

BALTIMORE REGIONAL TRANSPORTATION BOARD

December 21, 2021
Baltimore Metropolitan Council
9:01 to 10:00 A.M.

MINUTES

The 337th meeting was called to order at 9:01 A.M. by the Vice Chair, Ms. D'Andrea Walker.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the November 30, 2021 BRTB meeting was made by Ms. Walker. A motion was made by Mr. Bruce Gartner to approve the minutes and seconded by Ms. Heather Murphy. The minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public offered comments.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that there are no open comment periods this month, however staff continue to welcome comments on Resilience 2050: Adapting to the Challenges of Tomorrow. What is resilience? What does it mean for our transportation system to be resilient and ready for the challenges of tomorrow? The BRTB wants to have a conversation around resilience and the future of transportation with you. Add your ideas to the Ideas Board at publicinput.com/Resilience2050 or share on Twitter @baltometroco or @BmoreInvolved using #Resilience2050.

Next, she shared an update on public engagement and comments in 2021. Since launching our partnership with publicinput.com in late March 2021, we've reached over 8,000 visitors, 343 of which participated in one of our engagement opportunities, leading to over 425 comments and nearly 600 people who signed up for future updates. Ms. Haines Benkhedda highlighted a map showing that we engaged participants from each jurisdiction in the region. The various dots in the map represent comments on different projects throughout the year including comment opportunities and public meetings on the TIP, the transit governance and funding study, the Patapsco Regional Greenway project and Resilience 2050 goals and strategies.

Looking ahead, 2022 will be busy with opportunities for public engagement.

Activities early in the year include: Launching the BRTB Virtual Panel and recruiting 40-50 members to serve, and the release of the 2022-2023 UPWP Addendum. BMC will also be promoting public engagement in focus area projects: the U.S. 40 - Aberdeen to Havre de Grace Land Use and Transportation Study; a study on Transportation Issues in Historic Town Centers; and another segment of the Patapsco Regional Greenway – Guinness Open Gate Brewery to Southwest Area Park.

In the spring, we will seek comments on the next TIP and Air Quality Conformity and we will celebrate the 25th anniversary of Bike to Work.

Also in 2022, look for an update to our Public Participation Plan and a 45 day comment period for that, as well as a series of informative papers as part of our process to develop Resilience 2050: Adapting to the Challenges of Tomorrow.

[Handout: Public Involvement Report for December 2021]

4. REPORT FROM THE TECHNICAL COMMITTEE

Mr. Joel Gallihue reported the following from the December TC meeting:

- TIP amendment requests were requested by Howard County and Carroll County. Howard County requested to add reconstruction of the bridge on Union Chapel Road over Cattail Creek to the TIP and Carroll County is requesting to add two bridges to the TIP. One bridge is at Upper Beckleysville Road over Murphy Run and the other is at Patapsco Road over the East Branch Patapsco River. The TC recommends approval of these requests.
- BMC staff presented an ARC GIS storymap on 2020 residential building permit activity. The map showed the locations of the region's top-10 most prolific residential developments in the region, highlighting the unit types and scale of each of the projects. Also presented were the top-5 most prolific residential developments in each jurisdiction, showing the location, unit types and scale of each. <https://arcg.is/0GLPSq>
- BMC staff discussed results from the 2018-2019 Maryland Travel Survey (MTS) relating to an analysis of daily travel in the Baltimore region. Staff noted that the use of a particular travel mode varied significantly by jurisdiction, as well as trip purpose also varied significantly by jurisdiction.
- Public Participation Plan Update – staff shared an overview of plans to update the BRTB's Public Participation Plan (PPP) in 2022. A proposed schedule was provided and an overview of anticipated changes, including an update to the section on social media, updating the section on the PAC, and doing some advance consultation with BRTB members and surveying interested parties. As a note, regulations require a 45-day comment period for the PPP.
- Preview of Safety Data for Annual Performance Measures – In advance of the January action item, BMC staff provided an early glimpse of recently released 2020 crash data that will be the basis of upcoming regional safety performance targets.

- *Resilience 2050* Update – BMC staff gave an update on the development of *Resilience 2050*. Key steps include launching the website, adopting regional goals and strategies, financial and socioeconomic forecasts, project submittal and scoring, selection and analysis of the preferred alternative, and release of the draft plan. It was noted that the upcoming call for projects is scheduled for April through June of 2022.

