

## **BALTIMORE REGIONAL TRANSPORTATION BOARD**

July 22, 2025

Baltimore Metropolitan Council

9:08 to 11:08 A.M.

### **MINUTES**

The 375th meeting was called to order at 9:08 A.M. by the Vice Chair, Mr. Trey Dickerson. Mr. Dickerson took this opportunity to present a plaque to Ms. Mary Lane for her long service on the BRTB. Ms. Lane will be retiring at the end of the month. Mr. Chris Heyn was present to accept the plaque.

#### **1. APPROVAL OF MINUTES**

A request for a motion to approve the minutes of the May 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**

The Chair asked if anyone wished to address the BRTB. One individual chose the opportunity:

- Mr. Mark Braun introduced himself as a retired physician and a new resident of Baltimore City. Mr. Braun expressed concern about the car-centric nature of transportation planning in the region. He also sees a lack of cycling infrastructure in Baltimore City or infrastructure that's been damaged by drivers. As a resident of Federal Hill, he mentioned his difficulties getting connected from his home to safe bike lanes without having to drive across major roadways. He said he cannot connect from the Inner Harbor trail to other major trails. Another example he gave was the large development - Baltimore Peninsula. He said it is not accessible to other parts of the City unless you have a car. Mr. Braun asked BRTB members to remember those who get around by biking and walking as they plan for the future.

#### **3. REPORT FROM THE JOINT TECHNICAL COMMITTEE & INTERAGENCY CONSULTATION GROUP**

Mr. Dan Janousek reported for the joint meeting on July 1 for both committees:

- The TC and ICG reviewed four action items. First was an amendment to the current TIP to include funding for a new transit facility, which was followed by the upcoming TIP and the associated conformity determination. Following the TIP review, members were updated on the annual self-certification review. Finally, staff brought recommendations to consider for the Transportation Alternatives grant program.

Members considered all four actions and heard about the public involvement components. The action items were approved to move to the BRTB.

- The slate of officers for FY 2026 as presented in June consists of Baltimore County to serve as Chair and Harford County to serve as Vice Chair. All members supported the slate as offered.
- Mr. Ramond Robinson, from the Bureau of Transportation Statistics provided an information rich presentation on the work of this office. BTS is a research arm within the Office of the Secretary in the Research Division of US DOT. The primary goal of BTS is to provide timely, accurate and credible information regarding the transportation system.

Within BTS there are 7 offices and they are federally mandated. Chapter 63 of Title 49 USC drives the purpose of the Bureau of Transportation Statistics.

Mr. Robinson quickly shared 13 key data products and analysis tools that are a wealth of data on the Nation's transportation system. Several key documents covered include National Transportation Statistics, Transportation Statistical Annual Report, State Transportation Statistics, Freight Facts and Figures, Pocket Guide to Transportation, Passenger Travel Facts and Figures, Port Performance, Aviation Facts and Figures, TransBorder Freight Data, and Border Crossing. The "Facts and Figures" series is a nice way of saying these are visual publications or digital publications. The goal is to make more documents available that way because it allows us to improve the narrative.

The PowerPoint from the TC meeting is available online and has links to a number of these products for further information.

- The committees were provided a very informative presentation on the Transportation Needs Assessment project which will feed into the upcoming LRTP. You will have a similar presentation this morning so I will not take away from the presentation that has been prepared for today.
- There was a closed session to discuss an upcoming RFP that will support updating local bicycle plans in relation to the Bikeable Baltimore Region project, which is currently wrapping up.

#### **4. ELECTION OF BRTB OFFICERS FOR FISCAL YEAR 2026**

Mr. Tony Russell stated that at the May BRTB meeting, the Nominating Committee recommended a slate of officers for FY 2026, including: Howard County as Chair and Queen Anne's County as Vice Chair. Mr. Russell extended a call for nominations from the floor. There were no additional nominations. Mr. Russell asked a member to offer a motion and then a second for approval of the slate of officers. Mr. Rawls recommended approval of the slate and Mr. Russell seconded the motion. The board voted unanimously to recommend approval of

the FY 2026 slate of officers. The gavel was handed to Mr. Dickerson as the representative of Howard County.

