

BALTIMORE REGIONAL TRANSPORTATION BOARD

February 22, 2022
Baltimore Metropolitan Council
9:00 to 10:05 A.M.

MINUTES

The 339th meeting was called to order at 9:00 A.M. by the Chair, Mr. Sam Snead.

1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December 2021 and January 2022 BRTB meeting was made by Mr. Snead. A motion was made by Mr. Tyson Byrne to approve the minutes and seconded by Mr. Steve Cohoon. Both sets of minutes were approved unanimously.

2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public wished to speak at this time.

3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that this month the BRTB welcomes comments on its draft updated budget and work plan for Fiscal Year 2023. This draft budget outlines over \$7.3 million dollars in work tasks to be completed by BMC staff and consultants. Projects include safety planning, design of the Patapsco Regional Greenway, support for local transit providers, and preparing for electric and automated vehicles.

Comments are welcome through Thursday, March 10 and there are several options for sharing comments from visiting the project website at publicinput.com/2023UPWP, texting the phrase '2023upwp' to the number 7-32-24, leaving a voicemail or a DM on Twitter, and sending us an email or letter via mail. Visit publicinput.com/2023UPWP to learn more and share your thoughts.

Next, the BRTB continues planning and outreach for [Resilience 2050: Adapting to the Challenges of Tomorrow](#), the next long-range transportation plan (LRTP) for the Baltimore region.

As part of this process, the BRTB is developing a series of educational white papers and surveys to share with the public on a range of topics related to the long-range transportation plan. The first white paper has been released and focuses on the updated project scoring for *Resilience 2050*. Learn more or read the first white paper at Resilience2050.com.

Looking ahead, we have a busy year full of opportunities for public engagement. Activities include:

- Launching the BRTB Transportation CORE and recruiting 40-50 members to serve on this unique new public involvement experience;
- There are several UPWP projects starting: the U.S. 40 - Aberdeen to Havre de Grace (Land Use and Transportation Study), the Patapsco Regional Greenway – Guinness Open Gate Brewery to Southwest Area Park, and the Transportation Issues in Historical Town Centers.
- In May, look for the 2023-2026 TIP and Air Quality Conformity as well as the 25th anniversary of Bike to Work.
- This year the Public Participation Plan will be updated, so stay tuned for a survey on that and a 45-day comment period.

[Handout: Public Involvement Report for February 2022]

4. REPORT FROM THE INTERAGENCY CONSULTATION GROUP

Ms. Nicole Hebert reported the following from the February ICG meeting:

- At the most recent ICG meeting February 2nd, conformity input assumptions and methodology for 23-26 TIP and Max 2045 discussed. The draft assumptions letter to federal partners, which summarizes the assumptions and methodology proposed and initiates the conformity process, was approved unanimously by the ICG.
- The ICG will next meet April 6th, which includes the goal for ICG to review and approve conformity exemption status of all proposed 23-26 TIP projects.
- MDE gave an overview of the State Implementation Plan (SIP) planning process, with a focus on ozone NAAQS. The Baltimore region and many others in the US have not met attainment requirements for the 2015 ozone NAAQS. The Baltimore region will be bumped up from marginal to moderate nonattainment of the 2015 standard. This MDE presentation initiated ICG SIP planning discussions, for which there will be follow up.
- MDE also reminded the group that the second round of [funding is open](#) for light-duty EVSE installations using funds from the Volkswagen Mitigation Settlement. MDE will accept project proposals for the two frameworks until close of business on April 15th, 2022.
- MDOT noted that two CMAQ planning reports are due October 1st of this year: a full period progress report summarizing progress over the last four years, and a baseline performance plan for the upcoming four years. Communications regarding these

reports are in progress between MDOT, MDOT SHA, and BMC staff. And there will be follow up with BRTB.

5. REPORT FROM THE TECHNICAL COMMITTEE

Ms. Regina Aris reported for Mr. Joel Gallihue the following from the February TC meeting:

- BMC staff shared results from the 2018-2019 Maryland Travel Survey (MTS), specifically, an Analysis of Demand for Public Transit and The Transit Experience. The presentation described and contrasted Bus and Rail riders by several demographic variables.

