

## BALTIMORE REGIONAL TRANSPORTATION BOARD

December 15, 2020  
Baltimore Metropolitan Council  
9:02 to 9:56 A.M.

### MINUTES

The 326<sup>th</sup> meeting was called to order at 9:02 A.M. by the Chair, Ms. Mary Lane.

#### 1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the November 24, 2020 BRTB meeting was made by Ms. Lane. A motion was made by Ms. Valorie LaCour to approve the minutes and seconded by Ms. D'Andrea Walker. The minutes were approved unanimously.

#### 2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public offered comments at this time.

#### 3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared that the BRTB seeks public comments through Monday, January 11 on a part of the Patapsco Regional Greenway in Howard and Baltimore Counties. Earlier this year the BRTB sought feedback on three options or "alignment alternatives" for the Elkridge to Guinness connection. Based on that feedback, a modified Patapsco Route was selected and now the BRTB seeks public input on future design considerations such as seating, bike racks, and educational opportunities along the route, overlooks, pet stations, and signage. Details about the project and how to provide comments is at [baltometro.org](http://baltometro.org).

***[PowerPoint: Public Involvement Report For December 2020]***

#### 4. REPORT FROM THE TECHNICAL COMMITTEE

Mr. David Cookson reported the following from the December TC meeting:

- MDOT MTA requested to update funds for the Small Urban Transit Systems Capital Assistance project. Funds are being updated to match the FY 2021 award for Carroll County and to add federal funds for the City of Annapolis.
- MDOT SHA requested to add a new project that funds engineering for a sidewalk where none currently exists along MD 835C in Stevensville. The project is funded with a repurposed congressional earmark that was originally intended for the Cross County Trail on Kent Island.
- MDOT SHA requested to add a new project that will replace two bridges rated in poor condition along the U.S. 1 bypass near Bel Air. MDOT SHA is converting engineering funds from state to federal to keep the project moving, necessitating inclusion of the project in the 2021-2024 TIP.
- The AECOM/O.R. George & Associates team provided a summary of the Regional Traffic Impact Study (TIS) Guidelines project that was part of the FY 2020 UPWP. The final Suggested Best Practices report includes a summary of the parameters currently in-use by jurisdictions and MDOT SHA as well as additional parameters that could be considered for inclusion.
- BMC discussed results from the 2018-2019 Maryland Travel Survey regarding online shopping trends and related household travel.
- A discussion of possible tasks in the upcoming UPWP were discussed and a review of progress on the TLU grant program was given.

## **5. RECOMMEND ACTION ON RESOLUTION #21-10**

Mr. Zach Kaufman introduced Resolution #21-10. MDOT MTA is requesting to amend the 2021-2024 TIP to update funds for the Small Urban Transit Systems Capital Assistance project. Funds are being updated to match the FY 2021 award for Carroll County and to add federal funds for the City of Annapolis.

The Interagency Consultation Group has determined that this project is exempt according to the conformity rule, and the Technical Committee recommended sending the resolution to the BRTB as presented.

Ms. Lara Bachman, Capital Program Analyst at MDOT MTA, presented details on the project. TIP development for the Locally Operated Transit Systems (LOTS) is currently based on the prior fiscal year's awards until the actual awards are determined. Each LOTS is responsible for providing a list of their needs. However, these needs change frequently, resulting in frequent TIP changes once awards are determined. MDOT MTA has a goal of accurately forecasting LOTS needs two fiscal years out through enhanced asset management protocols.

The Small Urban Transit Systems project provides capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. This TIP amendment updates FTA Section 5307 and 5339 funds in FY 2021. Section 5307 funds decrease by \$30,000 along with a decrease of \$8,000 in matching funds. These funds will be

used for preventive maintenance in Carroll County. Section 5339 funds increase by \$729,000 along with an increase of \$182,000 in matching funds. The large increase in Section 5339 funding is due to providing federal funds to the City of Annapolis, which historically received state funding.

Total funding in the 2021-2024 TIP increases from \$1.632 million to \$2.505 million. Planned FY 2021 purchases include preventive maintenance and three small bus replacements in Carroll County as well as two heavy bus replacements and maintenance lifts for the City of Annapolis.