## **5. CONSIDERATION OF RESOLUTION #26-1**

At this meeting, the BRTB was asked to consider Resolution #26-1, which involves a request from Harford County to amend the Fiscal Year 2025–2028 Transportation Improvement Program (TIP) for one project. Mr. Todd Lang provided an overview of the proposed amendment.

The current Harford Transit LINK operations facility is 75 years old and has numerous issues, including parking and building condition. The new facility will improve safety, accessibility, and reduce operating costs. This project was submitted for a Section 5339 Grant in FY 2023 but was not awarded due to CNG elements. A new application for Section 5339 Grant funding has been submitted without the CNG elements.

The existing facility sits on 2.75 acres with a 14,252 SF building. The new facility will have 15.66 acres and a 37,165 SF building. The timeline of completed items ran from January 2020 through June 2025 and included basis of design, facility assessment, feasibility study, conceptual estimate and property negotiations.

The timeline to complete the overall project includes procuring design and engineering, sitework, construction, inspections and occupancy approval. The year of operation is either 2028 or 2029 depending on the award date for construction.

Mr. Dickerson asked if there were any questions or comments. Mr. Snead asked if it was typical to add a project before a grant is awarded. Mr. Lang indicated that normally the project would be reviewed by the Executive Committee and a letter of support is generated. Mr. Snead asked if the grant is not awarded can the project be locally funded. Ms. Glock indicated that it could not.

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

***[PowerPoint: Harford Transit Amendments]***

## **6. CONSIDERATION OF RESOLUTION #26-2**

Mr. Lang asked Mr. Kucharek to present the resolution. Mr. Kucharek indicated that there were 173 federally funded projects worth over \$6.2 billion in federal, state, local, and toll revenue funds. Nine projects in the TIP are new, including six from Baltimore City, two from the Maryland Port Administration and one from Maryland State Highway Administration. The TIP supports the long range transportation goals established in *Resilience2050*.

Funding levels in the TIP have remained fairly consistent over the years with the exception of 2025-2028 which added the Francis Scott Key (FSK) Bridge reconstruction project. Since that

project is funded with a large amount of toll revenues, beginning in the 2025-2028 TIP, we began tracking toll revenues as a separate fund source.

Funding by agency shows MDTA has the most funding at nearly \$2.0 billion, with again, the vast majority of that being for the FSK bridge reconstruction. SHA and MTA are the next highest funding level, both at about \$1.6 billion followed by local agencies, MPA and others.

Breaking funds down by category shows that highway preservation accounts for 50% of the funding in the TIP, with once again the FSK Bridge accounting for over half of those funds. Transit preservation and commuter rail preservation are next at 14% and 9% respectively followed by lower percentages for emission reduction, ports, environmental/safety transit capacity and transportation alternatives. Highway capacity projects have shown a recent decrease in funding since 2023 going from over 30% of the funding to only 8.6% this year.

Approximately 48% of all of the highway preservation funds is allocated towards bridge projects. However, without the FSK Bridge funding included, roadway resurfacing and rehabilitation becomes the largest highway preservation category.

Highway capacity funds can be further broken down into a handful of projects, with the I-95 Express Toll Lanes project accounting for more than all of the other projects combined. Projects on I-95 account for 75% of all highway capacity funds.

Similar to highway preservation, transit preservation funds can be broken down into a few individual categories. Preservation and improvements of transit facilities accounts for about 53% of all the transit preservation funds followed by rehabilitation of facilities and fleet improvements.

MTA piggy-backs on the BRTB's public participation process, so we include a breakdown of FTA fund sources as well. By far, Section 5307 capital improvement funds are the largest portion at over \$596 million followed by Section 5337 at just over \$438 million.

