

## BALTIMORE REGIONAL TRANSPORTATION BOARD

March 22, 2022  
Baltimore Metropolitan Council  
9:02 to 9:55 A.M.

### MINUTES

The 340<sup>th</sup> meeting was called to order at 9:02 A.M. by the Chair, Mr. Sam Snead.

#### 1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the February 22, 2022 BRTB meeting was made by Mr. Snead. A motion was made by Ms. Lynda Eisenberg to approve the minutes and seconded by Ms. D'Andrea Walker. The minutes were approved unanimously.

#### 2. PUBLIC PARTICIPATION OPPORTUNITY

No one chose to address the BRTB.

#### 3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda shared an update on comment periods and public engagement activities for March:

- The BRTB welcomed comments on its draft updated work plan and budget from Tuesday, February 8 through Thursday, March 10, 2022. Over 600 people viewed the project page on publicinput and 23 people viewed the YouTube video overview of the UPWP.

Two comments were received: one recommends extending subway or MARC train service into Carroll County. Another comment recommends fully funding five projects, which are all now able to be funded since Congress took action to make funds available. Visit [publicinput.com/2023UPWP](https://publicinput.com/2023UPWP) to learn more or view comments.

- The BRTB seeks volunteers to serve on a newly formed group, Transportation CORE. The BRTB has made an innovative decision to launch Transportation CORE as a new form of public engagement to bring together people from around the region to provide feedback on a range of transportation and planning topics. This is a tremendous opportunity for a

diverse group of 30-50 stakeholders to be uniquely engaged in the regional planning process and serve as a sounding board for regional decision-makers and planning staff.

A key goal is to provide the public the chance to weigh in on how the BRTB approaches project planning, the prioritization of projects and initiatives, and how it approaches public involvement. Another goal of the CORE is to expand our reach beyond BRTB committees and long-time partners to make sure that rural, suburban and urban communities and business interests from across the Baltimore region are represented. Lastly, CORE members will serve as local “eyes and ears” about transportation throughout the region and raise new and emerging concerns and issues to BRTB/BMC’s attention.

Visit [baltometro.org](http://baltometro.org) to learn more or apply. Applications are due April 15, 2022.

- Staff are developing a series of educational white papers and surveys to share with the public on a range of topics related to *Resilience 2050* - the regions next long-range transportation plan. Along with each white paper, the public will be asked to share their thoughts through a project website at [publicinput.com/resilience2050whitepapers](http://publicinput.com/resilience2050whitepapers). This allows the BRTB to hear thoughts and ideas about *Resilience 2050* while it is still in development, which is a more impactful time for consideration and inclusion feedback.

Staff have released two white papers so far: one on project scoring and one on safety. Regarding project scoring, which projects will make it into *Resilience 2050*? That depends on how they score. The first white paper provides details on the methodology that will be used to score candidate projects for *Resilience 2050*.

The second paper focuses on Traffic Safety. Motor vehicle crashes are a leading cause of death in the U.S. *Resilience 2050* places a high priority on improving traffic safety through its goals and project scoring. Read the white paper to learn more about the what the BRTB and I there’s are doing to improve traffic safety and get us closer to zero deaths on our regions roadways.

Once you read the white paper, email us your thoughts at: [resilience2050whitepapers@PublicInput.com](mailto:resilience2050whitepapers@PublicInput.com), leave us a voicemail at 855-925-2801 x9090, or take our survey online at [publicinput.com/resilience2050whitepapers](http://publicinput.com/resilience2050whitepapers). Additional white papers will be released this winter and spring, where we’ll be exploring: The role of freight; Air quality and the Conformity Analysis; and more.