Ms. Lane asked if there were any questions from the members and then asked for a motion. Ms. Sally Nash made a motion to move Resolution #21-10 and Mr. Steve Cohoon seconded the motion. Ms. Lane asked for a vote and Resolution #21-10 was passed unanimously.

***[PowerPoint: MDOT MTA 2021-2024 TIP Amendment Request for Small Urban Transit Systems – Capital Assistance]***

## **6. RECOMMENDED ACTION ON RESOLUTION #21-11**

Mr. Kaufman introduced Resolution #21-11. MDOT SHA is requesting to add a new project to the 2021-2024 TIP that funds engineering for a sidewalk where none currently exists along MD 835C in Stevensville. The project is funded with a repurposed congressional earmark that was originally intended for the Cross County Trail on Kent Island.

The Interagency Consultation Group has determined that this project is exempt according to the conformity rule, and the Technical Committee recommended sending the resolution to the BRTB as presented.

Mr. Stephen Miller, Regional Planner at MDOT SHA, presented details on the project. The original earmark (ID MD055) provided \$306,000 for the design and construction of the Cross Island Trail. This project ultimately received a federal Transportation Alternatives program grant and did not make use of the earmarked funds. The original MD055 earmark required that repurposed funds be used within 25 miles of the original project location. The sidewalk will be located within 1/4 mile of the now complete Cross Island Trail.

The sidewalk will be located on MD 835C, extending approximately one-third of a mile from Cockey Lane to Old Love Point Road. Project elements include a 5-foot ADA compliant sidewalk on the east side of the roadway, ADA ramps, and crosswalk markings on side roads. The inclusion of depressed sidewalks on driveways will be determined during design. Construction advertisement is anticipated in the summer of 2022, with completion in spring of 2023. The amendment adds the project to the 2021-2024 TIP with engineering funds in the amount of \$170,000 (\$161,000 federal/\$9,000 matching). Future phases are unfunded at this time.

Ms. Lane asked if there were any questions from the members and then asked for a motion. Mr. Cohoon made a motion to move Resolution #21-11 and Ms. LaCour seconded the motion. Ms. Lane asked for a vote and Resolution #21-11 was passed unanimously.

***[PowerPoint: MDOT SHA 2021-2024 TIP Amendment Request for Sidewalk on MD 835C]***

## **7. RECOMMENDED ACTION ON RESOLUTION #21-12**

Mr. Kaufman introduced Resolution #21-12. MDOT SHA is requesting to add a new project to the 2021-2024 TIP that will replace two bridges rated in poor condition along the U.S. 1 bypass near Bel Air.

The Interagency Consultation Group has determined that this project is exempt according to the conformity rule, and the Technical Committee recommended sending the resolution to the BRTB as presented.

Ms. Lisa Sirota, Regional Planner at MDOT SHA, presented details on the project. This project was originally anticipated to be added during the 2021-2024 TIP call for projects, however budget issues associated with the pandemic resulted in the project being placed on hold. MDOT SHA is converting engineering funds from state to federal to keep the project moving, necessitating inclusion of the project in the 2021-2024 TIP.

The project will replace the Tollgate Road and Winters Run bridges along the U.S. 1 bypass near Bel Air. The bridge over Tollgate Road will maintain three 12-foot lanes and the bridge over Winters Run will maintain two 12-foot lanes. Both bridges were built in 1963 and are rated in poor condition. MDOT SHA will coordinate with Harford County to ensure that the project takes plans for the Ma & Pa Trail into account, as the trail is near both bridges.

Construction advertisement is anticipated in December 2022, with the project opening to traffic in fall 2025. The TIP amendment adds \$1.31 million (\$.332 million federal/\$.978 million matching) in engineering funds and \$5.168 million (\$4.886 million federal/\$.282 million matching) in construction funds. The estimated total cost of the project is \$15.35 million, with funding continuing beyond the timeframe covered by the TIP.

Ms. Lane asked if there were any questions from the members and then asked for a motion. Mr. Alex Rawls made a motion to move Resolution #21-12 and Mr. Ramond Robinson seconded the motion. Ms. Lane asked for a vote and Resolution #21-12 was passed unanimously.

