

BALTIMORE REGIONAL TRANSPORTATION BOARD

September 19, 2023
Baltimore Metropolitan Council
9:01 to 10:24 A.M.

MINUTES

The 357th meeting was called to order at 9:01 A.M. by the Vice Chair, Mr. Bruce Gartner.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the August BRTB meeting was made by Mr. Gartner. A motion was made by Mr. Alex Rawls to approve the minutes and seconded by Ms. Heather Murphy. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one who wished to address the BRTB.

3. REPORT ON PUBLIC COMMENTS

No report due to a quiet August.

4. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Janousek reported the following from the August Tech Committee meeting:

- A resolution to amend the FY 2024 UPWP to carry over funding for tasks that were not completed in FY 2023, or earlier. BMC staff walked the TC members through BMC consultant items, local support for BMC consultants as well as outstanding local projects. Several options were suggested with one recommendation. The TC voted to support the recommendation and move this to the BRTB.
- Two amendments were presented: First, Anne Arundel County requested to amend the TIP to add one new project, for the replacement of the Governor Bridge Road over Little Patuxent River. Next, the Maryland Department of Transportation Maryland Transit

Administration requested to amend the TIP to add one new project for Martin State Airport due to the award of a federal grant. After the briefings, the TC recommended moving both amendment requests to the BRTB.

- Maryland Travel Survey - Employment: Staff discussed additional results from the 2018-2019 Maryland Travel Survey (MTS), specifically, a study of employment in the region. The data revealed employment levels by jurisdiction as well as retirement levels, unemployment levels and Disabled non-worker levels. The data also revealed employment by age group, race and ethnicity. Finally, the data showed the daily travel by trip purpose for each employment type.
- 2022 Residential Hot Spot Report. Staff reported on the region's housing growth in 2022, identifying ten housing "hot spots" in Anne Arundel County, Harford County and Baltimore City. The top ten hot spots accounted for 46.3 percent of all new units. Ms. McDermott shared an interactive map displaying the residential Hot Spots across the region.
- Wrap of Resilience 2050. Staff requested feedback on the planning process for *Resilience 2050* as well as recommended improvements for the next LRTP cycle. A survey was distributed to members with a request to return in two weeks.

5. CONSIDERATION OF RESOLUTION #24-4

Mr. Todd Lang described that the resolution is to reconcile the FY 2023 carryover into the FY 2024 UPWP. Mr. Lang shared background on why the action is needed. After the background Mr. Lang characterized three areas of carryover. First, is the BMC consultant tasks that recently closed out or are underway. The next area is to continue funds for local support of regional tasks, and finally several older subarea projects managed by local members. As discussed with the Technical Committee, final billing for FY 2023 and earlier will be at the end of quarter one of FY 2024. For consultant tasks still underway, the local support funds will remain in place.

Mr. Brian Ulrich recommended approval of the resolution, with Mr. Leshinsky seconding the motion. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: FY 2023 Carryover]

6. CONSIDERATION OF RESOLUTION #24-5

Mr. Keith Kucharek introduced the resolution. In Resolution #24-5, Anne Arundel County requested to amend the FY 2024-2027 TIP to add one new project, the Governor Bridge Road over Little Patuxent River. This project was presented to the Interagency Consultation Group and was determined to be exempt according to the conformity rule. Mr. Ulrich presented the project for Anne Arundel County.

The existing bridge is a single lane, single span structure between Anne Arundel and Prince George's Counties. The historic bridge was constructed in 1910 and is located just south of US 50. This bridge is prone to frequent flooding on the Prince George's County side and has

often overtopped the bridge deck. In 2009 the condition of the bridge deteriorated causing a weight restriction to be applied. In 2013, the bridge was determined to be structurally deficient with repairs made in 2014. Finally in 2015 the bridge was closed to traffic. In 2018, a study was completed with numerous alternatives to re-open the bridge. Alternate 3 was ultimately selected which is to replace the structure with a new single lane structure in the current location, utilizing as much of the existing structure as possible.

Other improvements include horizontal and vertical adjustments on the Prince George's County side to meet AASHTO requirements. On the Anne Arundel County side the approach roadway will be raised to meet the 2-year storm elevation and to install cross pipes to improve flooding conditions.

The amendment would add \$500,000 for engineering in FY 2024-2025 and \$4,500,000 in construction funds in FY 2026-2027. The total project cost is \$11.5 million with Anne Arundel and Prince George's Counties splitting the cost equally.

Ms. Corren Johnson recommended approval of the resolution, and Mr. Leshinsky seconded the motion. No members of the public had any comments. Mr. Tyson Byrne noted the wording of the project name should be revised to indicate Patuxent River instead of Patapsco River. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: TIP Amendment for Governor Road Bridge]

7. CONSIDERATION OF RESOLUTION #24-6

Mr. Keith Kucharek introduced the resolution. In Resolution #24-6, the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) has requested to amend the FY 2024-2027 TIP to add one new project, the Martin Airport – All Stations Accessibility Program (ASAP). This project was presented to the Interagency Consultation Group and was determined to be exempt according to the conformity rule. Mr. Sibtay Haider presented the project for MDOT MTA.

MDOT MTA was awarded funds from the All Stations Accessibility Program which is funded through the Bipartisan Infrastructure Law. ASAP represents the first round of funding intended to improve accessibility for everyone at rail stations within their communities.

