

BALTIMORE REGIONAL TRANSPORTATION BOARD

August 22, 2023
Baltimore Metropolitan Council
9:01 to 10:28 A.M.

MINUTES

The 356th meeting was called to order at 9:00 A.M. by the Chair, Ms. D'Andrea Walker.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the July BRTB meeting was made by Ms. Walker. A motion was made by Mr. Alex Rawls to approve the minutes and seconded by Ms. Corren Johnson. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one who wished to address the BRTB.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that staff are currently conducting an internal debrief of our public engagement work for Resilience 2050 as well as of the TIP and Conformity. This includes a review of engagement statistics and soliciting feedback from the public on how the process went.

Throughout the 2 year planning process, we invited the public to weigh in on the goals and strategies that guide the plan, the draft plan, and to share their thoughts on nearly a dozen white papers on a range of topics. Over 11,200 people visited our project websites and comments were received from the public including many from individuals representing larger organizations, coalitions and other stakeholder groups.

Over 430 comments were shared with staff and decision-makers throughout this process. In drafting Resilience 2050, the BRTB made several adjustments based on public feedback, including additional scoring criteria boosting transit candidate projects. Notably, Resilience

2050 includes twice as much transit investment as the BRTB's previous long-range transportation plan.

In terms of meeting attendance, we had a few dozen public meeting attendees, with our virtual meeting being the most well attended. Members of the public who participated in Resilience 2050 are invited to share their feedback on the public engagement process. Comments are welcome at publicinput.com/resilience2050survey through September 8.

Next, Ms. Haines Benkhedda highlighted some upcoming public involvement activities. Stay tuned for phase 2 of the Patapsco Regional Greenway - Guinness to SW Area Park project later this year or early next year. The Look Alive safety campaign is preparing for a big pedestrian safety push during October. New UPWP activities that will be seeking public engagement in FY 2024 include: the Vision for a Regional Bicycle Network, PRG: Stoney Run segment and several more.

[Handout: Public Involvement Report for August 2023]

4. REPORT FROM THE TECHNICAL COMMITTEE

Ms. Angie Daniel reported the following from the August Tech Committee meeting:

- BMC staff presented an overview of projects submitted to the Transportation Alternatives (TA) program for the Baltimore region along with recommendations for funding. The TC voted to send a recommendation for BRTB consideration.
- BMC staff discussed results from the 2018-2019 Maryland Travel Survey (MTS), in particular a study of Travel by Motorcycle. Age group: The largest shares of motorcycle riders are those 18-44 years old (71.4%). Household Income: The largest share of motorcycle riders are those with the highest incomes, \$150,000 or more (64.5%). Race & Ethnicity: The largest share of motorcycle riders are Whites (95.5%). Trip Purpose: The largest share of motorcycle trips are for Work (30.4%).
- BMC staff demonstrated the staff-developed Crash Data Dashboard. The initiative was based on a presentation from a previous AMPO conference. The Maryland State Police Crash Record database recently became publicly available after the Planning Area Dashboard consultant activity closeout. Maryland State Police Crash Data from 2018 to 2023 was downloaded. A Tableau dashboard consisting of three views (Crash Record Behavior Summary, Crash Record Behavior Analysis, and Crash Record Map) was created and published. Staff shared examples of how to use the data.
- Kittelson & Associates along with BMC staff presented an overview of the recently completed Connected and Automated Vehicle (CAV) Integration for Local Governments project. The purpose of the project was to provide an overview of CAV impacts and best planning practices as well as present actionable recommendations to help agencies prepare for CAVs in the region. Proactive planning will help agencies maximize benefits of CAVs, minimize the challenges and achieve agency goals. Over the next one to two years, local agencies were recommended to take a range of actions to prepare for CAVs. A list of eleven items was discussed.

- A Closed Session was held to discuss one proposed RFP for the PRG: Operations, Maintenance, and Branding task. Committee members agreed with the project scope and gave approval to move forward.