***[PowerPoint: MDOT SHA 2021-2024 TIP Amendment Request for US 1 Bridge Replacements over Tollgate Road and Winters Run]***

## **8. PRESENTATION: WORK SCOPE FOR TRANSIT GOVERNANCE AND FUNDING**

Ms. Bethany Whitaker, project manager for Nelson Nygaard, introduced herself and the consultant team working on the effort. She informed the Board of the team members and their

experience. The team includes: Ms. Whitaker, Ms. Amy Pettine, Ms. Naomi Deorner, Mr. Keaton Wetzel and Mr. Geoff Slater from Nelson Nygaard, as well as Mr. Fred Fravel of the KFH Group, Mr. Blair Trame of KPMG and Ms. Tamar Henkin of Tamar Henkin Strategic Advisors, LLC.

Ms. Whitaker informed the BRTB of their expected process of six steps, sharing the work schedule, and topics to be examined in monthly meetings with the BRTB. She addressed the stakeholder meetings and outlined the groups initially targeted for outreach and how that information will be included in the study. Ms. Whitaker discussed the peer identification and comparison analysis expected and asked the members for feedback and opinions on who and how peers should be identified.

Ms. Whitaker led a short facilitated discussion with the BRTB members on key questions, asking “What are the most important reasons for doing this Study?” and “What should a potential new governance structure accomplish?” BRTB members were asked to participate in the creation of a word cloud of their top three answers to these questions. Mr. Robinson asked how the Washington region will be considered in the Study. Ms. Whitaker responded that the focus of the effort is on transit governance and funding in the Baltimore region, but that there are critical issues between the region’s (e.g. state funding, service overlap) that need to be thought through. She informed the Board that next month the will be back discussing history of transit service in the region.

***[PowerPoint: Baltimore Region Transit Governance And Funding Study]***

## **9. OTHER BUSINESS**

Ms. Lane took the opportunity to thank Harford Transit and Mr. Blazinsky for serving as the transit voting representative for the last two years. Mr. Blazinsky was credited with assisting the BRTB and BMC staff on a number of transit activities and studies. Harford Transit will be succeeded by Annapolis Transit and Mr. Rick Gordon. Mr. Gordon will be joining the BRTB at their meeting in January.

There was no other business

The meeting adjourned at 9:56 A.M.

### ***Members***

Gary Blazinsky, Harford Transit  
Alex Brun, Maryland Department of the Environment  
Steve Cohoon, Queen Anne's County Department of Public Works  
Bruce Gartner, Howard County Office of Transportation (OOT)  
Valorie LaCour (for Theo Ngongang), Baltimore City Department of Transportation  
Mary Lane (for Lynda Eisenberg), Carroll County Department of Planning  
Heather Murphy, Maryland Department of Transportation (MDOT)  
Sally Nash, City of Annapolis, Department of Planning  
Alex Rawls, Harford County, Department of Planning  
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning  
Kate Sylvester, Maryland Transit Administration (MDOT MTA)  
D'Andrea Walker, Baltimore County Department of Public Works  
Bihui Xu, Maryland Department of Planning (MDP)

### ***Staff and Guests***

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Regina Aris, BMC  
Lara Bachman, MDOT MTA  
Ciara Blue, BMC  
Tony Bridges, Maryland House of Delegates  
Cindy Burch, BMC  
Tyson Byrne, MDOT  
David Cookson, Howard Co OOT  
Rebecca Deibel, BMC  
Naomi Deorner, Nelson Nygaard  
Kwaku Duah, Annapolis Transit  
Blake Fisher, BMC  
Fred Fravel, KFH Group  
Rick Gordon, Annapolis Transit  
Ben Groff, Tidemore  
Monica Haines-Benkhedda, BMC  
Don Halligan, BMC  
Tamar Henkin, Tamar Henkin Strategic Advisors  
John Hillegass, Greater Washington Partnership  
Dan Janousek, MDOT  
Zach Kaufman, BMC  
Mike Kelly, BMC  
Keith Kucharek, BMC  
Todd Lang, BMC  
Stephen Miller, MDOT SHA  
Amy Pettine, Nelson Nygaard  
Eric Norton, CMTA

Marvin Ranaldson, Nelson Nygaard  
Lisa Sirota, MDOT SHA  
Geoff Slater, Nelson Nygaard  
Sara Tomlinson, BMC  
Blair Trame, KPMG  
Keaton Wetzel, Nelson Nygaard  
Bethany Whitaker, Nelson Nygaard

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board