

BALTIMORE REGIONAL TRANSPORTATION BOARD

December 17, 2024
Baltimore Metropolitan Council
9:01 - 9:42 A.M.

MINUTES

The 370th meeting was called to order at 9:01 A.M. by the Vice Chair, Mr. Trey Dickerson.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December BRTB meeting was made by Mr. Dickerson. A motion was made by Mr. Sam Snead to approve the minutes and seconded by Mr. Alex Rawls. 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 highlights of public engagement during November.

- The PublicInput pages has 5,176 visitors, 476 participants, 688 comments, and 393 new mailing list subscribers. We sent 19,000+ emails and we had a success rate of 9% of visitors choosing to participate.
- The “What If” Project launched November 20 and ran through December 15. There was strong participation. Highlights of early results were presented: 1) top 3 priorities - improving transportation; climate and the environment; housing and land use, 2) top 3 goals: safety; accessibility; environmental responsibility, and 3) top 3 transportation improvements: more transit service; improve biking and walking; improve and sustain current system.
- Phase 3 of PRG: Stoney Run Trail launched with a community meeting on December 11 in Severn. Comments on the chosen trail location and amenities are welcome through December 20. Learn more at publicinput.com/prg.

- Phase 2 of the Bikeable Baltimore Region (BBR) launched and two public meetings were held. One on Tuesday, December 10 at Baltimore Unity Hall and a virtual meeting was held on Thursday, December 12. Comments are welcome through January 10, 2025. Learn more at publicinput.com/BikeBaltoRegion.

[PowerPoint: Public Involvement Report for December 2024]

4. REPORT FROM THE TECHNICAL COMMITTEE

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

- The Technical Committee considered three resolutions that are before the BRTB today.
 - Staff presented an overview of the 5310 applicants seeking funding for elderly and disabled individuals.
 - MDTA presented the need to create a standalone project that had been part of the I-95 Section 100 Tolloed Lane project.
 - MTA discussed seven projects that needed action to be reflected accurately in the 2025 TIP.
- All three resolutions were recommended to move to the BRTB for consideration.
- Staff gave a presentation on a UPWP task to provide information for successful community charging hubs for electric vehicles. As a result, local jurisdictions can now better prepare for, and implement EV charging infrastructure in high density residential areas, or for people who do not have access to private driveway or garage charging infrastructure. As part of the deliverables of the task, there are 5 fact sheets. These are available to share with elected officials, colleagues, and community members about EV Charging. There is also a planning guide coming which provides more detail and recommendations on how to implement EV chargers in high-density residential areas. The team also reviewed case studies and other existing resources that are available as hyperlinks in the planning guide.
- Staff reviewed the schedule for the upcoming UPWP cycle. The Technical Committee will consider releasing the UPWP for public comment at the February 4th meeting. So far the most interest is related to the new prioritization process for MDOT, where on-call support may be available to support feasibility studies.
- Staff provided an update on the LRTP Scenario Planning project. The project will explore the potential impacts of uncertain future conditions related to transportation investments and policy decisions, demographic changes, housing, technological change, environmental impacts, and the economy. Results will be used to identify strategies and policies that work well across multiple scenarios to inform the 2027 LRTP.

5. CONSIDERATION OF RESOLUTION #25-16

Mr. Tim Briggs presented the recommendations for the Section 5310 grant program for FY 2026 and FY 2027. He summarized the program and BRTB's role as the regional governing body for the Baltimore region. Eighteen applications were received in the current cycle

covering several jurisdictions. Mr. Briggs shared the list of urban area section 5310 grant requests and summarized the review process; staff recommended that all applications be endorsed.

Mr. Snead recommended approval of the resolution, and Mr. Rawls seconded the motion. Mr. Dickerson asked if any BRTB members had questions on the 5310 applications, none had questions. Then Mr. Dickerson asked if anyone from the public had questions, again, no questions. The board then voted unanimously for the recommendations for the 5310 Program.