5. CONSIDERATION OF RESOLUTION #24-3

Ms. Charlene Mingus presented an overview of projects submitted to the Transportation Alternatives (TA) program for the Baltimore region and recommendations for funding of applications for FY 2024. TA program applications, which include Safe Routes to School projects, were due mid-May of this year and MDOT SHA and BMC staff reviewed the applications and conducted site visits as needed in coordination with the applicants. The total TA program funds available in FY 2024 for the Baltimore region is \$4,438,487. Four applications were received totaling \$12,054,000 in requests. The total TA program funds available in FY 2024 for the Aberdeen, Bel Air South, and Bel Air North area is \$430,525. No applications were received for the Aberdeen, Bel Air South, and Bel Air North area.

Anne Arundel County submitted an application to construct a shared-use path which will be an extension of the existing BWI Trail Spur and extend 1.2 miles through Linthicum from Maple Road to the Nursery Road Light Rail Station. The total cost of the project is estimated to be \$8,800,000 with a 20% match. As stated in the application, the purpose of the project is to provide safe access for pedestrians and bicyclists to the BWI Trail Spur which connects to the B&A Trail. The project would also connect to the planned Baybrook Connector. The project will provide access to MDOT MTA Nursery Road and Linthicum Light Rail stations.

Anne Arundel County also submitted an application for construction of a shared-use path and bicycle lanes on Shoreham Beach Road from MD 214 to Triton Beach Road which will include intersection improvements. The project is approximately 1,500 feet long with a total estimated cost of \$474,000 with a 21% match. As stated in the application, the purpose of the project is to support the connection of surrounding communities to Beverly Triton Beach, support the connection to commercial development and May Elementary, and to connect to a planned shared-use path on MD 214.

Howard County submitted an application for construction of a 1.4 mile long shared-use path along Dobbin Road from MD 175 to Oakland Mills Road, as well as sidewalk improvements and new pedestrian crossings. The estimated cost of the project is \$5,500,000 with a 20% match. The purpose of the project as stated in the application is to provide separated bicycle and pedestrian infrastructure to provide access to jobs, education, shopping, restaurants, residences, and transit and to connect existing improvements on Oakland Mills Road and Dobbin Road north of MD 175.

Anne Arundel County submitted a feasibility study application for a Safe Routes to School project to perform accessibility studies at ten elementary schools and up to ten middle schools in the County. The estimated cost of the project is \$306,000 with a 22% match. The purpose of the project as identified in the application is to identify ways to increase the number of students walking to schools by identifying the physical barriers that prevent them from doing so and providing recommendations to overcome these barriers.

The following projects are recommended for full funding: Dobbin Road Shared-Use Pathway and Safe Routes to School Accessibility Studies, Phase 2.

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

[PowerPoint: Transportation Alternatives Grant Recommendations]

6. PRESENTATION: MDOT FEDERAL GRANTS COORDINATION AND SUPPORT EFFORTS

Mr. Sean Winkler to share a presentation from MDOT about growing resources to unlock federal funding for the members. Due to the historic opportunities provided by the Infrastructure Investment and Jobs Act, Mr. Winkler has been tasked to provide: strategic guidance and advice, grant funding announcement tracking and state assistance. MDOT has a [website](#) for more information on these federal grants. Additionally MDOT has provided a request form for Letters of Support and has initiated a monthly newsletter covering all grant funding opportunities and awards in Maryland.

[PowerPoint: MDOT Grants & Partnerships]

7. PRESENTATION: PROTECT PROGRAM COORDINATION EFFORTS

Part 1: Ms. Eileen Singleton provided a brief overview of the Federal Highway Administration grant program called Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) as well as the regional application that was recently submitted.

The PROTECT program was created under the federal Bipartisan Infrastructure Law to fund projects that improve the resilience of the surface transportation system. There are four sub-grant categories in the discretionary program; the Planning Grants do not require a non-federal match, the three other programs require a 20 percent match. The PROTECT discretionary Notice of Funding Opportunity includes a focus on resilience of disadvantaged/socially vulnerable communities.

Local jurisdictions and state agencies have been addressing resilience, and resilience projects have also been completed at the regional level, including:

- [Climate Change Resource Guide](#)
- [Climate Resilience Guidance for Local Jurisdictions](#)
- [Recommendations for Interjurisdictional Coordination on Climate Resilience](#)

These documents identified an interest and need at the regional level for additional work. The Recommendations for Interjurisdictional Coordination document includes the following:

- Develop a resilience strategy to be implemented collaboratively.
- Consider opportunities to build on ongoing efforts of interjurisdictional collaboration.
- Identify opportunities for sharing state/federal grants and funding.

