

BALTIMORE REGIONAL TRANSPORTATION BOARD

July 23, 2024
Baltimore Metropolitan Council
9:01 to 10:18 A.M.

MINUTES

The 366th meeting was called to order at 9:01 A.M. by the Chair, Mr. Tony Russell.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the June BRTB meeting was made by Mr. Russell. A motion was made by Ms. Mary Lane to approve the minutes and seconded by Mr. Sam Snead. 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 shared the following highlights of community engagement efforts:

- Bikeable Baltimore Region – Launched this Spring, the BBR project will identify a regional bike network that is safe and comfortable for people of all ages and abilities. A key element of this project is widespread community engagement including 8 in person meetings throughout the region and 2 virtual meetings in Phase 1. To date, over 400 people have shared over 230 comments and 110 have signed up for the mailing list. Comments are welcome through July 26 at publicinput.com/bikebaltoregion.
- In May, the BRTB released for comment a \$4.52 billion Transportation Investment Program and an associated Air Quality Conformity Determination. There are 166 bicycle, transit, bridge, highway, pedestrian, and freight projects in this program. Nearly 210 people participated by sharing 69 comments and over 180 transportation project ideas or needs.

Community members also participated in the two virtual meetings that were held during the comment period. BRTB, Technical Committee and Interagency Consultation Group members as well as BMC staff reviewed all comments and posted responses to the comments in mid-July. All transportation needs and project ideas are being shared with BRTB members for their consideration. More information is online at:

publicinput.com/BRTB-TIP.

- Patapsco Regional Greenway: Stoney Run Trail – Stay tuned this fall when Phase 3 of this project will launch. The community has already weighed in on what would make a good trail and considered 4 options for where the trail could go. This fall we will share the final path and ask for comments on amenities folks would like to see along this trail. Visit publicinput.com/PRG for more information and to sign up for mail or text alerts.

[PowerPoint: Public Involvement Report for July 2024]

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

Ms. Anna Marshall reported the following from the joint meeting:

- The Technical Committee voted on their slate of officers for FY 2025, consisting of MDOT for chair and Baltimore County for vice chair.
- Next, the agenda moved on to six proposed resolutions. All resolutions moved to the BRTB for consideration. The first two resolutions were proposed amendments to the 2024-2027 TIP, including four projects from the MDOT MTA, and two projects from Baltimore County. Next, was the resolution about the 2025-2028 TIP and associated air quality conformity determination document. The fourth one was about addressing BRTB's self-certification of the regional planning process. The last two resolutions were involving the Transportation Alternatives and Carbon Reduction Program grant funding.
- There was a presentation from BMC staff and MDOT staff about the CMAQ (Congestion Mitigation and Air Quality) performance management program, and target setting period. The presentations are on the BMC website for additional information. This is on the August Agenda as a Resolution to approve the CMAQ second mid performance report and targets.
- Next, BMC Staff shared information about opportunity zones, which will be used when developing the needs assessment and scenario planning for the next Long Range Transportation Plan.

5. CONSIDERATION OF RESOLUTION #25-1

Mr. Keith Kucharek introduced the resolution on behalf of MDOT MTA to update funding in the 2024-2027 TIP for four transit projects: 1) Agencywide System Preservation and Improvement, 2) Metro and Light Rail System Preservation and Improvement, 3) MARC Facilities, and 4) MARC Improvements. Mr. Kucharek noted that the Interagency Consultation Group (ICG) had reviewed these projects and determined them to be exempt according to the conformity rule. Mr. Albert Guiney-Engel presented the details of the amendment.

The Agencywide System Preservation and Improvement project is an ongoing project to rehabilitate agency wide facilities, systems and infrastructure. Projects included with this allocation include roof replacements at the following Metro Stations: Wabash, West Cold Spring, Rogers, Reisterstown, and at Northwest. The project also includes agencywide migration to MD First 700 MHz. This amendment increases the FY 2024 allocation by \$11.6M in Section 5307 funds with a \$2.9M State match.

The Metro and Light Rail System Preservation and Improvement project is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. Metro projects included with this allocation include street grate repairs, tunnel liner repairs, signaling and railcar replacement, train control, tunnel door replacement and repairs, and equipment upgrades at Wabash. Light Rail projects include rehabilitation, CBD cable replacement, and rehabilitation of the traction substations. This amendment increases the FY 2024 allocation by \$34.8M in Section 5307 funds with an \$8.7M State match.