The TIP includes 25 federally mandated performance measures. These include transit asset management, transit safety, highway safety, traffic congestion, on-road mobile source emissions, pavement and bridge conditions, and travel time reliability. These measures initially began as a result of MAP-21 legislation and has been strengthened through subsequent transportation bills such as the FAST Act.

TIP project highlights include 74 bridge reconstruction or rehabilitation which is 43% of all projects and represents over \$2.1 billion in funding including \$1.5 billion for the FSK Bridge. There are also 37 highway capacity or preservation projects valued at \$1.5 billion. There are 20 transit and commuter rail projects worth \$1.5 billion and includes the Red Line project as well as two Transit Oriented Development projects. Transit related funds have shown an increase of about 79% since 2023.

Public engagement included an interactive StoryMap, off-site promotional opportunities and a recorded presentation that was posted to the BMC website. There was also a 30-day public review period.

Changes to be made to the final TIP include the addition of the Harford Transit LINK project, updates of funding sources to several bridge projects that are now eligible for 100% federal funding and subsequent updates to tables and exhibits. The final will also include information in the appendices that was not available for the May draft.

Mr. Kucharek turned the presentation over to Ms. Anna Marshall, Environmental Planner to present the Air Quality Conformity.

Ms. Marshall provided an overview of the transportation conformity process, and why it is required in the Baltimore region. The region is in a nonattainment area, not meeting the 2015 federal ozone standard. The conformity determination shows whether the projects and programs in the TIP conform to the mobile emission budgets set in the State Implementation Plan (SIP). BMC and MDE model two criteria pollutants, NOx and VOCs over test horizon years, analyzing whether the proposed transportation network will produce emission levels under the set budget level. This year, the results show emissions levels measuring below the budgets for both pollutants for all horizon years, so the region is in conformity.

Ms. Regina Aris reported on public involvement. On behalf of the BRTB, staff conducted a 30-day public review and comment period. This included a recorded presentation, announcements via press release, social media and news outlets. Staff were able to promote the TIP and conformity documents at 19 meetings/events throughout the region. As soon as available, comments were distributed to members of the Technical Committee and BRTB. A special thanks to the TC members for giving feedback about potential outreach locations as well as drafting responses. To MDOT, we appreciate the Commuter Choice materials and promotional items.

On the PublicInput page supporting the comment period, there were several survey questions. One question asked about familiarity with the Capital Improvement Program budgets for local jurisdiction members, 73% of folks were familiar – a positive sign. Some 86 percent were familiar with the TIP. These responses are from folks that came to the page to comment – so already had some knowledge.

We also asked if the public thought the projects were helpful to the public. 47% gave a favorable nod to projects being helpful. The more specific question about helping their community was much less positive with 29% saying they thought so.

Wrapping up the public involvement process, comments supported less funding for highways and more funding for other modes. Safety and air quality were also concerns that were voiced in the comments.

Mr. Eric Norton spoke regarding responses to comments provided on the TIP and noted that there is no evidence that there is any environmental benefit to road widening.

Mr. Rawls recommended approval of the resolution, and Mr. Russell seconded the motion. The board voted unanimously to recommend approval of the resolution.

***[PowerPoint: 2026-2029 TIP and Associated Conformity Determination]***

## **7. CONSIDERATION OF RESOLUTION #26-3**

Mr. Lang 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.

Mr. Lang also noted that the self-certification has been updated to reflect activities undertaken during the past year including a reference to the Transportation CORE, the highway safety performance measures approved, and adjustments due to new federal guidance.

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

***[PowerPoint: Self-Certification of the Regional Planning Process]***

## **CONSIDERATION OF RESOLUTION #26-4**

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 2026. TA program applications were due mid-May of this year and MDOT SHA and BMC staff reviewed the applications. The total TA program funds available in fiscal year 2026 for the Baltimore region is \$2,000,000. Three TA applications were received totaling \$4,909,412.57 in requests. The total TA program funds available in fiscal year 2026 for the Aberdeen, Bel Air South, and Bel Air North area was not available from MDOT SHA. One TA application was received totaling \$616,000.