[PowerPoint: FTA Section 5310 Recommendations]

6. CONSIDERATION OF RESOLUTION #25-17

Ms. Ndemazea Fonkem presented on the amendment to add a breakout project, the I-95 JFK Memorial Highway – I-695 Ramps project, to the FY 2025-2028 TIP. This project was originally planned, designed, and went through the NEPA process during the planning of Section 100 of the I-95 Express Toll Lanes (ETLs) system. The I-695 Ramps were removed from that project due to budgetary concerns.

The I-95 JFK Memorial Highway – I-695 ramps will construct at-grade and flyover ramps from both I-695 westbound and I-695 eastbound to northbound I-95 ETL facility. The ramps will provide an ETL connection from I-695 to over 12 miles of northbound ETL. The I-95 JFK memorial highway – I-695 ramps project will continue to be a part of the ETL network while being geographically separate from sections currently under construction. It is scheduled to open in the fall of 2027, which will coincide with the next section of the I-95 ETL project's opening. The proposed total cost is \$76 million.

Mr. Dickerson recommended approval of the resolution, and Mr. Steve Cohoon seconded the motion. Mr. Dickerson asked if any BRTB members had questions on the MDTA amendment request, none had questions. Then Mr. Dickerson asked if anyone from the public had questions, again, there were no questions. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: MDTA TIP Amendment for I-95 at I-695 Ramps]

7. CONSIDERATION OF RESOLUTION #25-18

Ms. Elizabeth Gordon provided the presentation on MDOT MTA's request for seven amendments to the TIP.

The Kirk Bus Facility Replacement – Phase 1 & 2 project has been completed, providing a bus maintenance building and a separate building for overnight bus storage, creating a benefit for the surrounding community. The project appeared in previous TIPs and this addition will allow funds to reflect the correct year of obligation after delays in processing. This amendment obligates \$3.9 million of FY 2020 and 2021 FTA 5307 funds and \$985,000 in state matching funds in FY 2025.

The Metro and Light Rail Rolling Stock Overhaul and Replacement project performs midlife overhaul of light rail vehicles and selective upgrades to address parts obsolescence, improve safety and vehicle performance, and enhance passenger comfort to provide an additional 15 years of service of the light rail vehicle fleet. This amendment obligates \$23.6 million in FY 2020 and 2021 FTA 5307 funds and \$5.9 million in state matching funds in FY 2025. Rolling stock overhaul and replacements are ongoing, and Metro cars are expected to be in service in 2025, with testing occurring on weekends.

The Metro and Light Rail System Preservation and Improvement project rehabilitates Light Rail and Metro facilities, track, equipment, and other fundamental infrastructure. Specific projects covered include Light Rail South End Rehabilitation, Light Rail central business district cable replacement, and replacement of the passerelle at the Rodgers Metro Station. This amendment obligates \$31.8 million in FY 2020 and 2021 FTA 5307 funds, \$4.7 million in FY 2022 FTA 5337 funds and \$9.1 million in state matching funds in FY 2025.

The Small Urban Transit Systems – Capital Assistance project assists small urban transit systems in the region to purchase vehicles, equipment, and facilities. This amendment obligates \$2.7 million in FTA 5339 funds and \$674,000 in state and local match funds for procurement in FY 2025. The amendment also revises the project description to include Baltimore County and Baltimore City in the list of small urban transit systems.

The Bus and Rail Preventive Maintenance project provides preventive maintenance to the bus, Light Rail, and Metro system to improve safety, reliability, and passenger comfort. This amendment obligates \$24.7 in FY 2023 and 2024 of FTA 5337 funding, \$13.4 million in FTA 5307 funding, and \$9.5 million in state matching funds in FY 2025. For these projects, MDOT MTA has pre-award authority.

The Martin State Airport – All Stations Accessibility Program project will develop a plan for the future renovation of the Martin State Airport station on the Penn commuter rail line to make it safer and fully accessible. MDOT MTA was awarded the All Stations Accessibility Program (ASAP) federal discretionary grant funding for design, which is underway and anticipated to be complete in the Summer of 2027. This amendment obligates \$3.6 million in ASAP funds and \$901,000 in state matching funds in FY 2025.