Mr. Guiney-Engel indicated that funding for MARC improvements was erroneously designated in MARC facilities rather than MARC improvements, and the amendment was to put funds in the appropriate categories. This amendment increased the FY 2024 allocation by \$15M in Section 5337 funds, \$385,000 in Section 3028 funds, and \$3.8M in state match, while decreasing MARC facilities by \$15M and \$3.7M.

Mr. Alex Rawls recommended approval of the resolution, and Mr. Sam Snead seconded the motion. The board voted unanimously to recommend approval of the resolution. There were no questions from the members or the public.

[PowerPoint: TIP Amendments for MTA]

6. CONSIDERATION OF RESOLUTION #25-2

Mr. Kucharek introduced the resolution on behalf of Baltimore County to add two new projects to the 2024-2027 TIP: 1) Torrey C. Brown Trail Safety Improvements and 2) Wise Avenue and Holabird Avenue Bicycle Facilities. Mr. Kucharek noted that the ICG had reviewed these projects and determined them to be exempt according to the conformity rule. Ms. Jessie Bialek presented the details of the amendment.

The Wise Avenue and Holabird Avenue Bicycle Facilities project will provide necessary safety improvements for pedestrians and bicyclists along Wise Avenue and Holabird Avenue, using HSIP funds. This amendment adds \$94,000 federal funds and \$10,000 local match for construction in FY 2024.

The Torrey C. Brown Trail Safety Improvements project will provide necessary safety improvements at crossings to increase driver awareness of pedestrians and bicyclists along the Torrey C. Brown Trail, utilizing Highway Safety Improvement Program (HSIP) funds. This amendment adds \$225,000 HSIP federal funds and \$25,000 local match for construction in FY 2024.

Ms. Bihui Xu asked if Baltimore County could apply for Highway Safety Improvement Funds directly and does that funding apply to other jurisdictions. Mr. Lang responded that

jurisdictions can apply for Highway Safety Improvement funds if they have an approved local Strategic Highway Safety Improvement Plan. There were no questions from the public.

Mr. Snead recommended approval of the resolution, and Mr. Steve Cohoon seconded the motion. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: TIP Amendments for Baltimore County]

7. CONSIDERATION OF RESOLUTION #25-3

Mr. Kucharek introduced the resolution recommending approval of the 2025-2028 Transportation Improvement Program and the associated Air Quality Conformity Determination. Mr. Kucharek began by presenting information on the TIP overall, citing 166 total projects with 11 being new this year, and over \$6.1 billion in funds dedicated, including \$2.81 billion federal funding and \$2.0 billion in toll revenues, and \$1.3 billion in state and local funding.

Funding in the TIP is fairly consistent over the years. Funding over the last four years has ranged from a low of \$4.1 billion in 2022 to a high of \$4.4 billion in 2021. The increase in funding for 2025-2028 reflects the addition of the Francis Scott Key Bridge reconstruction.

The Maryland Transportation Authority (MDTA) has the largest portion of funding in the TIP with just over \$2.1 billion of the \$6.10 billion; with much of the funding from toll revenue. The next largest source is the Maryland State Highway Administration (MDOT SHA) with just over \$1.4 billion dollars. The Maryland Transit Administration (MDOT MTA) accounts for about \$1.39 billion. It is important to note that this \$1.39 billion does not include the vast majority of MDOT MTA operating funds, which are state funds only. Locally sponsored projects, which are projects sponsored by the City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County and Queen Anne's County, programmed about \$707 million. The Maryland Port Administration has about \$462 million programmed, \$154 million of which is for the Howard Street Tunnel project.

There are nine funding categories in the TIP. Highway Preservation accounts for nearly 54% of all spending, followed by Transit Preservation at about 14%. Highway Capacity is next at roughly 10%, down from 30% in FY 2021. Ports is next just under 8% most of which is the Howard Street Tunnel. Emission Reduction Strategy is next at about 5.5%. Smaller amounts in Commuter Rail Preservation, Transit Capacity, Environmental Safety, Enhancement Program, and other miscellaneous projects account for the remaining 9.3% of funding.

Forty eight percent of the Highway Preservation funds are for new bridges – this huge rise in project funding due to the Francis Scott Key Bridge reconstruction. The next two largest project categories, Bridge repair and deck replacements and Roadway resurfacing/rehabilitation, account for a little less than 38% of this category (21.3% and 16.6%, respectively). About 14% is for other types of Highway Preservation projects. These are mostly MDOT SHA areawide safety and spot improvement projects spread throughout the region consisting of geometric improvements, guardrail installation or repairs, or roundabouts. These are smaller projects by MDOT SHA standards. Road Reconstruction projects account for about 2.1% and smaller

amounts in Bridge inspections, road resurfacing and rehabilitation and facility rehabilitation make up the remainder of the highway preservation funds.