The submitted projects in the Baltimore urban area include three years of funding for a Safe Routes to School (SRTS) coordinator position in Anne Arundel County, construction of the 2.36-mile South Shore Trail Phase III in Anne Arundel County, and three years of funding for a SRTS coordinator position in Howard County. In the Aberdeen, Bel Air South, and Bel Air North area, Harford County submitted 30% design of the 5.1-mile US 40 shared-use path from Aberdeen to Havre de Grace. While a good project, due to funding limitations, the South Shore Trail was not recommended.

Mr. Rawls recommended approval of the resolution, and Mr. Snead seconded the motion. The board voted unanimously to recommend approval of the three projects seeking Transportation Alternatives funding.

***[PowerPoint: Transportation Alternatives]***

## **8. PRESENTATION: MTA MARC GROWTH AND TRANSFORMATION PLAN**

Mr. Darryl Smith, Director of Statewide Planning at MTA, presented an overview of the plan, including the areas studied— Penn, Camden, and Brunswick Lines with possible extensions— and the objectives and priorities. He reviewed the results of rider surveys and travel demand data for each line. For the Penn Line, Washington to Baltimore is the core market, but there is potential for growth north of Baltimore and for later weekday and weekend service. The Camden Line has a greater potential for serving intermediate trips (not ending in Baltimore or DC) and leisure trips, and represents the best opportunity for transit-oriented development. The Brunswick Line currently has the lowest level of service, but represents the largest market potential as well as overall demand for later weekdays and weekends (strongest from Germantown to DC).

The future service plan has three planning horizons: a five-year plan (2026-2030); a fifteen-year plan (2031-2040); and an unconstrained plan (2041 and beyond). The vision for the future MARC system is a market-based service with frequent, all-day service, improved transit system connectivity, and expansions into Delaware, Virginia, and Western Maryland. In the unconstrained phase, weekday peak service would be every 20 minutes on the Penn Line and 30 minutes on the Camden line with improvements to frequency and longer service hours during off-peak periods. Enhanced peak service on the Camden and Penn Lines is also part of the 15-year phase along with new stations at Bayview and Elkton and a pilot service to Wilmington. The five-year plan is constrained by the timelines for major construction projects, however, weekday peak service on the Penn and Camden Lines would be between 20 - 30 minutes and new hourly off-peak and weekend service on the Penn Line and a hourly Baltimore to College Park bus service along the Camden Line would be introduced.

The total cost of the unconstrained plan is \$13.7B in capital investment, half of which is the baseline state of good repair costs over the next 15 years. An additional \$409M is needed for the 5-year phase to implement off-peak Camden bus service and initiate planning and design work, \$1.8B for the 15-year phase to make improvements to the Penn Line and purchase additional train sets, and \$4.4B for the unconstrained phase to complete the Penn-Camden connector, add sidings to the Camden line, purchase additional train sets, and add additional track to the Penn Line to Wilmington. MTA is currently identifying funding opportunities and strategies to advance project development.

Mr. Snead asked about the mode-split for passengers arriving at the stations. Overall, customers primarily drive to the suburban stations, but the market for park-and-ride is not as strong as prior to the pandemic. He followed up about opportunities for local transit operators to make connections at the MARC station. Mr. Smith highlighted the effort in the current plan to identify connecting services that would benefit from the proposed increases to MARC service as well as ongoing collaborations with local transit agencies. Lastly, Mr. Snead inquired about transit from Annapolis to New Carrollton and Mr. Smith noted that there are potential future commuter bus connections to Annapolis. An audience member asked about travel time on the Camden Line and Mr. Smith discussed the constraints of running passenger service on the CSX-owned freight line and the analysis performed to improve travel time using a skip-stop service.

