

BALTIMORE REGIONAL TRANSPORTATION BOARD

November 19, 2024
Baltimore Metropolitan Council
9:03 to 10:30 A.M.

MINUTES

The 369th meeting was called to order at 9:03 A.M. by the Chair, Mr. Tony Russell.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the October BRTB meeting was made by Mr. Russell. A motion was made by Mr. Alex Rawls to approve the minutes and seconded by Mr. Geoff Anderson. 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 on three community engagement projects launching in November:

Bikeable Baltimore Region - BMC has released the Proposed BBR Bike Network for review and comment through January 10, 2025. A community meeting is set for Tuesday, December 10 at 6 p.m. at Baltimore Unity Hall and a Virtual Meeting on Thursday, December 12 at 6 p.m. Check out the network and share comments at: publicinput.com/bikebaltoregion or publicinput.com/BBRespanol.

PRG: Stoney Run Phase 3 - A location for the trail has been chosen and comments on trail features like benches, signs, lighting, etc. are welcome through December 20, 2024. A community meeting will be held on Wednesday, December 11 at 6 p.m. at the Severn Library in Anne Arundel County. Visit <https://publicinput.com/prg> to learn get involved.

What if...? project - What might the future hold, and how can we plan for it? These are the big questions we are asking about the future. Your input is key—by sharing your thoughts, you'll help shape how we prepare for challenges and make the most of new opportunities. Take our survey by Sunday, December 8 for a chance to win a \$50 gift card! Participate at: publicinput.com/whatif.

Ms. Haines Benkhedda also shared that staff have been getting out and about this fall and participating in events with organizations such as Young Professionals in Transportation, Women in Transportation Seminar, Baltimore GROW Center Pop Up in Waverly, Interfaith Power & Light, and local transportation related boards and commissions. Staff also conducted pop up outreach at locations around the region to talk to bicyclists about their needs and the BBR project. Staff welcome ideas of events to attend or groups to reach out to.

[PowerPoint: Public Involvement Report for November 2024]

4. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Dan Janousek reported the following from the July Tech Committee meeting:

- There were seven amendments to the TIP brought before the TC. Presentations were made for all projects and the Technical Committee considered and approved all of them to come before the BRTB.
- The remaining resolution was to consider carryover funds from FY 2024 to be brought into the FY 2025 UPWP. There was some discussion and members were asked to check local balances prior to today's meeting.

5. CONSIDERATION OF RESOLUTION #25-10

Ms. Jamie Richardson presented three projects from the Maryland Transit Administration (MDOT MTA), the RAISE Transit Priority project, the Patapsco Avenue Pedestrian/Bicycle Bridge, and Cloud-Based Signal Priority. Ms. Richardson explained the nature of the three amendments was to shift funds to the proper year of obligation from federal grants.

The RAISE Transit Priority project is a Baltimore City project that will include a comprehensive suite of investments that will facilitate more efficient trips along the corridor, and has appeared in previous versions of the TIP. It proposes enhancements to the CityLink Blue and CityLink Orange lines to include transit priority elements, accessibility improvements, and customer amenities. The project is being funded through RAISE funds, with the amendment shifting \$22 million in federal funds and \$32.4 million in state and local matches from FY 2024 to FY 2025. The project is expected to finish design in early CY 2025 and then enter procurement, permitting, and the grant agreement with the Federal Transit Administration. This project was approved by the Technical Committee in Resolution #25-12, and was combined with other transit projects in #25-10.

The Patapsco Avenue Pedestrian/Bicycle Bridge project proposes the construction of a bridge to provide a safe and direct connection from the Cherry Hill neighborhood of Baltimore City to the Patapsco Avenue Light Rail Station. The project was previously awarded \$624,000 in

Transportation Alternatives funds in FY 2020 which the amendment shifts to FY 2025. The project was also given \$5 million in congressionally designated funds in FY 2024, and the amendment will shift these funds to FY 2026. Design of the bridge is currently underway.

The Cloud-Based Signal Priority project will install cloud-based transit signal priority (TSP) solutions along 90 intersections on four high frequency bus lines, improving the current TSP system, and increasing bus speeds and reliability. The project was awarded \$1.276 million in SMART funds for FY 2025. The project is underway, with implementation occurring in FY 2025 and a final report due in FY 2026.