Similarly, Transit Preservation funds can be broken down into a handful of individual projects. Bus and Rail Preventive Maintenance accounts for 22.4% of all Transit Preservation funds. The Eastern Bus Facility allots 22.3% followed by Metro and Light Rail Preservation at 11.7%. The Zero Emission Infrastructure project and Metro and Light Rail System Rolling Stock each cover 11.7% and 10.2% of the Transit Preservation funds. Together, these five projects account for 75% of Transit Preservation funds.

MDOT MTA utilizes the BRTB public participation process for the TIP to meet the Federal Transit Administration's public participation requirements. So the TIP document includes a breakdown of MDOT MTA funding by category. The largest category by far is Section 5307C which are capital requests in urbanized areas used for bus purchases, bus replacements, and preventive maintenance. This accounts for about \$524 million of the MDOT MTA total. The next largest category is Section 5337 which are State of Good Repair funds, which includes preventive maintenance and MARC improvements. This category is about \$362 million. Congestion Mitigation and Air Quality or CMAQ funds make up the third largest category at about \$241 million. This is for projects aimed at reducing emissions and improving air quality.

The TIP tracks 25 federally required performance measures laid out in the MAP-21 Legislation and has continued with the FAST Act and IIJA. Performance measures are tracked for Transit Asset Management, Transit Safety, Highway Safety, Traffic Congestion and others to help improve methods to connect TIP investments with their impact on performance measures and targets.

Mr. Kucharek highlighted several major projects in the 2025-2028 TIP, including:

- Anne Arundel County is working to convert a surface lot into a vertical parking structure in the first steps of the Odenton MARC transit oriented development (TOD) process.
- The Russell Street Viaduct Bridge Replacement will replace the existing structure over the CSX RR and Ostend Street. The new structure will include ADA compliant sidewalks and is programmed at \$32 million.
- Howard County is programming funds for the Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery that will construct a 1.5 mile trail as part of the overall 40 mile Patapsco Regional Greenway. Howard County is contributing \$1.25 million for construction and Baltimore County is contributing \$500,000 for design.
- MDOT SHA has programmed funds for the I-795 Dolfield Boulevard Interchange which also includes widening of I-795 from Owings Mills Boulevard to Franklin Boulevard.
- MDOT MTA has included funding for the Red Line which will provide an east-west, high-frequency, high capacity transit line between downtown Baltimore and Woodlawn in Baltimore County.
- MDTA is working on reconstructing the Francis Scott Key Bridge in Baltimore, with expected construction to begin in January of 2025. Funding in the TIP are currently listed as Toll Revenues as MDTA awaits federal funding to be authorized.

- The Maryland Port Administration is continuing construction on the Howard Street Tunnel, expected to be complete in 2027.
- In Carroll and Harford Counties, 17 bridge repair or replacements will improve safety and extend the life of those structures.

The 2025-2028 TIP also included interactive mapping that allows filtering by project type on the BMC website. This feature shows areas of environmental justice concern and highlights projects within their boundaries. Areawide and larger regional projects that cannot be pinpointed to a specific location or pathway are not shown, but can be explored further in the TIP document.

Several major and minor changes were made since the May draft was released for public comment. The Francis Scott Key Bridge Reconstruction project and the Baltimore City Ferry Service Improvements project were both added to the TIP along with clarification of the Highway Safety Performance Measurement goals. There were minor updates to the document, including updating chapters to reflect funding for the Francis Scott Key Bridge, as well as updates to Appendices with information not available when the draft TIP was released. Mr. Kucharek turned the presentation over to Ms. Anna Marshall to provide an overview of the air quality and conformity determination process.

The purpose of the air quality conformity analysis is to ensure that projects in the LRTP and TIP do not worsen air quality in the region or delay the attainment of National Ambient Air Quality Standards (NAAQS) as set by EPA. It is required that estimated emissions from the proposed projects as a whole do not exceed the motor vehicle emissions budgets in the state air quality implementation plan, or SIP.

Currently the Baltimore region is in nonattainment for the 2015 ozone standard. As a result, in the regional emissions analysis the precursors of ozone, nitrogen oxides (NO_x) and volatile organic compounds (VOCs) were modeled for on-road vehicles including cars, trucks, buses, motorcycles, and idling trucks. Five horizon years, 2023, 2025, 2035, 2045 and 2050, were modeled with the existing transportation network and proposed TIP and plan projects. For both pollutants in all analyzed years, emissions estimates measured well below the SIP budgets.