### ***[Handout: Public Involvement Report for March 2022]***

## **4. REPORT FROM THE TECHNICAL COMMITTEE**

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

- **Maryland Travel Survey** - BMC staff discussed results from the 2018-2019 Maryland Travel Survey (MTS), around Rideshare, both demand and experience. The analysis used regional level data. Below are several highlights:

- the largest shares of rideshare riders are those 18-44 years old,
  - the largest share of rideshare riders are those with the highest household income of \$150,000 or more,
  - the largest share of rideshare riders were African Americans, and
  - the largest share of rideshare trips are trips to work.
- **Air Quality Conformity Methodology Letter** – BMC staff reviewed the analysis assumptions and inputs for the upcoming conformity determination. Staff described where in the conformity determination process planning assumptions and inputs are determined.
  - **Resilience 2050 Update** – BMC staff reviewed tasks in the upcoming schedule.
    - The Round 10 socioeconomic forecasts are anticipated to go before the BRTB in mid-2022.
    - The financial forecast is also in process but needs to be updated to reflect the new infrastructure bill.
    - The call for projects will be held from April through June 2022, followed by BMC staff scoring in summer 2022 and development of the preferred alternative in fall 2022.
  - **UPWP and Local Billing** – BMC staff reviewed issues and opportunities around billing local time to tasks in the UPWP.
  - In a closed session, BMC staff presented the outline for 30% design of a segment of the Patapsco Regional Greenway which will stretch from Guinness Open Gate Brewery to the Southwest Area Park, all in Baltimore County. This is the last major segment of the greenway and is the longest to date. After a discussion of tasks, TC members approved this project to be released as an RFP.

## **5. PRESENTATION: REVIEW OF ONGOING AND UPCOMING UPWP STUDIES**

Mr. Todd Lang reviewed current and proposed tasks that include input from members. Members are eligible for reimbursement when they document their participation when submitting the quarterly billings. The newest task looks at the local planning process to understand the amount of transportation system impact in the process. Also covered were Pedestrian Infrastructure Assessment, LOTS Bus Stop Assessments, PRG: Sykesville to McKeldin, RTP Corridor Analysis, Transportation Issues in Historic Downtowns, Transportation and Crash Data Dashboards, and TIS – Phase II. Members are also welcome to apply for the inaugural round of TLC grants.

Mr. Lang also touched on tasks for FY 2023 such as the Climate Change Toolkit Phase II.

Mr. Snead was complimentary of the data coming out of the bus stop assessment task currently coming to conclusion.

***[PowerPoint: Review of Ongoing and Upcoming UPWP Tasks]***

## **6. PRESENTATION: MARYLAND STATE FREIGHT PLAN UPDATE**

Ms. Michelle Martin, MDOT TSO, began with the purpose of the freight plan which is to examine existing and projected conditions, and identify policy positions, strategies, and freight projects to improve freight movement efficiency and safety. The last update was in 2017 with revisions. For this update, federal approval is expected in fall of 2022. Highlights of the plan include compliance with federal requirements, a comprehensive overview of freight in Maryland, focus on freight supply chain, identification of policy needs and strategies, identification of freight project priorities and investment plans. The plan is intended to be a collaborative and coordinated effort amongst freight stakeholders.

The focus of the plan is to meet the federal fast act requirements. The Bipartisan Infrastructure Law (BIL) expands upon previous guidance and identifies 17 federally required elements for a state freight plan. Seven items are new, including truck parking facility assessments, supply chain cargo flows, inventory of commercial ports, consideration of multi-state freight compacts, impacts of e-commerce on freight infrastructure, considerations of military freight and focus on enhancing freight resilience and reducing freight environmental impacts.

The plan aims to assess key freight needs to reflect the uniqueness of the different regions in Maryland and balance the broader statewide priorities alongside regional relevancy and interests. Five regions were identified including Western Maryland, Eastern Shore, Southern Maryland, Baltimore Metro area, and Washington Metro area.

Key maps were developed to identify regional needs and projects. Maps include categories such as truck parking needs, congested routes, congested areas, funded and unfunded projects, and truck bottlenecks.

The plan identifies key freight focus areas including freight performance measures, agency and stakeholder perspectives, and regional/statewide freight needs. Freight focus areas will align with federal requirements as well as state freight needs and interests.

The plan also establishes a freight project and investment plan that identifies freight project candidates, funding opportunities and the freight investment plan.

MDOT has been working with MPOs and stakeholders and developed surveys for within Maryland and for surrounding states. MDOT is also working with the State Freight Advisory Committee in the development of the state freight plan.

The freight plan consists of stakeholder outreach, background research, existing plans/programs, performance data, and federal requirements. Within the plan, there are 11 focus areas. These focus areas include safety/security, technology/operations, asset management, congestion, truck parking, supply chains, ports, multistate coordination, e-commerce, military freight, and resilience and environment.