The Low Floor Light Rail project is a new project and an addition to the 2025-2028 TIP. MDOT MTA was awarded the Rail Vehicle Replacement federal discretionary grant to replace the fleet of aged Light Rail vehicles and provide significant improvements to the Cromwell and North Avenue maintenance facilities, as well as upgrade 33 Light Rail stations. Other needed improvements such as traction substations, positive train control, and signaling upgrades are included in this grant. This amendment will add \$213.6 million in FTA Rail Vehicle Replacement grant funding, \$5.2 million in FTA 5307 funds, \$9.7 million in FTA 5337 funds, and \$57.2 million in state matching funds in FY 2025, 2026, and 2027.

Mr. Dickerson recommended approval of the resolution, and Mr. Rawls seconded the motion. Mr. Dickerson asked if any BRTB members had questions on the MDOT MTA requested TIP amendments, none had questions. Then Mr. Dickerson asked if anyone from the public had

questions, there were no questions. The board voted unanimously to recommend approval of the resolution.

[PowerPoint: MTA TIP Amendments for Seven Projects]

8. PRESENTATION: WILMAPCO 2024 INTER-REGIONAL REPORT

Mr. Jake Thompson, Senior Planner at WILMAPCO, presented highlights of the WILMAPCO [2024 Inter-Regional Report](#). The report covers demographic changes and travel characteristics for a 28-county study area stretching over four states in an 80-mile radius to the year 2050. (Portions of Carroll, Howard and Anne Arundel counties are not included in the data.) The overall population will grow by 10% with the largest growth in Cecil County, MD and the most decline in Salem County, NJ. Similarly, employment will grow by 11% with Philadelphia with the largest increase and New Castle County, DE the largest decrease.

In the study area, the heaviest traffic moves north-south between Baltimore and Philadelphia. Still, in the I-95 corridor, traffic is down 15,000 vehicles daily from 2012. Yet with the forecasted population and employment through 2045, the I-95 corridor could see a 73% increase in vehicles to 182,000 daily vehicles. Commute times remain static. I-95 in the Mid-Atlantic is the most heavily traveled truck route in the US. Transit services are most intensive in city centers, but transportation needs do not end at administrative borders. There are transit routes that extend beyond county lines connecting jurisdictions and states.

Regarding investment areas, strategies vary across agencies, but tend to target most intensive infrastructure investments in central urban areas, maintenance/expansion in suburban areas, and environmental preservation in rural areas. The report concludes with three recommendations: 1) expand inter-county transit services, 2) continue inter-agency coordination, and 3) support dense, walkable land uses and limit outward growth.

9. OTHER BUSINESS

There was no other business. The meeting ended at 9:42 A.M.

Members

Geoff Anderson, Maryland Department of Transportation (MDOT)
Jasmine Champion, Federal Highway Administration, Maryland Division
Steve Cohoon, Queen Anne's County Department of Public Works
Trey Dickerson, Howard County Office of Transportation
Elizabeth Gordon, MDOT Maryland Transit Administration
Mary Lane, Carroll County Department of Planning
Jason Quan, RTA of Central Maryland
Alex Rawls, Harford County, Department of Planning
Julianne (for Catherine Salarano), Maryland Department of the Environment (MDE)

Sam Snead, Anne Arundel County Office of Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Charles Baber, BMC
Monica Haines Benkhedda, BMC
Terry Brady, BMC
Tim Briggs, BMC
Cindy Burch, BMC
Carl Chamberlin, MDTA
David Conrad, guest
Ndemazea Fonkem, BMC
Victor Henry, BMC
Andrea Jackson, BMC
Dan Janousek, MDOT
Zach Kaufman, BMC
Keith Kucharek, BMC
Md. Mohklesur Rahman, BMC
Jake Thompson, WILMAPCO
Tigist Zegeye, WILMAPCO

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board