Finally, Ms. Marshall shared a slide showing a summary of the conformity analysis process in coordination with reviewing agencies. The ICG voted to approve the conformity document as presented. Prior to this step, coordination with ICG and MDE confirmed the methodology and conformity exemption status of each project. BMC and MDE independently ran the modeling analysis, and both came up with the same results, leading ICG to approve the regional emissions analysis results for public review.

Ms. Aris concluded the presentation by summarizing the public comment period for the two documents, held from May 16 - June 17. The comment period included promotion across 10 print, radio and digital outlets, with a potential reach of 105,000 impressions through paid promotion.

Meetings for the public comment period included a recorded presentation on the BMC website along with two virtual public meetings. Ms. Aris highlighted that comments were received from 209 participants via email and the PublicInput platform, along with the main themes from

those comments. The themes are a) Reduce highway expansion and shift funding to transit, b) Increase transit capacity as well as bike and pedestrian projects, and c) Improve road safety and reduce fatalities.

Ms. Aris added that all comments and responses were distributed to staff, the Technical Committee, the ICG and the BRTB for review and to finalize responses. All responses have been posted on the BMC Website, PublicInput site and an email was distributed to those with questions or comments alerting them that responses were complete.

Mr. Guiney-Engel noted that MTA agrees with public sentiment that there is a need for additional transit capacity improvements.

Mr. Cohoon noted that there are 166 projects in the TIP but only 11 new projects. This means that there are 155 projects that have previously been in the TIP that are in various stages of development. There is a need to continue to build upon those projects to get them completed.

Ms. Lane recommended approval of the resolution, and Mr. Snead seconded the motion. The board voted unanimously to recommend approval of the resolution. There were no questions from the members or the public.

[PowerPoint: TIP and Air Quality Presentation]

8. CONSIDERATION OF RESOLUTION #25-4

Ms. Aris 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.

Ms. Aris also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the Transportation CORE, activities approved as part of Resilience 2050, a series of performance measures approved, approval of the Limited English Proficiency Plan and approval of the Public Participation Plan. Ms. Aris also noted the new Title VI program and ADA self-assessment.

Mr. Rawls moved to approve the resolution and Mr. Snead seconded the motion. The resolution was unanimously approved. There were no questions from the members or the public.

[PowerPoint: Self Certification]

9. CONSIDERATION OF RESOLUTION #25-5

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 fiscal year 2025. TA program applications 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 fiscal year 2025 for the Baltimore region is \$4,738,537, including funding from a project awarded in FY 2022 that was returned to the program. Six TA applications were received along with three projects flexed from the Carbon Reduction program totaling \$36,988,158 in requests. The total TA program funds available in fiscal year 2025 for the Aberdeen, Bel Air South, and Bel Air North area is \$430,525. One TA application was received totaling \$120,000.

The submitted projects in the Baltimore urban area include construction of a 0.5-mile shared-use path along Bluewater Boulevard to connect two existing shared-use paths and construction of a 2.44-mile shared-use path connecting the South Shore Trail Phase I and Crownsville Park, both in Anne Arundel County. Projects in Baltimore City include construction of a 2.8-mile Baltimore Greenways Trail Network segment connecting Druid Lake Park to Montebello, construction of a 0.5-mile long Jones Falls Trail segment that resolves a current gap, and a Safe Routes to School planning study focused on safety enhancements to connect the community to Cecil Elementary. The Town of Mount Airy submitted a project to design a multi-use trail extending an existing Rails-to-Trails pathway to Center Street.

In the Aberdeen, Bel Air South, and Bel Air North area, the City of Havre de Grace submitted a Safe Routes to School feasibility study to identify opportunities for two safe, accessible and connected bicycle and pedestrian routes from adjacent subdivisions west of US 40 to Havre De Grace Elementary, Middle and High Schools.

Ms. Lane recommended approval of the resolution, and Mr. Jason Quan seconded the motion. The board voted unanimously to recommend approval of the resolution. There were no questions from the members or the public.

[PowerPoint: Transportation Alternatives Applications]

10. CONSIDERATION OF RESOLUTION #25-6

Ms. Marshall presented the Carbon Reduction Applications recommended by staff and MDOT for approval. For the 2022-2024 timeframe, there is \$13,480,370 available in the Baltimore Urban Area, \$1,307,736 available in Aberdeen/Bel Air, and \$299,895 available in Westminster. The region received 26 applications for this program. Ms. Marshall summarized the 9 projects that were recommended for funding. Overall, the projects fell into three categories: bicycle, transit, and technology. Three projects were shifted to the TA program for funding.