Local, state and non-profit stakeholders in the region came together to develop an application to the PROTECT Program called Baltimore Regional Roadmap to Resilience (R3) that incorporates these recommendations. The application was submitted by the Resilience Authority of Annapolis and Anne Arundel County on behalf of the region.

The proposed scope of work includes:

- Preliminary Task: Develop and Implement a Stakeholder Engagement Plan
- Phase 1: Develop the Baltimore Region Transportation Resilience Improvement Plan (TRIP)
- Phase 2: Revenue Mapping

There is a financial benefit to having a regional Resilience Improvement Plan in place; this will enable future local and regional applications to the PROTECT program to access reduced match requirements.

The Baltimore R3 project is proposed to take 18 to 21 months to complete.

[PowerPoint: Application for PROTECT]

Part 2: Ms. Sandy Hertz, MDOT Office of Climate Change, Resilience & Adaption, also discussed PROTECT and covered features of the formula and discretionary programs. Ms. Hertz also covered program development and the state's approach to project identification. There is \$107 Million in formula funds for use between FFY 2022 and FFY 2026 that are eligible on federal-aid highways, public transportation facilities or port facilities. Eligible activities include: resilience planning, resilience improvements, community resilience & evacuation routes or at-risk coastal infrastructure.

For the discretionary grant program, there is \$1.4 Billion between FFY 2022 and FFY 2026 that are eligible on the same as formula funds plus intercity rail passenger transportation. Ms. Hertz clarified uses of funds for formula versus discretionary. The MDOT approach is based on federal program guidance and benefit-cost analysis guidance. MDOT is developing evaluation forms and SOPs to help identify and screen potentially eligible projects. The evaluation includes information from the PROTECT Guidance, as well as information required in order to obligate funds. Also includes priorities for investment related to underserved and overburdened communities, local priorities, hazard mitigation planning, and identified vulnerable areas. The next steps include: 1) identify opportunities to partner, 2) understand local priorities, 3) align with Governor's directives, 4) finalize and distribute evaluation forms, 5) review available federal-aid guidance, 6) establish "call for projects", and 7) provide regular updates on progress.

There are several resources posted through USDOT's site that MDOT uses regularly. Here are the links to those highlighted:

[Protect Formula Program Guidance \(July 2022\)](#)

[USDOT Benefit Cost Analysis Guidance \(January 2023\)](#)

[Protect Discretionary Program NOFO \(April 2023 – Closed August 18, 2023\)](#)

[PowerPoint: PROTECT]

8. OTHER BUSINESS

There was no other business. The meeting ended at 10:28 am.

Members

Jasmine Champion, Federal Highway Administration, Maryland Division
Steve Cohoon, Queen Anne's County Department of Public Works
Bruce Gartner, Howard County Office of Transportation
Elizabeth Gordon, MDOT Maryland Transit Administration
Corren Johnson, Baltimore City Department of Transportation
Mary Lane, Carroll County Department of Planning
Heather Murphy, Maryland Department of Transportation (MDOT)
Alex Rawls, Harford County, Department of Planning
Jason Quan, RTA of Central Maryland
Catherine Salarano, Maryland Department of the Environment
D'Andrea Walker, Baltimore County Department of Public Works & Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
David Cookson, Howard County
Angie Daniel, Baltimore County DPW&T
Rebecca Deibel, BMC
Louisa Glazunova, BMC
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Sandy Hertz, MDOT
Dan Janousek, MDOT
Zach Kaufman, BMC
Mike Kelly, BMC
Shawn Kiernan, MDOT
Ryan Kivinski, Harford Transit LINK
Talya Kravitz, Greater Washington Partnership
Keith Kucharek, BMC
D Lovaas, guest
Anna Marshall, BMC
Charlene Mingus, BMC
Eric Norton, Central Maryland Transportation Alliance

Shane Sarver, BMC
Sean Winkler, MDOT
Shenice, guest

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board