The first variable was Age Group. The second variable was Household Income. The third variables was Race & Ethnicity. The presentation also compared Bus and Rail riders by the trip purposes for which they used each mode. The presentation is available online.

- **Draft 2022-2023 UPWP** – Work to prepare the UPWP for release has generally gone well, until it was noted that Congress has not signed a budget bill for FY 2022 which will include the IIJA/BIL funds. That has necessitated staff to identify five focus areas in one appendix for full approval, and place the remaining nine projects in a separate appendix that are contingent on that federal action.

Mr. Lang shared that the five focus areas that are lined up to move ahead first will provide \$40,000 to each member to provide support. The TC approved at request the UPWP, as described, for public review and comment.

- **Project submittal information for Resilience 2050** – BMC staff shared the updated project submittal form for *Resilience 2050*, highlighting new questions related to highway safety, transit safety and security, environmental conservation, complete streets, Environmental Justice, and congestion management strategies. The call for projects for *Resilience 2050* will be held from April to June of 2022.

6. PRESENTATION: MARYLAND LEGISLATIVE BRIEFING

Mr. Michael Kelly prepared a presentation on transportation-related legislation moving through the Maryland General Assembly. The information reflects the status of bills as of February 18 and a link to locate the bills was provided. Mr. Kelly then shared the key dates from the convening of this session to the last day a bill must pass both chambers. That last critical day is April 11.

Mr. Kelly focused the discussion around six categories of bills, including: safety, environment, funding, local, transit, and bills of note. There are two safety bills, both related to bicycle and pedestrian crashes. Three bills were covered for the environment and. For funding three bills impacting highway user revenue (HUR) were discussed, HUR is a major source of funding for local jurisdictions for transportation projects. Three additional funding bills related to a range of issues. There are three local bills and three transit bills. Finally, three bills touched on MAGLEV, TOD, and a possible rail authority.

[PowerPoint: 2022 Legislative Session Update]

7. PRESENTATION: COMPETITIVE INFRASTRUCTURE FUNDING OPPORTUNITIES INCLUDED IN THE IIJA/BIL

Mr. Todd Lang presented on a range of competitive funding opportunities in the new legislative package called the Infrastructure and Investment Jobs Act (IIJA) that was renamed to the Bipartisan Infrastructure Law (BIL). The presentation grouped programs by the agency managing the funding. The USDOT Office of the Secretary (OOTS) will manage 6 programs (4 are new):

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Nationally Significant Multimodal Freight and Highway Projects (INFRA)
- New National Infrastructure Project Assistance (a.k.a. "MEGA")
- New National Culvert Removal, Replacement, and Restoration Grants
- New Strengthening Mobility & Revolutionizing Transportation (SMART) Grant Program
- New Safe Streets and Roads for All Grant Program

The US DOT Federal Highway Administration (FHWA) will manage 7 programs, all are new:

- New Bridge Investment Program
- New Congestion Relief Program
- New Charging and Refueling Infrastructure Program
- New PROTECT (Resiliency) Grants
- New Healthy Streets Program
- New Reconnecting Communities Pilot Program
- New Active Transportation Infrastructure Investment Program

The US DOT Federal Transit Administration will manage 5 programs, 2 are new:

- Fixed Guideway Capital Investment Grants
- Bus & Bus Facilities Grants
- Low and No Emissions Bus Grants
- New All Stations Accessibility Program
- New Electric or Low-Emitting Ferry Program

The USDOT Maritime Administration (MARAD) will manage one program:

- Port Infrastructure Development Program

The US Environmental Protection Agency (EPA) will manage one program:

- Clean School Bus Program Funding

Mr. Lang concluded with a thank you to AMPO for making information available to members to advance their understanding of the new bill.

[PowerPoint: Competitive Grant Opportunities in IIJA/BIL]

8. PRESENTATION: MARYLAND DEPARTMENT OF TRANSPORTATION BICYCLE LEVEL OF TRAFFIC STRESS (LTS)

Mr. Nate Evans shared the newly finalized Maryland Bicycle Level of Traffic Stress (LTS) analysis completed by MDOT. The data is available on iMap and other state agency geodatabases with a technical memo and a description of the metadata.