Ms. Corren Johnson recommended approval of the resolution, and Ms. Lane seconded the motion. The board voted unanimously to recommend approval of the resolution. There were no questions from the members or the public.

[PowerPoint: Carbon Reduction Applications]

11. PRESENTATION: PROGRESS ON THE BIKEABLE BALTIMORE REGION, CREATING A VISION FOR A REGIONAL NETWORK

Ms. Mingus presented on the progress of the Bikeable Baltimore Region (BBR) Project, for which the Baltimore region will work together to create a bicycle network that expands opportunities for users of all ages and abilities. This connected network will support improved safety, mobility, and equitable access to jobs, schools, housing, transit, parks, and other daily destinations. Ms. Mingus shared the eight goals of the project. The vision statement and goals were developed in collaboration with the steering and advisory committees.

Currently, the project team, in collaboration with the steering and advisory committees, is working to develop the criteria for the network. Next steps include making recommendations and creating performance measures to track the progress of the regional network.

The project started in December 2023. The first comment period kicked off in the spring and will wrap up Friday, July 26, 2024. This first comment period focused on understanding the community's priorities for this project.

One component of the outreach was conducting 'Handlebar Interviews', which involved going out and asking people in the community their feelings about biking in the region right now.

As of July 17th there were almost 1,300 StoryMap visitors, 238 public comments on the project website, and 103 survey responses. Ninety three percent of respondents surveyed said a regional bike network is important or very important to them. The main factors that would make a bicycle network a success for respondents were: protected bike lanes; connectivity between destinations; safety and traffic calming; integration with transit; and reducing driver aggression towards people biking.

Eight open house style public meetings were held from June 6 to June 27, one in each of the jurisdictions. Two virtual public meetings were also held, one mid-day and one in the evening. At the meetings, participants were asked where they feel comfortable biking; what they like and dislike about biking in the region; what would make the regional network a success for them; and what their top three project goals were. Ms. Mingus shared the individual current conditions analyses.

In fall 2024, the aim is to develop the Regional Bike Network criteria and the draft Regional Bike Network. Following that, the team will identify objectives; hold comment period #2; hold steering and advisory committee meetings; finalize the Regional Bike Network; and develop strategies and recommendations. Finally, the BBR plan will be created in June 2025, when the project is scheduled to end.

The presentation was commended by the board, and Ms. Mingus was thanked for coming out to Queen Anne's County for a public meeting. Another member asked if there was public interest to see bicycle pedestrian connections in the vicinity of Key Bridge. Ms. Mingus clarified that the project will use existing plans from local jurisdictions and not suggest new planned facilities. She shared that there were very few commentators asking about connections related to the Key Bridge.

[PowerPoint: Bikeable Baltimore Region]

12. OTHER BUSINESS

There was no other business. The meeting ended at 10:18 am.

Members

Jasmine Champion, Federal Highway Administration, Maryland Division
Steve Cohoon, Queen Anne's County Department of Public Works
Trey Dickerson, Howard County Office of Transportation
Albert Guiney Engel (for Elizabeth Gordon), MDOT Maryland Transit Administration
Corren Johnson, Baltimore City Department of Transportation
Mary Lane, Carroll County Department of Planning
Geoff Anderson, Maryland Department of Transportation (MDOT)
Alex Rawls, Harford County, Department of Planning
Jason Quan, RTA of Central Maryland
Tony Russell, Baltimore County Department of Public Works & Transportation
Catherine Salarano, Maryland Department of the Environment
Sam Snead, Anne Arundel County Office of Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Melissa Badeker, McCormick Taylor
Jessie Bialek, Baltimore County DPW&T
Rebecca Deibel, BMC
Ndemazea Fonkem, BMC
Albert Guiney Engel, MDOT MTA
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Andrea Jackson, BMC
Dan Janousek, MDOT
C Johnson, Guest
Zach Kaufman, BMC
Shawn Kiernan, MDOT
Keith Kucharek, BMC
Todd Lang, BMC
Anna Marshall, BMC
Charlene Mingus, BMC
Eric Norton, Central Maryland Transportation Alliance
Chip Place, Baltimore Greenway Coalition
Md. Mohklesur Rahman, BMC
Jennifer Regina, McCormick Taylor
Andrea Sherman, HDR
Eileen Singleton, BMC

Sandy Sparks, Guest
Mariam Sultan, BMC
Jacob Took, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board