The implementation plan will include projects that focus on TSMO strategies and major capital improvements. Plan strategies will include modeling capabilities, innovative performance management, real-time truck parking information, freight data exchange, freight EV

considerations, freight CAV, virtual weigh station, inspection equipment upgrades, and truck parking upgrades.

Next steps include expanding critical urban and rural freight corridors, truck platooning, funding opportunities, and continued stakeholder engagement.

There are multiple sources to fund the freight plan initiatives. Some funding opportunities include NHFP, airport infrastructure grant program, HSIP, CMAQ, National Electric Vehicle Infrastructure Program and Railway-Highway Crossing Program as well as many other discretionary grant programs.

The final plan is expected to be complete by the end of 2022.

***[PowerPoint: Maryland Freight Plan]***

## **7. PRESENTATION: STATUS OF SEVERAL PIECES OF LEGISLATION FROM FEBRUARY**

Mr. Mike Kelly continued his discussion of key bills from the February meeting. Yesterday, March 21 was the crossover deadline where bills must be passed by the chamber of origin or be referred to the Rules Committee. Those bills that have been passed provide us a good sense of what will move ahead.

*Safety:* a Vision Zero bill is moving through both chambers.

*Environment:* MDOT MTA conversion to zero emission buses is moving through both chambers. The Clean Cars Act moved out of the House.

*Funding:* Highway User Revenue (HUR), revenue and distribution moved out of the House. HUR for Baltimore City moved out of the House.

*Funding:* MDOT and Spending Affordability Committee bill passed both chambers.

*Local Bills:* Complete Streets and Safe Routes to School moved out of the House. The East West Transit Corridor moved out of the House. MDOT MTA transit service for City students moved out of the Senate.

*MDOT MTA:* WMATA dedicated funding passed both chambers. The Regional Rail Act passed both chambers. The Greater Baltimore transit governance and funding commission moved out of the House.

*Other:* AN equitable and inclusive TOD bill moved out of the Senate. Both chambers approved a 30-day repeal of gasoline taxes that went into effect March 18<sup>th</sup>.

***[PowerPoint: 2022 Legislative Session Update]***

## **8. OTHER BUSINESS**

There was no other business

The meeting adjourned at 9:55 A.M.

***Members***

Kwaku Agyemang-Duah, Annapolis Transit  
Kwame Arhin, Federal Highway Administration, Maryland Division  
Steve Cohoon, Queen Anne's County Department of Public Works  
Lynda Eisenberg, Carroll County Department of Planning  
Bruce Gartner, Howard County Office of Transportation  
Mike Kelly, Baltimore Metropolitan Council  
Eric Leshinsky, City of Annapolis, Department of Planning  
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  
Sam Snead, Anne Arundel County, Department of Transportation  
Kate Sylvester, Maryland Transit Administration (MDOT MTA)  
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)  
Asanat Animashuan, MSU student  
Regina Aris, BMC  
Javon Barrett, MSU student  
Quincy Bryant, MSU student  
Tyson Byrne, MDOT  
Cindy Burch, BMC  
Rochelle Carpenter  
Joshua Cimino, EN Engineering  
Casey Cox  
Angelica Daniel, Baltimore County DPW&T  
Noah Daniels, MSU student  
Rebecca Deibel, BMC  
Dylan Djikeng, MSU student  
X Ezekiel  
Joel Gallihue, Harford County  
Kidus Habte  
Monica Haines-Benkhedda, BMC  
Don Halligan, BMC  
Jordan Hendry  
Petronella James-Okeke, MSU Faculty

Dan Janousek, MDOT  
Dontae Bordley Jenkins, MSU student  
Erika Johnson  
X Kennedy  
Liz Koontz, BMC  
Keith Kucharek, BMC  
Laura Lang  
Todd Lang, BMC  
Sheila Mahoney, BMC  
Peerayut Maneewan, MSU student  
Quenterrius Mason, MSU student  
Nalija Massey  
Michelle Martin, MDOT  
Charlene Mingus, BMC  
Tatyana Moore, MSU student  
Andreana Roxas, MSU student  
Lisa Minnick Sirota, MDOT SHA  
Boubacar Sow, MSU student  
Jeremiah Washington, MSU student  
Greg Wissman, RS&H

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board