New for this plan is a series of white papers focusing on LRTP topics. BMC staff plan to release a new white paper every 4 to 6 weeks from January 2022 through the release of the draft plan in February 2023. Draft topics are drawn from the metropolitan planning regulations and the requirements for the LRTP.

- Updating the Definition of Low-Income Populations for use in Regional Planning Activities - The TC was briefed on a proposal for an updated definition for low-income populations. Prior analyses defined low-income as households below the poverty level. During the prior LRTP update, the Public Advisory Committee criticized this definition as too low and recommended increasing it. In response, BMC staff reviewed alternative definitions of low-income populations for use in future analyses including Environmental Justice (EJ) analysis, the Vulnerable Populations Index, and *Resilience 2050* project scoring.

BMC staff reviewed the definition of low-income households utilized by 23 other MPOs. Of these, 11 use the poverty level, 10 use a higher percentage of the poverty level, 1 uses a percentage of Area Median Income, and 1 uses the lowest quartile of households by income.

After reviewing alternatives and practices used by other MPOs, BMC staff recommend 200% of the poverty level as the new definition for low-income populations. This increases the definition of low-income to approximately \$25,000 for a one-adult household and to about \$52,500 for a four-person household. The Technical Committee agreed to move forward with 200% of the poverty level as the definition of low-income populations for use in future analyses.

- Discussion of Topics for the Upcoming UPWP – BMS staff shared the results of voting by TC members. That presentation will be given to you later in this meeting.
- Committee members were informed that the 2023-2026 TIP cycle will be beginning soon. A package of information will be distributed in December with the DTS database opening in early January for updates and new projects.
- Members were asked if they want briefings on the results of the CIP review as well as the barriers to Healthy Communities. Both of these tasks included interviews with multiple departments/agencies in each jurisdiction, therefore a briefing can be made available to a group if you request it.
- There was a closed session to discuss release of an RFP for the first RTP Corridor for analysis as well as an overview of the Transportation and Land Use Connection (TLC) grant program and accompanying consultant RFQ.

5. CONSIDERATION OF APPROVAL OF RESOLUTION #22-8

Mr. Keith Kucharek introduced Resolution #22-08 which will add three new bridge reconstruction projects to the 2022-2025 TIP; one in Howard County and two in Carroll County. The Interagency Consultation Group has determined that all three of these projects are exempt according to the conformity rule, and the Technical Committee recommended sending the resolution to the BRTB as presented.

Howard County is requesting to add the reconstruction of the bridge on Union Chapel Road over Cattail Creek to the 2022-2025 TIP. The addition of this project is necessary to allow MDOT SHA to prepare and finalize NEPA documents. Mr. David Cookson presented the details of the project. The bridge on Union Chapel Road is currently rated in poor condition. It was determined that reconstruction would be more cost efficient. Federal Surface Transportation Block Grant (STBG) funds will be used as well as local matching funds. Design is scheduled to begin in March 2022 with design completion in February 2023. Advertisement for construction is scheduled for May 2023 with Notice to Proceed in July 2023. Construction completion is anticipated in June 2024. The amendment will add \$900,000 in engineering and \$2.0 million in construction for a total of \$2.9 million to the 2022-2025 TIP.

Carroll County is requesting to add two bridges to the 2022-2025 TIP. The first is the reconstruction of the bridge on Patapsco Road over the East Branch Patapsco River in Carroll County. The second project is the reconstruction of the bridge on Upper Beckleysville Road over Murphy Run. Both projects are necessary to address safety issues resulting from the deterioration of the existing bridges. Mr. Chris Letnauchyn presented the details of these projects. The Patapsco Road Bridge in Finksburg is a 40'-6" single span structure that was reconstructed in 1981. The structure is in overall poor condition and has had temporary remedial work done to keep it open. Engineering for the new bridge is anticipated to be complete in FY 2023 with construction completion expected in FY 2024. The amendment will add \$603,000 in engineering and \$1.266 million in construction for a total of \$1.869 million to the 2022-2025 TIP.

The Upper Beckleysville Road Bridge in Hampstead is a 24'-6" structure built in 1960 with repairs made in 2005. The structure is 1.8 miles from the Hampstead Volunteer Fire Department. The bridge is in overall poor condition and has imposed weight limits and a mandatory three month inspection cycle. The bridge has been deemed unsafe for emergency fire equipment which must detour around the bridge. Engineering is expected to be complete in FY 2023 and construction completion is anticipated in FY 2024. The amendment will add \$580,000 in engineering and \$905,000 in construction for a total of \$1.485 million to the 2022-2025 TIP.

