. FTA's Public Transportation Agency Safety Plan (PTASP) requires recipients of federal transit funds to develop public transportation agency safety plans, which must include safety performance targets in four categories. Mr. Duah noted that while the previous TAM targets are done regionally, each transit agency develops safety targets individually. The LOTS show information for fixed route buses and demand response service. MDOT MTA shows information by transit mode, including: local bus, light rail, metro subway, mobility, and commuter bus.
- BMC staff provided background and proposed targets for the three reliability performance measures. These measures assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. Data from FHWA's National Performance Management Research Data Set (NPMRDS) can be used by DOTs and MPOs for setting targets. The TC voted to move the resolution to the BRTB for consideration.
- On to more targets, BMC staff presented the details for proposed Regional Targets for Bridge and Pavement Performance. The targets apply to all bridges and pavement in the region that are part of the National Highway System (NHS), regardless of owner. The bridge condition is based on data from the National Bridge Inventory. The state collects the pavement data for the NHS in the region. The TC also agreed to send these targets to the BRTB for consideration.
- BMC staff reviewed the eligible activities under the new Carbon Reduction federal grant program as well as the amount of funding to urbanized areas in the region. Bus purchases are eligible and all members have requests in their ATPs for new buses currently. MDOT MTA has an open contract that would allow for a relatively quick process to proceed.
- Resilience 2050 Update: BMC staff asked TC members to help review chapters of *Resilience 2050* prior to the public release. The public comment period for *Resilience 2050* is tentatively set for May 17 - June 16, with one public meeting in each jurisdiction. Members were asked for recommended locations and preferred dates for meetings.
- 2024 UPWP: Staff quickly reviewed the remaining schedule for the upcoming UPWP. Comments will be shared with the TC and BRTB for review and consideration.

#### **5. CONSIDERATION OF RESOLUTION #23-15**

Mr. Shane Sarver introduced the resolution regarding acceptance of the Locally Operated Transit Systems (LOTS) Tier II Transit Asset Management Performance targets. FTA established a system in 2016 to monitor and manage public transportation assets, which requires the LOTS to submit a TAM plan update every four years, in addition to annual

submission of asset inventory data to NTD. The TAM plan for Tier II agencies includes: 1) an inventory of assets, 2) a condition assessment of inventoried assets, 3) a description of a decision support tool, and 4) a prioritized list of investments. In addition to state/local requirements, MPOs must adopt new targets when it updates the MTP on a four year cycle. Mr. Sarver shared the LOTS 2022 TAM performance and 2023 TAM targets, which are regional targets.

Ms. D'Andrea Walker recommended approval of the resolution, and Mr. Theo Ngongang seconded the motion. The board voted unanimously to recommend approval of the resolution.

***[PowerPoint: LOTS Asset Management Targets]***

**6. CONSIDERATION OF RESOLUTION #23-16**

Mr. Sarver introduced the resolution regarding acceptance of transit safety targets for the Baltimore region. FTA's Public Transportation Agency Safety Plan (PTASP) requires recipients of federal transit funds to develop public transportation agency safety plans, which must include safety performance targets in four categories: fatalities, injuries, safety events, and system reliability. These targets are required to be shared with MPOs, which must reference them in TIPs and MTPs, and must adopt targets within 180 days of receiving them.

Mr. Sarver shared the safety performance targets of each Locally Operated Transit System and MDOT MTA. Mr. Sarver noted that while TAM targets are done regionally, each transit agency develops safety targets individually, and MDOT MTA assists the LOTS in setting their targets. The LOTS show information for fixed route buses and demand response service. MDOT MTA shows information by transit mode, including: local bus, light rail, metro subway, mobility, and commuter bus.

Mr. Bruce Gartner recommended approval of the resolution, and Mr. Eric Leshinsky seconded the motion. The board voted unanimously to recommend approval of the resolution.

***[PowerPoint: Public Transportation Agency Safety Plan]***

**7. CONSIDERATION OF RESOLUTION #23-17**

Mr. Bala Akundi provided background and proposed targets for the three reliability performance measures.

Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. These include two measures related to Level of Travel Time Reliability (LOTTR) – (1) percent of person-miles traveled on the Interstate System that are reliable and (2) percent of person-miles traveled on the Non-Interstate NHS that are reliable, as well as a Truck Travel Time Reliability (TTTR) Index or ratio of Interstate System mileage indicating reliable truck travel times.

State DOTs and MPOs are required to assess the performance of the NHS under the National Highway Performance Program (NHPP) and establish 2 and 4 year targets. State DOTs were required to set performance targets for travel time reliability by October 1, 2022. MPOs are required to set performance targets for travel time reliability by March 31, 2023. MPOs can adopt their state's targets or set their own regional targets. Data from FHWA's National Performance Management Research Data Set (NPMRDS) can be used by DOTs and MPOs for setting targets.

In 2018, BRTB adopted MDOT SHA statewide targets for 2019 and 2021. For the next set of 2 and 4-year targets for 2023 and 2025, BMC recommends using the average of the actual results from 2017 and 2019. Mr. Akundi explained that the reasoning behind this is due to the fact that regional traffic volumes and congestion are trending towards pre-pandemic levels, the region has major freight generators such as the Port of Baltimore and TradePoint Atlantic, and 13 of the top 25 truck bottlenecks are in the Baltimore region. This approach results in target values that are lower than MDOTs for the two LOTTR measures and higher for the TTTR. This can be seen in Attachment 1 of the resolution.

There was a request for a motion regarding Resolution #23-17. Ms. Eisenberg recommended approval of the resolution, and Ms. Heather Murphy seconded the motion. The board voted unanimously to recommend approval of the resolution.