Mr. David Cookson from Howard County presented the US 29 Bus Rapid Transit Stations project, a joint project between Howard County and MDOT MTA. The project will construct raised bus stop platforms on Maple Lawn Boulevard, Johns Hopkins Road, and the Mall in Columbia within Howard County to provide level boarding and ADA accessible bicycle and pedestrian access. The project was granted \$750,000 in Community Project Funding with a local match of \$629,000. The project is already in design, and has a one-year construction period for completion in FY 2026.

Mr. Russell asked if any BRTB members had questions or comments on the proposed transit amendments. Hearing none, he then asked if any member of the public had any comments. No one from the public had any questions.

[PowerPoint: TIP Amendment for Four MDOT MTA Projects]

6. CONSIDERATION OF RESOLUTION #25-11

Mr. Dominic Scurti presented the Fairfield Masonville Stormwater Management Project – Phase 1. The project proposes improvements to the existing drain system as well as a system to capture and convey surface runoff and increase storm drain capacity. The project is adding \$3.6 million in PROTECT formula funds with a \$900,000 state match for construction in FY 2026 and 2027.

Mr. Russell asked if any BRTB members had questions or comments on the proposed amendment for the Maryland Port Administration. Hearing none, he then asked if any member of the public had any comments. No one from the public had any questions.

[PowerPoint: TIP Amendment for MDOT MPA]

7. CONSIDERATION of RESOLUTION #25-13

Mr. Brian Ulrich presented the Vision Zero Pedestrian and Bicycle Count Program project in Anne Arundel County. This project will aid the county in the implementation of their Vision Zero plan adopted in 2022, with the purchase of permanent and portable units to count pedestrians and bicyclists at intersections of trail crossings and high vehicular traffic. The permanent counters will be at key trail crossings, including the B&A Trail at Robinson Road and the WB&A Train at Piney Orchard Parkway. The county hopes to purchase three permanent counters and

three portable counters. The project was granted \$67,500 in Highway Safety Improvement Program funds with a \$7,500 local match for procurement in FY 2025. Installation is slated for Spring 2025.

Mr. Russell asked if any BRTB members had questions or comments on the proposed amendment for Anne Arundel County. Hearing none, he then asked if any member of the public had any comments. No one from the public had any questions.

[PowerPoint: TIP Amendment for Anne Arundel County]

8. CONSIDERATION of RESOLUTION #25-14

Mr. Larry Twele presented the Maryland Equitable Charging Infrastructure Partnership (MECIP) project. The Maryland Clean Energy Center was awarded funds through the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, both through the Community and Corridor project application cycles. The MECIP is made up of statewide public and private partners working to bring ready-to-deploy equitable charging infrastructure to Maryland. The partnership includes six private companies, three counties, two cities, the University of Maryland, and the IBEW Local 24.

The goals of the CFI program are to supplement private sector investment, as the MECIP brings \$9.692 million in private sector investment; complement existing federal programs such as NEVI; facilitate broad public access to charging in order to accelerate adoption of zero emissions vehicles; implement Justice40 objectives by building chargers in Low-to-Moderate income areas in rural and urban Maryland; and to reduce greenhouse gas and vehicle-related emissions.

Fifty eight sites will be constructed throughout Maryland while providing a workforce development opportunity for IBEW journeypersons and apprentices to become certified in electric vehicle charger installations. The MECIP has partnered with the UMD Build America Center to track and measure the efficacy of the program with specific metrics on fuel use, greenhouse gas emissions, and other pollutants such as carbon monoxide and ozone.

In the Baltimore region, 15 sites will be constructed. Six sites will be in Baltimore City, four sites will be in Baltimore County, one site will be in Carroll County, three sites will be in Harford County, and one site will be in Howard County. The region's project cost will be \$4.836 million with \$3.457 million from the CFI grant award and \$1.379 million in private sector matching funds, all designated for construction in FY 2025.

Mr. Russell asked if any BRTB members had questions or comments on the proposed amendment for the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. A member asked how the sites were selected. Mr. Twele shared how that was done. Mr. Janousek announced that there would be another round of funding, it was stated that the second round was nearly complete. Then the Chair asked if any member of the public had any comments. No one from the public had any questions.

[PowerPoint: TIP Amendment for the Maryland Equitable Charging Infrastructure Partnership]

At this time the Chair asked for a motion and a second to approve all of the proposed TIP amendments. Mr. Sam Snead recommended approval of the resolutions, and Ms. Corren Johnson seconded the motion. The board voted unanimously to recommend approval of the four resolutions for TIP amendments.