***[PowerPoint: MARC Growth Plan Overview]***

## **9. PRESENTATION: TRANSPORTATION NEEDS ASSESSMENT**

Mr. Lang introduced the speakers and the context for the Transportation Needs Assessment project. The project will inform the development of the 2027 Long-Range Transportation Plan (LRTP). The project is organized around the existing goals for the LRTP. Several key goals include improve accessibility, increase mobility, and improve system safety. Policy recommendations for the project focus on updates to the strategies associated with each LRTP goal as well as potential updates to the methodology for scoring LRTP projects.

Mr. Walker Freer, ICF, summarized the project. The project began with a review of existing surveys and research, followed by development of an interactive StoryMap summarizing and analyzing existing conditions in the Baltimore region in the context of the LRTP goals. In the spring, the consultant team administered a region-wide survey along with facilitating four focus groups to discern transportation needs and priorities for transportation system users in the Baltimore region.

The online survey was administered in March and April, yielding 859 responses from across the region. The four focus groups were designed to gather in-depth feedback on the transportation system overall, key needs and barriers, and future priorities.

Overall, 54% of respondents said that the transportation system meets their travel needs somewhat well or very well. Respondents also indicated that top priorities for the transportation system were reliability and efficiency, meeting travel needs, and safety from crashes and fatalities.

Mr. Noah Levine and Mr. Freer presented preliminary recommendations regarding the upcoming LRTP. Specifically, the recommendations relate to potential updates to the LRTP goals and strategies, scoring criteria, and performance measures to track. They summarized draft recommendations by LRTP goal area, beginning by summarizing the existing strategies for each of the LRTP goals, existing scoring criteria by goal area, and key takeaways from the survey and focus groups.

In addition to the goal-specific recommendations, overall recommendations include:

- Ensuring that goal areas are clearly differentiated in terms of goal language and associated strategies
- Ensuring that each strategy is actionable and measurable, ideally with a dedicated scoring criterion
- Adding a third category for active transportation projects in addition to roadway and transit projects
- Considering benefits and burdens to LOAs across all goal areas or as a distinct aspect of scoring
- Expanding the set of performance measures to reflect the revised project scoring criteria
- Reconsidering the weighting of the technical scoring to align with survey responses



Next steps include drafting a final report synthesizing the literature review, analysis of existing conditions, survey and focus group findings, and policy recommendations. The consultant team will also finalize a video featuring interviews with focus group participants. The project will wrap up in August 2025.

***[PowerPoint: Transportation Needs Assessment]***

**10. OTHER BUSINESS**

There was no other business. The meeting ended at 11:08 am.

***Members***

Jasmine Champion, Federal Highway Administration, Maryland Division  
Trey Dickerson, Howard County Office of Transportation  
Elizabeth Gordon, MDOT Maryland Transit Administration  
Chris Heyn (for Mary Lane), Carroll County Department of Planning  
Geoff Anderson, Maryland Department of Transportation (MDOT)  
Alex Rawls, Harford County, Department of Planning  
Catherine Salarano, Maryland Department of the Environment (MDE)  
Sam Snead, Anne Arundel County Office of Transportation  
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)  
Melissa Badeker, McCormick Taylor  
Gary Blazinsky, Harford Transit  
Terry Brady, BMC  
Mark Braun, guest  
Angie Daniel, Baltimore County DPW&T  
Rebecca Deibel, BMC  
Walker Freer, ICF  
Jodi Glock, Harford Transit  
Monica Haines Benkhedda, BMC  
Don Halligan, BMC  
Andrea Jackson, BMC  
Dan Janousek, MDOT  
Zach Kaufman, BMC  
Keith Kucharek, BMC  
Noah Levine, ICF  
Anna Marshall, BMC  
Charlene Mingus, BMC

Mike Morris, PRR  
Eric Norton, CMTA  
Brian O'Malley, CMTA  
Jenn Regina, McCormick Taylor  
Darrell Smith, MTA  
Marium Sultan, BMC  
Jeffrey Ultee, Jacobs

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board