A statewide bicycle LTS analysis was one of the goals of the 2019 MDOT Bicycle and Pedestrian Master Plan. LTS is intended to be easily understandable and assist in determining

the bikeability a facility for different users. Bicycle LTS is also easier to analyze than other tools such as bicycle level of comfort as LTS relies on metrics that are more readily available which is important, especially for statewide analysis.

The Maryland Bicycle LTS is based on the MDOT SHA One Maryland One Centerline (OMOC) which is a roadway inventory asset management system. OMOC includes data such as speed limits, number of through lanes, and more. The team added shared-use paths, sidepaths, and on-street bikeways to OMOC before processing the data.

The Maryland Bicycle LTS scale is based on the Mineta Institute methodology and industry standards. The LTS levels range from zero to five with LTS 0 typically assigned to shared-use paths and rail-trails and suitable for all ages and abilities, LTS 1 typically assigned to protected bikeways and sidepaths and suitable for almost everyone, LTS 2 typically assigned to bike lanes and bike boulevards and suitable for those who are interested but concerns, LTS 3 typically assigned to bike lanes, shared lanes, and shoulder and suitable for those who are enthused and confident, LTS 4 typically assigned to roadways with no bike facility or a bike lane on a major roadway and suitable for strong and fearless riders, and LTS 5 assigned where bicycle access is prohibited by a managing roadway agency.

Uses of bicycle LTS include determining existing conditions and illustrating the low-stress network that is comfortable for different users while highlighting high-stress barriers that may require intervention. Bicycle LTS also assists in bicycle network analysis, gap analysis, and a number of other planning tools.

There are limitations of the data used for the bicycle LTS analysis. The data is timestamped to the time that the analysis was run, which means that it is static until the data is updated and reflects conditions at the date of the timestamp. However, the model can be updated at regular intervals and for specific projects. The bicycle LTS model also includes data assumptions. Speed limit data was not available for all local roadways so some speed limits used for the model were inferred based on roadway functional classification. Traffic volumes were populated using volumes from the traffic monitoring system (TMS) and where TMS data was not available traffic volumes were derived using the number of through lanes on the roadway. The bicycle LTS geodatabase attributes data is coded so that users can determine if data was derived and the technical memo includes additional information about the assumptions. Maryland Bicycle LTS currently does not include intersection attributes to determine LTS. However, future iterations of the Maryland Bicycle LTS may include intersection LTS.

[PowerPoint: Bicycle Level of Stress]

9. OTHER BUSINESS

There was no other business.

The meeting adjourned at 10:05 A.M.

Members

Kwame Arhin, Federal Highway Administration, MD Division
Tyson Byrne, (for Heather Murphy) Maryland Department of Transportation (MDOT)
David Cookson, (for Bruce Gartner) Howard County Office of Transportation
Steve Cohoon, Queen Anne's County Department of Public Works
Mike Kelly, Baltimore Metropolitan Council
Patrick McMahon, (for Kate Sylvester) Maryland Transit Administration (MDOT MTA)
Theo Ngongang, Baltimore City Department of Transportation
Lynda Eisenberg, Carroll County Department of Planning
Alex Rawls, Harford County, Department of Planning & Zoning (DPZ)
Catherine Salarano, (for Tad Aburn) Maryland Department of the Environment (MDE)
Sam Snead, Anne Arundel County, Office of Transportation
D'Andrea Walker, Baltimore County Department of Public Works & Transportation
Bihui Xu, Maryland Department of Planning (MDP)

Staff and Guests

Bala Akundi, Baltimore Metropolitan Council (BMC)
Regina Aris, BMC
Marty Baker, MDOT
Cindy Burch, BMC
Jade Clayton, MDOT MTA
Rebecca Deibel, BMC
Nate Evans, MDOT
Joel Gallihue, Harford County DPZ
Monica Haines Benkhedda, BMC
Don Halligan, BMC
Nicole Hebert, BMC
Dan Janousek, MDOT
Zach Kaufman, BMC
Keith Kucharek, BMC
Todd Lang, BMC
Sheila Mahoney, BMC
Charlene Mingus, BMC
John Mullen
Eric Norton, Central Maryland Transportation Alliance
Eileen Singleton, BMC
Lisa Sirota, MDOT SHA

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board