Existing conditions require riders to cross multiple tracks to access the station. This amendment adds a total of \$8.91 million for engineering in FY 2024-2025. MDOT MTA will use this funding to develop plans and complete environmental work (NEPA) for future renovations of the Martin State Airport station on its MARC Penn Commuter rail line. These changes will make the Penn line safer and fully accessible.

The anticipated schedule includes signing the Grant Award Agreement in October 2023, completing preliminary engineering in July 2025, completing final design in July 2027 and project closeout in December of 2027.

This project will support those with disabilities and mobility needs to access some of the nation's oldest and busiest rail transit systems. The project will improve ADA related conditions for pedestrians and transit riders as well as improve safety for pedestrians and bicyclists.

Mr. Rawls recommended approval of the resolution, and Ms. Johnson seconded the motion. Ms. Bihui Xu asked if the ASAP funds are from a Formula Grant or Discretionary Grant? Mr. Haider indicated that the grant was a competitive award. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: TIP Amendment for Martin Airport]

8. PRESENTATION: MDOT SHA VULNERABLE ROAD USER SAFETY ASSESSMENT & PEDESTRIAN SAFETY ACTION PLAN

Dr. Jianyang (Jay) Zheng, Maryland Department of Transportation State Highway Administration (MDOT SHA), gave a presentation on the Vulnerable Road User (VRU) Assessment that is required by the federal transportation bill. He also shared information about the recently published Pedestrian Safety Action Plan (PSAP), which is a state report. He noted that participation by regional and local stakeholders as well as the public have been part of this project through surveys and virtual meetings. He shared examples of high-risk areas and provided slides for all roadways in the Baltimore Region that are part of the VRU Assessment.

Ms. Cindy Burch, BMC, then discussed how many of the local partners participated in the virtual public meetings in the VRU project. Many projects in local jurisdictions will affect roadways that were identified in the VRU Assessment and PSAP and these MDOT SHA projects will be incorporated into Local SHSP teams. She also reminded everyone of October being National Pedestrian Safety Month and several events from Look Alive with Signal Woman, including a Twitter/X chat, social media, virtual reality challenge, street teams, and Walktober events from MDOT SHA and Howard County.

Ms. Bihui Xu and Mr. Jason Quan asked about data sources used to identify the high-risk areas in the VRU Assessment and Dr. Zheng noted that several layers of data were applied. To identify Areas of Need, data included: public input, an equity index, non-fatal pedestrian and bicycle crash density, serious and fatal pedestrian and bicycle crash density, and short trip opportunity areas (STOA). To then identify Priority Corridors within the Areas of Need, the following factors were weighted: fatal non-motorized crashes per mile (above average), serious non-motorized crashes per mile (above average), other non-motorized crashes per mile (above average), Equity Index score, Short Trip Opportunity Areas, Highway Safety Improvement Program (HSIP) data, one-half mile rail transit walksheds, bus stop density (above average), SHA Bike Spine, and schools. Dr. Zheng also explained how top locations for vulnerable road users were identified within each MDOT SHA District, so some areas, such as major roads in Queen Anne's County, may not have been identified. Mr. Eric Leshinsky and Mr. Brian Ulrich noted that Forest Drive in Anne Arundel County is a high-risk roadway, but not included in these reports. This is probably due to the range of crash data used for the analysis

(2016-2021), with Forest Drive having several fatal crashes in the last two years. Ms. Burch shared that a Look Alive street team will be on Forest Drive in early October. Dr. Zheng closed by mentioning the Highway Safety Improvement Program (HSIP) funding for local roadways opportunity. Mr. Bruce Gartner asked about the members of the public that submitted comment, if they will be notified when the final report is published.

[PowerPoint: Maryland's Vulnerable Road User Safety Assessment]

9. PRESENTATION: ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (AMPO) ANNUAL CONFERENCE PREVIEW

Mr. Lang provided an update for the members that would be attending. The idea is for members to glean ideas for the upcoming FY 2025 tasks. Several main topics include: Pre-Conference Grant Writing Workshop, Obligation Workshop, Scenario Planning, Greenhouse Gas Planning and Implementation, MPOs and Economic Development, Public/Private Sector Partnerships, Performance Based Planning, Safe & Complete Streets Planning.

Moving ahead, discussions about topics will start at with the Technical Committee and with assistance from the CORE. Mr. Lang walked members through the schedule for developing the content, the comment period and ending with approval of the UPWP Addendum.

[PowerPoint: 2023 AMPO Conference Topics]

10. OTHER BUSINESS

There was no other business. The meeting ended at 10:24 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

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

Anthony Russell (for D'Andrea Walker), Baltimore County Department of Public Works & Transportation

Brian Ulrich (for Sam Snead), Anne Arundel County Office of Transportation

Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Dominique Anderson, guest
Regina Aris, Baltimore Metropolitan Council (BMC)
Collin Brown, guest
Cindy Burch, BMC
Tyson Byrne, MDOT
Rebecca Deibel, BMC
Eric Falk, MDOT MTA
Blake Fisher, BMC
Sibtay Haider, WSP
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Kiyarh Hamilton, guest
Dr. James, guest
Dan Janousek, MDOT
Jay Jheng, MDOT SHA
Zach Kaufman, BMC
Shawn Kimberly, BMC
Talya Kravitz, Greater Washington Partnership
Keith Kucharek, BMC
Todd Lang, BMC
Anna Marshall, BMC
Shane Sarver, BMC
Aaron Walters, guest

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board