### ***[PowerPoint: Travel Time Reliability Targets]***

## **8. CONSIDERATION OF RESOLUTION #23-18**

Ms. Eileen Singleton presented the details for Resolution 23-18 on Proposed Regional Targets for Bridge and Pavement Performance. The targets apply to all bridges and pavement in the region that are part of the National Highway System (NHS), regardless of owner. The state submitted its targets in October 2022, and the MPO has up to 180 days to submit its targets.

The bridge and pavement measures are as follows: 1) percent of NHS bridges in Good Condition; 2) percent of NHS bridges in Poor Condition; 3) percent of NHS interstate pavement in Good Condition; 4) percent of NHS interstate pavement in Poor Condition; 5) percent of NHS non-interstate pavement in Good Condition; and 6) percent of NHS non-interstate pavement in Poor Condition.

The bridge condition is based on data from the National Bridge Inventory. The state collects all of the data. The Baltimore region has 57% of the NHS bridges in Maryland.

The baseline bridge conditions in the region (18.2% good; 4.8% poor) are lower than the baseline statewide conditions (24.3% good; 2.6% poor). So the regional bridge targets were developed starting with the regional baseline conditions; the 2-year and 4-year targets were calculated using the percent difference of the state targets (from 2022 to 2024 and from 2024 to 2026).

The pavement conditions are based on international roughness index, cracking, and rutting/faulting. The state collects the pavement data for the NHS in the region. Approximately 17.8% of the NHS in the region is locally owned.

The pavement targets were developed similar to the bridge targets, using the regional baseline conditions and creating targets based on the difference between state targets. Ms. Singleton noted that the pavement targets for the state are shown to decrease over the four-year performance period.

The bridge and pavement targets are:	2024	2026
% of NHS bridges in Good Condition	18.3%	18.6%
% of NHS bridges in Poor Condition	4.6%	4.1%
% of NHS Interstate pavement in Good Condition	45.3%	42.5%
% of NHS Interstate pavement in Poor Condition	1.7%	1.7%
% of NHS non-Interstate pavement in Good Condition	22.5%	21.7%
% of NHS non-Interstate pavement in Poor Condition	13.7%	15.4%

There was a question about whether pavement conditions are decreasing across the country; Ms. Singleton did not know the answer to this question.

Ms. Walker recommended approval of the resolution, and Mr. Gartner seconded the motion. The board voted unanimously to recommend approval of the resolution. The committee voted to approve resolution #23-18.

***[PowerPoint: Bridge and Pavement Targets]***

**9. APPOINTMENT OF A NOMINATING COMMITTEE FOR BRTB OFFICERS**

Mr. Snead requested MDOT and Carroll County serve on the Nominating Committee. Those two representatives agreed. They will present a slate of officers for FY 2024 at the May meeting.

**10. PRESENTATION: ISSUES FACING TRANSIT TODAY – APTA VIEWPOINT**

Mr. Art Guzzetti began with an acknowledgement to Mr. Lang for his contributions nationally through the American Public Transportation Association.

APTA is fresh off of legislative conference where members felt that IIJA has provided enough funding to make a difference. The association is moving beyond rah-rah and is now into delivery mode. Future authorizations will be judged on the ability of transit agencies to implement projects. It has been challenging due to the pandemic, supply chain issues, workforce, etc.

Then Mr. Guzzetti advanced through a series of topics from a broken Transportation Trust Fund, the capital grant program forced to use general funds - which are less solid, thinking of local match in the next bill. There are also a lot of issues with workforce, risk

management and rising costs for the transition to zero emission service. Other issues include equity, safety and ridership recovery. Despite the challenges at this point in time APTA will weather them as they have since 1882.

Another big issue is fare policy, which is decided on a community basis, APTA does not have an opinion. Affordable housing and transit connections need to be linked. The list of challenges goes on: changing weather/climate change and microtransit – where transit providers can learn from TNCs. Microtransit is expensive but cheaper than a fixed route. A new issue to think about is cybersecurity. And finally, probably the biggest challenge to transit is sprawl/ land use/ urban form.

## **11. OTHER BUSINESS**

There was no other business.

### ***Members***

Steve Cohoon, Queen Anne's County Department of Public Works  
Kwaku Duah, Annapolis Department of Transportation  
Lynda Eisenberg, Carroll County Department of Planning  
Bruce Gartner, Howard County Office of Transportation (OOT)  
Liz Gordon, MDOT Maryland Transit Administration  
Eric Leshinsky, City of Annapolis, Department of Planning  
Heather Murphy, Maryland Department of Transportation (MDOT)  
Theo Ngongang, Baltimore City Department of Transportation  
Alex Rawls, Harford County, Department of Planning  
Catherine Salarano, Maryland Department of the Environment  
Sam Snead, Anne Arundel County Office of Transportation  
D'Andrea Walker, Baltimore County Department of Public Works & Transportation (DPW&T)  
Bihui Xu, Maryland Department of Planning (MDP)

### ***Staff and Guests***

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Regina Aris, BMC  
Cindy Burch, BMC  
Tyson Byrne, MDOT  
David Cookson, Howard County OOT  
Angie Daniel, Baltimore County DPW&T  
Rebecca Deibel, BMC  
Joel Gallihue, Harford County  
Art Guzzetti, American Public Transportation Association  
Don Halligan, BMC  
Dan Janousek, MDOT

Connor Jett, Howard County  
Mike Kelly, BMC  
Keith Kucharek, BMC  
Todd Lang, BMC  
Toria Lassiter, MDOT SHA  
Ethan M, guest  
Sheila Mahoney, BMC  
Anna Marshall, BMC  
Charlene Mingus, BMC  
Fritzen Royer, guest  
Shane Sarver, BMC  
Eileen Singleton, BMC  
Ed Stylc, BMC  
Zach Kaufman, BMC

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board