9. CONSIDERATION of RESOLUTION #25-15

Mr. Lang began the discussion with the background and purpose for the action. A resolution is needed in order to amend the FY 2025 UPWP to carry over funding for tasks that were not completed in FY 2024, or earlier. For consultant or subarea tasks that were not completed, the remaining funds need to be moved to the FY 2025 UPWP in order for reimbursement to occur. Invoices are required to reflect activities in the current work program.

In the first section Mr. Lang described the 19 BMC-led consultant tasks that are being recommended to move into FY 2025. Mr. Lang briefly described many of the projects. A fair amount of funding is remaining from the RTP corridor studies, possibly this money could be part of new planning at MTA. Many of the projects are well underway and will conclude within a few months. The total of the funds remaining on June 30, 2024 is \$3,791,698.96.

The next group of projects are grouped by jurisdiction and include those known as Subarea Tasks that are led by individual jurisdictions as well as BMC-led tasks that have funding for local support. Mr. Lang also briefly described a few of the projects. The total of funds from all jurisdictions on June 30, 2024 is \$861,052.22. Local members need to verify these amounts are correct and will line up with quarterly billing. If any differences show up please reach out to BMC staff.

The Chair asked for a motion and a second to approve the Carryover from FY 2024 going into the FY 2025 UPWP. Mr. Snead recommended approval of the resolutions, and Mr. Steve Cohoon seconded the motion. The board voted unanimously to recommend approval.

Mr. Russell asked if any BRTB members had questions or comments on the proposed UPWP Carryover. Ms. Bihui Xu of MDP asked if the results of all of the studies mentioned in the UPWP could be placed online. Mr. Alex Rawls asked for the amounts remaining to be shared so that they could be verified. The chair then asked if any member of the public had any comments. No one from the public had any questions.

The board voted unanimously to recommend approval of the resolution.

[PowerPoint: FY 2024 Carryover in to the FY 2025 UPWP]

10. PRESENTATION: MDOT'S PROPOSED PROJECT PRIORITIZATION SYSTEM

Mr. Geoff Anderson shared MDOT's proposed new capital expansion prioritization program. The presentation began with the Vision and Context, which is to deliver a data-driven performance-based project prioritization process that maximizes the transportation value to

Maryland. The Purpose of the Update is to improve on the process established in 2017 and will be more transparent.

Mr. Anderson went through a series of slides that explained a range of parameters, such as: eligible modes, eligible project types, proposed eligible applicants, application criteria, evaluation, biennial process, funding, project selection process, scoring measures that align with values, next steps, and the calendar.

Members had several questions about the process, such as: will there be assistance with modeling, will projects that have been deferred need to be submitted through this project, will SHA and MTA projects be scored the same and compete with local projects, and will there be weighting of scoring criteria. Mr. Anderson reiterated that “office hours” and individual assistance to any jurisdiction that requests it.

[PowerPoint: Proposed New Capital Expansion Prioritization Program]

11. OTHER BUSINESS

Ms. Fonkem shared with the members that training for TIP coordinators on a new system called EcoInteractive would be held in December. Since the new TIP cycle is starting early in the new year it is important that all members have someone participating in that work session.

The meeting ended at 10:30 am.

Members

Steve Cohoon, Queen Anne’s County Department of Public Works
Trey Dickerson, Howard County Office of Transportation (OOT)
Elizabeth Gordon, MDOT Maryland Transit Administration
Julianna Hilton (for Catherine Salarano), Maryland Department of the Environment (MDE)
Chris Jakubiak, City of Annapolis, Department of Planning
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
Sam Snead, Anne Arundel County Office of Transportation (OOT)
Tony Russell, Baltimore County Department of Public Works & Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Tim Briggs, BMC
Cindy Burch, BMC

Jackie Chandler, guest
David Cookson, Howard County OOT
Michael Davis, guest
Rebecca Deibel, BMC
Ndemazea Fonkem, BMC
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Andrea Jackson, BMC
Dan Janousek, MDOT
Zach Kaufman, BMC
Mike Kelly, BMC
Keith Kucharek, BMC
Todd Lang, BMC
Anna Marshall, BMC
Charlene Mingus, BMC
Frank Principe, University of Maryland Global Campus
Md. Mokhlesur Rahman, BMC
Jamie Richardson, MDOT MTA
Dominic Scurti, Maryland Port Administration
Marium Sultan, BMC
Larry Twele, Maryland Clean Energy Center
Brian Ulrich, Anne Arundel County OOT

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board