Ms. Walker asked for any comments or questions. No one requested the opportunity to comment or ask questions. Ms. Walker requested a vote on Resolution #22-8. Ms. Lynda Eisenberg moved approval of Resolution #22-8 and Mr. Gartner seconded the motion. The resolution passed unanimously.

[PowerPoint: TIP Amendments for Carroll and Howard Counties]

6. PRESENTATION: INFRASTRUCTURE INVESTMENTS AND JOBS ACT (IIJA)

Mr. Todd Lang shared slides prepared by AMPO to give members an early glimpse of major programs and funding levels in the IIJA. The IIJA may be rebranded in the near future. The bill was signed into law by the President on November 15, 2021. US DOT is still operating under a continuing resolution which the government is operating under is hampering the rollout.

Guaranteed funding is significantly higher in legacy programs as well as new programs. This does include \$274 Billion additional dollars for transportation. PL funding under both FHWA and FTA is higher. Also higher is STBG and TAP funding. Mr. Lang covered new highway formula programs, including: the carbon reduction program, PROTECT/resiliency, Several key policy changes include: 1) MPOs are required to use 2.5 percent of their PL funds to carry out activities associated with Complete Streets, 2) Increase the maximum number of highway miles a state may designate as critical urban freight corridors (urban designation increase from 75 miles to 150 miles), 3) Expands eligibility under CMAQ to include shared micromobility projects, and a project on a marine highway corridor, connector, or crossing.

Mr. Lang also shared information on several new highway formula programs, including: carbon reduction, PROTECT/resiliency, bridge, and EV charging. Transit funding also increased for these programs: urbanized area formula, state of good repair, competitive bus, and low/no emission buses. New transit programs include: all stations accessibility, electric or low emission ferry program, and ferry service for rural communities.

Estimates for years 2021 and 2022 Maryland apportionments were also shared. The formula programs are based on decades old Census data, for a slow growing state such as Maryland, there is a benefit. New areas include funding for equity based programs. Other areas include broadband, water infrastructure, and aviation. As refined program funding levels become available it will be shared with the members.

[PowerPoint: AMPO IIJA Slides]

7. PRESENTATION: FISCAL YEAR 2023 UPWP PROPOSED FOCUS AREAS

Mr. Lang shared progress the Technical Committee has made in identifying focus areas for consideration in the FY 2023 Addendum to the UPWP. It is intended for the draft FY 2023 Addendum to receive TC approval in February and then be released for a 30-day comment period. A resolution will come before the BRTB at the April meeting.

Priorities were determined via voting after several months of discussion. At this time the top five projects are: 1) safe systems approach for crash prevention, 2) 30% design for bicycle trails, 3) access management plans to advance safety, 4) a vision for an integrated bicycle network, and 5) supporting the LOTS requests for skills and technology assessments. This may include standing up a transit work group. Additional priorities are being scoped and once budgets are developed, a better picture of how many priorities can fit in the UPWP will be known.

[PowerPoint: Potential UPWP Priorities]

8. OTHER BUSINESS

There was no other business other than a reminder of the upcoming meeting on Friday, January 21 with the elected officials.

The meeting adjourned at 10:00 A.M.

Members

Kwaku Duah, Annapolis Transit
Lynda Eisenberg, Carroll County Department of Planning
Bruce Gartner, Howard County Office of Transportation (OOT)
Eric Leshinsky, City of Annapolis, Department of Planning
Oluseyi Olugbenle, Maryland Transit Administration (MDOT MTA)
Heather Murphy Maryland Department of Transportation (MDOT)
Theo Ngongang, Baltimore City Department of Transportation
Alex Rawls, Harford County, Department of Planning
Catherine Salarano, Maryland Department of the Environment
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
Tyson Byrne, MDOT
David Cookson, Howard County (OOT)
Joel Gallihue, Harford County, Department of Planning
Monica Haines-Benkhedda, BMC
Dan Janousek, MDOT
Keith Kucharek, BMC
Todd Lang, BMC
Christopher Letnauchyn, Carroll County
Lisa Sirota, MDOT SHA
Zach Kaufman, BMC

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board